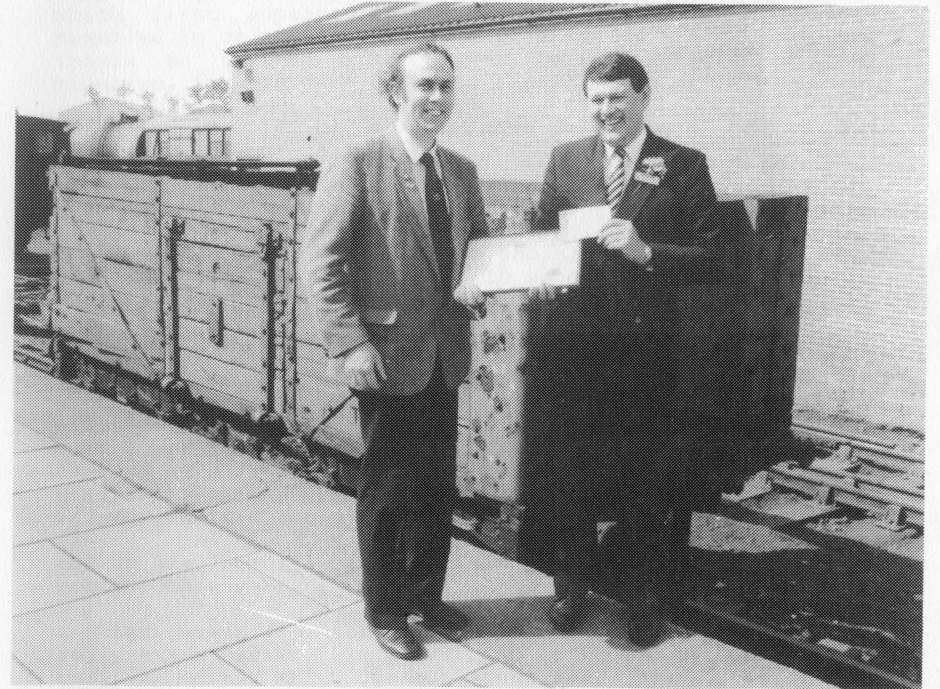


THE OLD RUN



**JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS**

SUMMER 1987 No. 120

50p

Editorial Address:

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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.

All articles for the next issue should reach the Editor by 1st October 1987.

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

FRONT COVER

Member Phillip Lodge (left) received a cheque from Mr Stephen Broom on behalf of the Trust House Forte 'Community Chest' fund, towards the restoration of the Middleton Waggon, seen in the background, on 8th May last.

Photo courtesy of THF.

EDITORIAL

This issue of Old Run commemorates the 175th Anniversary of the building of "SALAMANCA" and thus the 175th Anniversary of both steam on the Middleton Railway and locomotive building in Leeds. This is quite an incredible achievement as we are the Oldest Steam Railway in the World - yet another first for the Middleton Railway! To mark the anniversary, we are proud to be able to reprint an article which first appeared in the December 1937 issue of Railway Magazine to celebrate 125 years of steam at Middleton. Our thanks go to Mr. John Slater, current Editor of Railway Magazine, for his permission to reprint this article.

The last couple of months have been both hectic and momentous for our railway.

A great deal of hard work has gone into the 175 celebrations, culminating in the two weekends 13/14 June and 20/21 June when the major events were held. The first weekend involved a vintage bus link between ourselves and Armley Mills Museum. This worked rather well, but was killed off by the appalling weather on the Sunday - no-one was going to come outdoors in virtually horizontal rain! Fortunately, there were no such problems the following weekend when we held our 'Middleton Milestone' trains on the Saturday and Civic Visit on Sunday. The 'Middleton Milestone' tours were a sell out and the railway not only made a great deal of money but also showed it could organise as good an event as any of the bigger societies. The civic visit, likewise, was on the whole well organised, although the timetable slipped rather badly towards the end of the visit. The Lord Mayor was most impressed at what she saw and we are hopeful of receiving support from the city council this year.

Another event to take place in this period was the resignation after 17 years' in office, of Joe Lee as chairman of the MRT. Joe has given many years' loyal and devoted service to the Trust but has become involved more and more with other charitable causes in recent years. He decided that he had to decrease his involvement with the MRT by standing down as chairman, although he remains as a Councillor. In recognition of his many years service, the MRT at its AGM conferred the title of Honorary Vice President on Joe. Our new Chairman is Vernon Smith, who will be well known to many of our members. He is 27 years old, one of the youngest chairmen in the preservation movement. He has been Traffic Manager for some time, a job which he still retains, and he and wife Karina form one of the few husband and wife footplate teams in preservation.

As a result of Joe's resignation from 'Cabinet Office', your Editor has been elected Publicity Officer for the railway. This means that the post of Editor of the Old Run is now vacant. An offer for the job has in fact been received and it is hoped to announce my successor in the next Old Run. There is no truth in the rumour that said successor has been admitted to hospital for his brain removing!

Finally, on an encouraging note again, my recent article in "Steam Railway" appears to have had the desired effect and a number of membership enquiries resulted. Up to press, a total of 6 new members have joined, with a couple of others being very interested whilst a number of longer standing Middleton members have now come forward to help with the shop and other areas. This is very encouraging news indeed and will help to alleviate the chronic staff shortage we have been suffering. But please don't think that our problems have been solved by this welcome addition to our membership. We still need more members if we are to really build on our success. We still need a Sales Manager - the Editor is not able to devote enough time to the job and has enough other commitments anyway! We are still in need of guards and loco crews and all the other many jobs that need doing so if YOU have a spare day or so this year, how about letting one of the Council know and I'm very confident that one of us will be able to help you fill it with a suitably rewarding task towards helping the World's Oldest Railway!

Middleton Park Developments

The final sections of platform were craned into position just before the commencement of services at Easter. Although the major part of the platform had been installed the previous season, the last eight feet of ramp at either end had not been manufactured in time and a temporary earth ramp was provided as a stop gap. Eventually the top of the platform will be flagged to give a much neater finish but this is a low priority whilst finances are limited.

At the same time as the platform was being completed the two lever ground frame was craned into position and coupled up to the points. Much work had been necessary on the frame to box it in with steel plate as an anti-vandal measure, necessary because of its exposed position.

The Trust are not the only people to have been active at this end of the line, as the Park staff have been very busy planting trees and shrubs between the station and the existing woods. These will, of course, take several years to establish themselves but have already improved the landscape at this end of the line.

125 Years of Steam at Middleton

Anyone who advances a priority claim regarding the application of the steam locomotive to railway traction takes the risk of being challenged immediately by the partisans of a particular pioneer. The present writer has no wish to indulge in the task of reviving old controversy - largely unprofitable in any event - as to the measure of praise which is due to the respective pioneers who contributed to the successful introduction of the steam locomotive. Too often the protagonists of the claims of a particular engineer have argued heatedly about such questions as "when is a blast pipe not a blast pipe" without regard to the elementary facts that the possibility of steam traction was known long before the nineteenth century dawned, and that its commercial adoption and development awaited the financial incentive provided by the enormous rise in horse fodder prices during the Napoleonic wars. An anniversary that fell during the present year, however, provides a fitting opportunity to recall some essentials of the momentous days when the railway steam locomotive embarked on a commercial career that was destined to change the face and habits of the civilised world. The event to which I refer occurred 125 years ago, and was none other than the official inauguration of the first commercial use of a steam locomotive on a railway. As already stated these remarks are made without any desire to belittle the earlier work of Nicholas Joseph Cugnot, William Murdock, William Symington, Oliver Evans, Richard Trevithick, Timothy Hackworth (and/or William Hedley), and others. The precise value of their respective work may always remain a matter of controversy, but the fact remains that prior to 1812 none of these built a machine with flanged wheels for railway service which was used commercially. Thus the question of sufficient adhesion was not settled by the experiments of Trevithick in 1804 on the Penydarran tramroad, nor by those in 1813 on the Wylam line, for the former had always been a platway laid with angle-iron rails and the latter, although originally a wooden wagon-way formed previous to 1763, was relaid with similar plates in 1808.

Bearing this in mind, it is understandable that John Blenkinsop thought it necessary to devise and patent a rack rail in 1811 when he decided to adopt steam traction on Brandling's wagon-way between Middleton and Hunslet (Leeds), and indeed it is improbable that, without the aid of the rack, Matthew Murray's locomotives would have been able to haul the heavy loads they were called upon to handle. According to the surviving evidence there can be no real doubt that this was the first successful commercial use of steam traction on rails, and that the engines which officially inaugurated the service in August, 1812, were the first with flanged wheels to be put to work.

As already mentioned, the enormous rise in the price of horse fodder during the Napoleonic wars produced a situation where there was a likelihood of steam traction proving cheaper than horse haulage, and John Blenkinsop (a native of Walker-on-Tyne), who was then viewer and part owner of the Middleton colliery, decided to examine the possibility. As an undertaking with a statutory obligation to deliver coal at Leeds at a fixed minimum price, there was great incentive to keep down costs that could not be passed on to the consumer. Much has been written about his alleged doubt of securing sufficient adhesion between a smooth rail and a smooth flanged wheel, but his main consideration was probably that of keeping the locomotive weight within the capacity of light cast-iron rails. In any event, Blenkinsop's first step was to devise a rack rail, and for this he secured a patent (No. 3431) dated April 10, 1811. He then proceeded to lay these rails on the Middleton wagon-way and to contract with Matthew Murray of the firm of Fenton, Murray and Wood of Leeds, to design and build a steam locomotive to work the line. The design was evolved in 1811, for the locomotive was depicted on a plaque bearing this date, but it was not until the middle of the following year that the actual machine took the road. It is unnecessary here to describe the engine as it formed the subject of a comprehensive article by R.E.M. Bleasdale in THE RAILWAY MAGAZINE of June, 1928.

The first trial took place on June 24, 1812 and the following account appeared in the Leeds Mercury of June 27, 1812:-

"On Wednesday last a highly interesting experiment was made with a Machine, constructed by Messrs. Fenton, Murray, and Wood, of this place, under the direction of Mr. Blenkinsop, the Patentee, for the purpose of substituting the agency of steam for the use of horses in the conveyance of coals on the Iron-rail-way from the mines of J.C.Brandling, Esq., at Middleton, to Leeds. This machine is, in fact, a steam-engine of four horses' power, which, with the assistance of cranks turning a cog-wheel, and iron cogs placed at one side of the rail-way, is capable of moving, when lightly loaded, at the speed of ten miles an hour. At four o'clock in the afternoon the machine ran from the Coal-staith to the top of Hunslet-Moor, where six, and afterwards, eight waggons of coal, each weighing 3 1/4 tons, were hooked to the back part. With this immense weight, to which, as it approached the town, was super-added 50 of the spectators mounted upon the waggons, it set off on its return to the Coal-staith, and performed the journey, a distance of about a mile and a half, principally on a dead level, in 23 minutes, without the slightest accident. The experiment, which was witnessed by thousands of spectators, was crowned with complete success; and when it is considered that this invention is applicable to all rail-roads, and that upon the works of Mr. Brandling alone, the use of fifty horses will be dispensed with, and the corn necessary for the consumption of, at least, 200 men saved, we cannot forbear to hail the

invention as of vast public utility, and to rank the inventor amongst the benefactors of his country."

The Leeds Mercury of July 18, 1812, made further reference to the work, reproduced John Blenkinsop's patent specification, and included a small woodcut of the engine, which is probably the earliest extant illustration of an actual railway locomotive, assuming that the plaque of 1811 was based on a design before the engine was built. The first engine is stated to have been named Prince Regent and to have cost £380, which included the premium of £30 paid to Trevithick in respect of his patent rights. The second locomotive, Salamanca, was completed in time for the actual inauguration of steam traction on August 12, 1812, when the two engines began working regularly across Hunslet Moor from the foot of the inclined plane at the south corner of Hunslet Car to the Old Staith at Leeds, a distance of 1 1/2 miles.

Another portion of the wagon-way from the head of the inclined plane to the Day Hole pit, was afterwards worked by steam traction when two additional engines were secured; these locomotives (to which tradition has assigned the names Lord Wellington and Marquis Wellington) were delivered on August 4 and November 23, 1813, respectively. An early engraving shows one of the engines hauling three coal trucks coupled by chains, with the cogwheel working on the rack rail on the left hand side of the locomotive only, and this accords with the well-known view of the Leeds (Hunslet) to Middleton line, with Christ Church, Leeds, in the background, depicting one of Murray's locomotives in the middle of a train and, therefore, both pushing and pulling coal waggons. A scarce German view of the Middleton colliery railway with Blenkinsop rack rail and Murray locomotive, showed the cogwheel on the right-hand side of the engine. There seems to be little doubt, however, that the former engraving represents the position correctly, and that the German view is wrong in this particular, as also it would appear to be in showing a passenger carriage being hauled. Incidentally, it was left to George Stephenson's Blucher, which began work at Killingworth in July, 1814, to be the first adhesion locomotive to be used with flanged wheels - an important point in locomotive history that is not generally appreciated.

So far from being a mere experiment, the pioneer venture in steam traction at Leeds continued until 1835, when there was a reversion to horse traction on the Hunslet railway as the result of horse fodder again becoming plentiful and cheap. When the last of this series of four Murray locomotives was withdrawn from service it was exhibited in a shed at Belle Isle until about 1860. The effects of those 23 years of steam traction were far-reaching, and visitors from many parts of the world benefitted from viewing the Middleton enterprise before introducing steam railways in their own countries.

In 1815 Works Superintendent Frederick Krigar, of the Royal Iron Foundry, Berlin, accompanied by Herr Eckardt, examined the Murray engines and took the design to Germany. Apparently two such rack locomotives were built in Berlin, one completed in June, 1816, for coal transport in Upper Silesia between Konigsgrube and Konigshutte, and the other in September, 1818, for Saarbrucken. The former was not of the right gauge for the horse line upon which it was intended to work, and therefore never went into service; the latter, which was used only on trial trips, was sold in 1835 as scrap. The general appearance of these German products was indicated on a cast-iron New Year "card" dated 1816 and issued by the Royal Iron Foundry, one of which was reproduced on page 424 of THE RAILWAY MAGAZINE for December, 1935.

Other foreign visitors to Middleton were the Grand Duke Nicholas of Russia (afterwards Tsar) and other eminent persons who were touring the manufacturing districts of this country in 1816. They viewed the Middleton colliery railway and saw a locomotive haul a train of thirty loaded coal wagons at a speed of 3 1/4 m.p.h. A model engine was afterwards sent to Russia by the makers, according to a letter from Matthew Murray to Simon Goodrich dated November 21, 1824, which is preserved in the Science Museum, London.

So far as Great Britain is concerned, the Middleton line was directly copied in two places, namely, the Kenton & Coxlodge wagon-way on which Murray locomotives and Blenkinsop rack rails were brought into service on September 2, 1813; and at Orrell colliery, near Wigan, where the first engine began work earlier the same year. In addition, it was the Middleton enterprise that inspired Thomas Gray with his well-known enthusiasm for railways and locomotives, leading him in 1820 to publish "Observations on a General Iron Rail-way". He was a native of Leeds, and afterwards lived in Nottingham and Exeter. In October, 1825, Gray wrote in the Gentleman's Magazine (Vol. XCV, page 311):-

"The man who can now hesitate to recommend steam engines instead of horse-power must be pitied for his ignorance or despised for his obstinacy ... after the demonstration of their utility daily proved by Mr. Blenkinsop these fourteen years."

On January 16, 1829, James Walker and John Urpeth Rastrick saw the locomotives at work, and showed in their "Reports to the Directors of the Liverpool & Manchester Railway on the Comparative Merits of Locomotive and Fixed Engines as a Moving Power" that on an average 2 3/4 lb. of coal were consumed for every ton of coal conveyed one mile, at 4 m.p.h. On the occasion of that visit a load of 38 wagons with a total of 85 1/2 tons of coal was taken over the line, drawing in all 140 tons at 2 to 3 1/2 m.p.h. This probably represented the maximum performance of the Murray locomotives at Leeds. By this time George Stephenson's work at Killingworth and Hetton, and on the Stockton & Darlington Railway, had opened up the era of steam traction relying on adhesion only, but no subsequent event can rob the Leeds-Middleton railway of its pioneer claim to be the first steam railway, and, incidentally, the first rack railway.

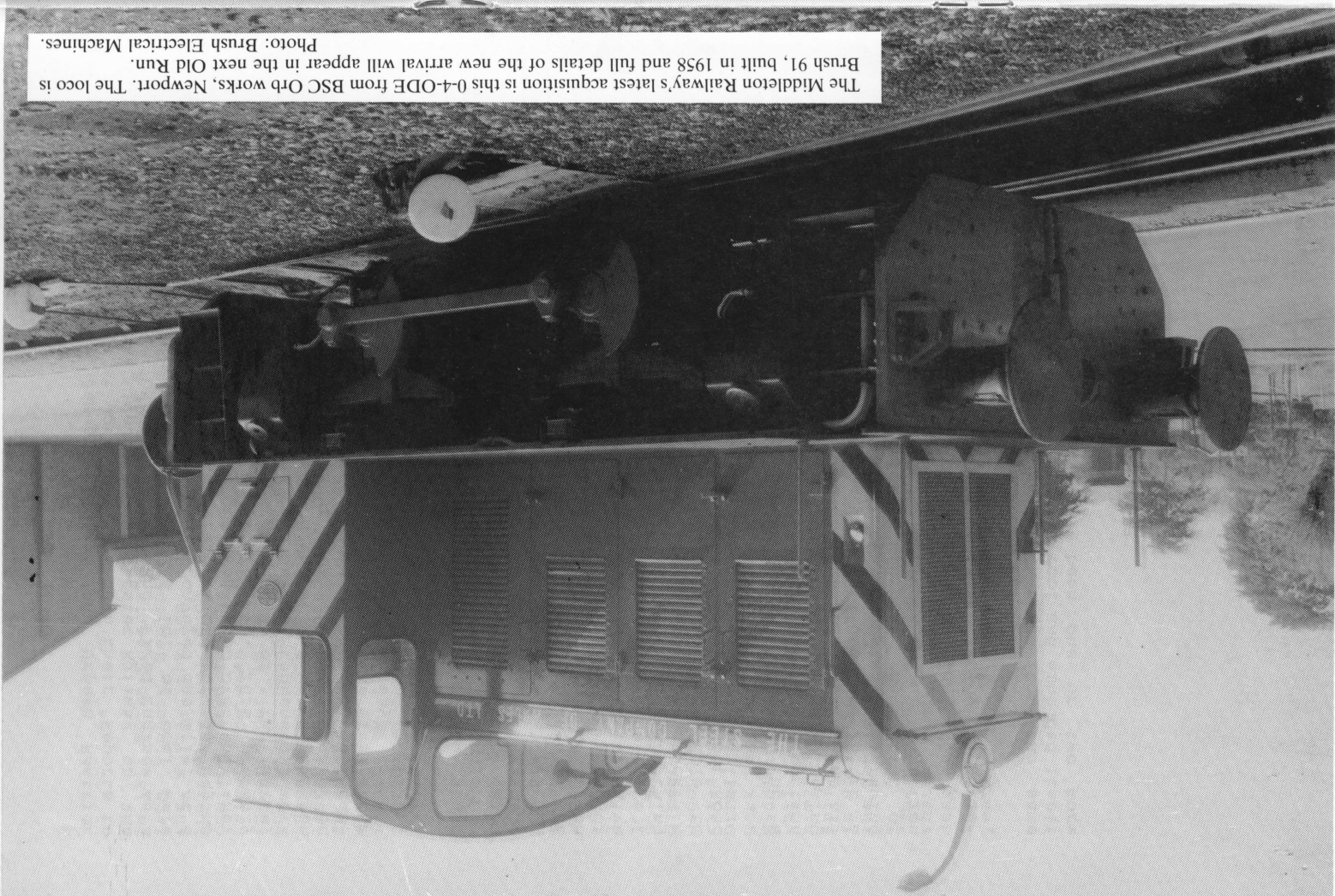
More Ramblings

After reading an interesting article in the spring edition of the Old Run written by Sheila Bye on the ramblings of the old railway complex, two items sprang to mind on Sunday 24th May whilst working at the railway. First - the photo of Moor Road station as it was then: I found an old water valve which fed the water column. On clearing of the valve I wondered if I dare try turning it on to see if the thing still works, but alas the valve is well and truly stuck. A good thing as who knows I maybe wouldn't have been able to turn it off again which would mean flooding in Moor Road similar to the burst at Headingley last year.

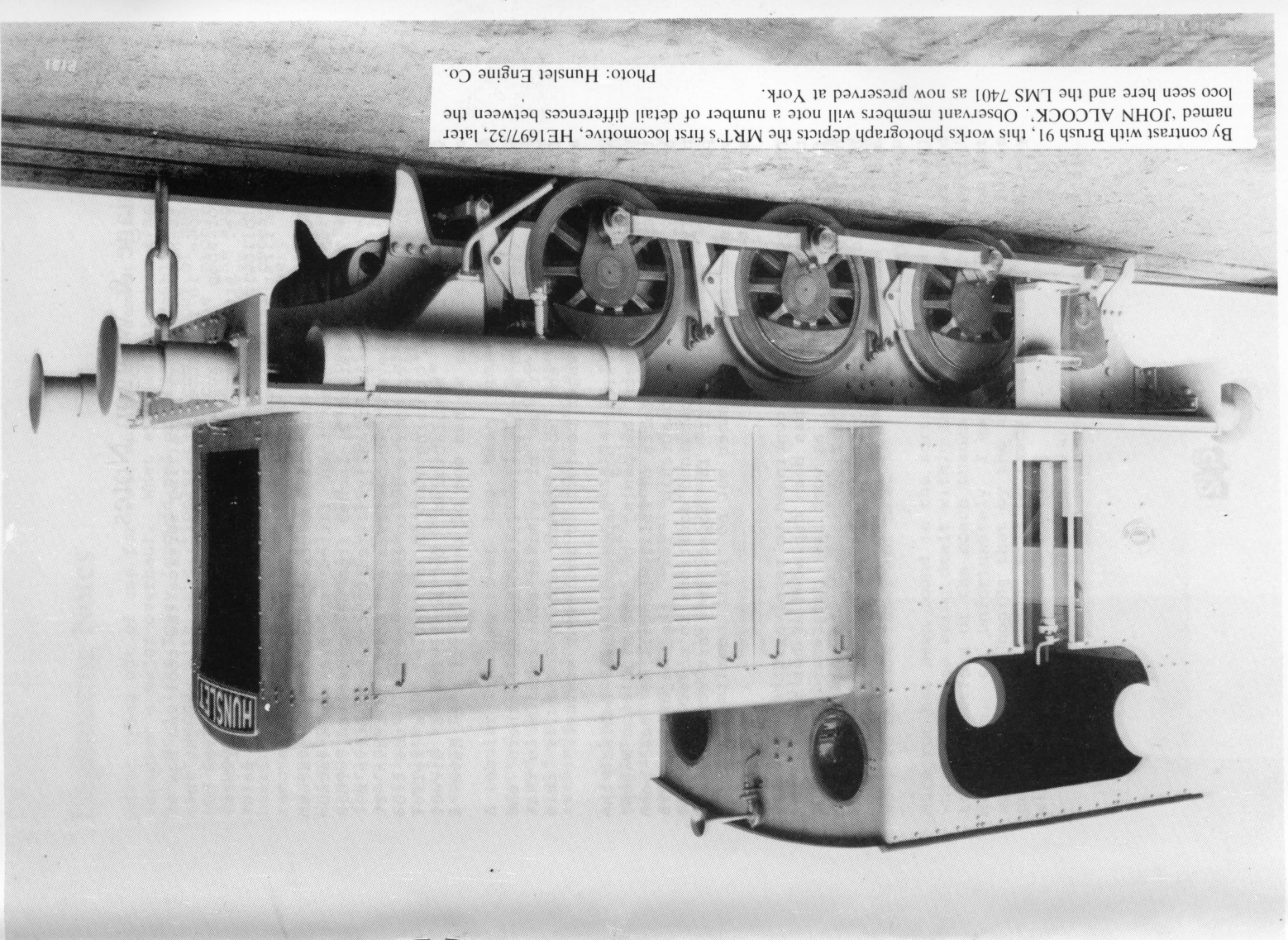
Item two - regarding the unexploded bomb: on digging up a hole at the side of the engine shed for the new inspection pit a large round metal object has been unearthed being about 15" diameter and of some considerable length. We all want to know 'what is it' - could it be a bomb or is it a water main or gas main? Who knows. We are still drawing straws to see who goes down for a further examination of this thing that's stopped further work on our inspection pit.

Geoff 'the chippy' Dinsdale

Watch out Geoff! I believe that another dud from the same 'stick' went through Henry Berry's roof and embedded itself in their floor, but there must have been one or two more



The Middleton Railway's latest acquisition is this 0-4-ODE from BSC Orb works, Newport. The loco is Brush 91, built in 1958 and full details of the new arrival will appear in the next Old Run.
Photo: Brush Electrical Machines.



By contrast with Brush 91, this works photograph depicts the MRT's first locomotive, HE1697/32, later named 'JOHN ALCOCK'. Observant members will note a number of detail differences between the loco seen here and the LMS 7401 as now preserved at York.
Photo: Hunslet Engine Co.

Carriage & Waggon Notes

After twenty six years unflinching service the tool van has at last come in for some attention. It has been brought into the workshop for repairs to the roof, which are now complete. Attention is now being turned to the bodywork, which following minor repairs will receive a coat of paint for the first time since BR days.

Coach No. 1074 has had new brake blocks fitted. A vacuum relief valve has also been fitted to prevent a vacuum exceeding the regulation 21 inches from being created. This item of equipment is normally fitted to the locomotive but in our case, with several locomotives and only one train it was considered easier to fit it to the latter! In the true Middleton tradition of using what is available, this relief valve has been manufactured by modifying a direct application valve as we had one of these but didn't have a relief valve!

The LNER van has had a partition fitted to the northern end of the vehicle. It is of similar construction to that fitted to the other end some years ago. Hopefully this should improve passenger comfort in inclement weather.

Although nothing physical has happened, much behind the scenes work has been happening on the Middleton wagon, thanks mainly to the efforts of Philip Lodge. He has been actively seeking sponsorship for the major repairs necessary, and has now obtained donations to cover a major part of the costs. It is hoped to start work on this vehicle sometime this summer but no firm commitment to a start date can be given.

The Norwegian coach has continued to receive attention. All the rotten panelling has been replaced as has some of the floor planking. However, as work has progressed more rot has been discovered in the floor timbers and this has yet to be tackled. Repainting of the interior is largely complete, and once this is done attention can be turned to the upholstery.

Engineering Notes

After lying out of use for some months the cement mixer has received a major overhaul. What started out as a simple job has, just like Topsy 'grewed and grewed'! Trouble was being experienced with the tippler gear coming out of mesh when the barrel was tipped in one direction. The problem was diagnosed as being a worn shaft and bearings. The shaft was built up by welding and re-machining to size and new bearings fitted. However, these repairs necessitated removal of the barrel and this led to the discovery of the virtual collapse of the bearings supporting the barrel! Unfortunately the bearing housing suffered irreparable damage during removal and a new bearing housing was fabricated and machined up to replace it, along with new bearings and seals. Some patching of the barrel has been carried out to complete the job. With this work now complete the machine is once again in first class order, and should see several years of reliable use before any further repairs are necessary.

A tubular lighting tower has been obtained and will be erected at the southern end of the yard to provide further floodlighting. The existing lighting tower adjacent to the platform has proved to be a great asset during the winter evenings, making operations safer and easier.

A further acquisition just obtained as these notes are being written, is a steam cleaner. This very useful asset came to us very cheaply but in a rather sorry state. However, after some attention it appears to be performing satisfactorily and will hopefully put an end to the many hours spent scraping and brushing grease and grime from locos and equipment.

Norwegian News

Upon close examination of the underside of the coach a number of boards need renewing. This is being done at the moment. The first section of the coach is being decorated now, to be made ready for use.

More rot has been found in the sorting office section wall which is also being dealt with. Lighting has been restored to all sections of the coach thanks to Peter 'the sparks' Nettleton, so unfortunately I have no excuses now for not working. I am hoping that by the time the autumn edition is printed this coach will be ready for anything the railway wishes.

Geoff 'the chippy' Dinsdale

Name Dropping

Nicknames are part of life and besides those bestowed on persons sometimes endearing, sometimes far from it, tools and equipment are quick to acquire these endearments. Those at Middleton are no exception and it may amuse readers to hear of them and the reasons behind their origins. Some of these nicknames are in fairly common usage, such as a windy drill to describe an air powered drill. In fact the adjective "windy" is generally applied to any piece of air operated equipment - thus windy hammer, windy chisel, etc. There is, however, one piece of pneumatic equipment that is known as the "wanger"! Correctly called an impact wrench the origins of this particular name are somewhat obscure but are tied up to another peculiar phrase "wang it in" which is probably short for "wangle" it in, a word that does appear in the Oxford dictionary meaning to accomplish by artful contrivance!

"Gutbuster" is a more obvious term applied to our large electric drill which when being used requires not inconsiderable force to be applied to the handle, usually by pressing on it with your stomach. "Rossophone" is a name applied to the large angle grinder and has its origins on the Talylyn Railway, where a similar piece of equipment apparently so annoyed a person called Ross, because of the noise it made, that he always used to leave whenever the machine was used. Its smaller counterpart, the 4" angle grinder which makes somewhat less noise is known as the "diddy grinder".

The air tools require an air line to couple them up to the compressor and we have several of these, one in particular being known as the "infinite air line", a name it acquired when we were obtaining equipment from Lofthouse colliery. An N.C.B. official pointed to one end of this air line and said that we could have it if we removed it. Some 30 minutes later we were still coiling it up with no end in sight! Nowadays it is somewhat shorter but the name still persists. In similar vein we have an "infinite extension" which, anybody who has tried to coil it up will tell you, appears to go on forever.

Much of our electrical power tools are 110V and some years ago a 110V transformer was obtained to power these. To make the transformer portable it was fitted into an old grease keg complete with handle and has ever since been known as the "electric bucket". Whilst on the subject of electrical equipment, a handy lamp standard made out of a boiler tube, car wheel and a gallon can (!) is known as the "Triffid" because of its vague resemblance to creatures of that name appearing in a television series current at the time of its manufacture.

Colloquialisms applied to hand tools are many and varied most of which are in every day use in industry and such things as "Stilli" for a pipe wrench and "persuader" for a hammer will probably be known to everybody. Awkward items that need some "persuasion" are "talked to" with a hammer - "gentle persuasion" usually means use a bigger hammer! For those occasions when we have to be gentle, "Mr. Softee" is used - a copper or hide faced hammer.

Heat for the workshops is provided by "Gobbo" a large stove so called because of its voracious appetite for fuel. Heat applied by oxy-acetylene or propane torch to free stubborn items is known as "Warmalene" - a remedy for many problems!

The list of nicknames is probably endless. The above are some of the more printable terms. For those wanting to know others, it will be a question of coming down to the line and finding out. If you do you'll at least understand when told to "feed Gobbo" before running out the "infinite extension" and taking out the "electric bucket" and "triffid" to the loco so that you can see to put some "warmalene" on those seized nuts that the "wanger" couldn't shift!

S.J.Roberts

Middleton's New Pit

Not THE New Pit (which along with Middleton Broom was in filled in 1968) but a new inspection pit currently being built by the NACRO team has now been fully excavated and at the time of writing had had the base concreted. The pit, which is 24" long x 3'6" deep x 4'0" wide is sited adjacent to the water tower. Access to the pit will be on a spur from the run around loop for which the last of the Parkhill turnouts, obtained in 1980, has been laid in. This new siding is to be used for loco servicing and will hold two locomotives easily and three at a pinch. Eventually it is hoped to erect a small shed over this track to act as a running shed for the service locos.

In the true Middleton tradition, excavating the hole was not without its problems - viz - one 15" dia. cast iron pipe. Investigations indicated that it was the old supply to the water column, disused since NCB days. However, nobody was 100% certain and there was a good reluctance to smash the pipe! Eventually a small hole was drilled into it which revealed an empty pipe. Out came the sledgehammer and a couple of evenings' work had reduced it to a pile of scrap.

Loco News

As is usual, the commitments of running the Railway during the summer has taken a lot of available personnel away from the task of loco restoration and on to what is best termed 'running maintenance'. Progress has been maintained on most fronts though, even if it has been at a much slower rate. We have generally managed to keep two steam and two diesel locomotives available for passenger service, but the likelihood of having a third steam loco in traffic this season is receding fast.

2003 Our Peckett has generally given reliable service so far with no sign of the tube end leakage that plagued it last season. The nameplates 'John Blenkinsop' were at last fitted in mid-June ready for the naming ceremony on the 20th June. The fireman's life has been made much easier by the fitting of a firedoor operating linkage making burnt fingers a thing of the past! Other routine work has included re-machining boiler clack valves, repacking gauge glass fittings and repairs to the vacuum ejector.

385 The Hs 0-4-0WT has been a regular performer again this season and passed its annual boiler exam satisfactorily in May. Now brake blocks have been fitted. This was necessary due to the very soft nature of the front wheel blocks which had worn very rapidly. A pattern was being made but had to be hurriedly completed when one of the 'soft' blocks fractured. New firebars are presently being cast for 385. It serves as a sharp reminder of the costs of steam loco operation when it is realised that the brake blocks and firebars will total over £400 for what are effectively only routine replacements.

Apart from these minor problems, 385 has been performing reliably again although some crews are finding it difficult to master the lifting injectors, resulting in some anxious moments.

54 has made slow but steady progress these last few months. The boiler inspector requested some welding on the outer shell of the vertical boiler to build up wastage that had occurred over the years. This was carried out by contractors in May following which a satisfactory visual examination was concluded. It had been hoped to have carried out a hydraulic test by now, but pressure of other work has prevented this. However, this is imminent and by the time you read this should have been achieved.

All the missing boiler fittings have been located. The regulator assembly was found to be corroded beyond acceptable limits and we have had to build up a replacement using various spares that we had in our possession.

The corroded roof section has been cut out and a replacement manufactured. This is being left off at the moment to enable the completed boiler to be lowered into place with the crane. Repairs to the cab back have been carried out and, with the fitting of a new floor to the bunker, all bodywork repairs have been completed. Internally the cab is resplendent in black and cream and externally only awaits the application of the top coats of coach enamel.

Once the boiler is completed and in place the remaining work should be fairly straightforward, although the list of jobs is still formidable and appears to grow rather than diminish as work progresses.

1882 All fittings have now been removed and the tank is ready for removal. However, little progress is likely on this machine until the Sentinel is complete. Nothing has been found so far that gives cause for concern and, although it is now unlikely that it will enter service this year, Easter 1988 is very much a possibility.

D631, D577, 138C and 1786 are all serviceable and have been used as necessary.

All other locos remain stored awaiting repairs.

Middleton Waggon News

On May 8th 1987 at the Moor Road Station I was presented with a cheque for £250 by Mr. Stephen Broom, Manager of the Post House, Bramhope on behalf of the Trust House Forte Community Chest which is there to help with projects, like the restoration of the Middleton Colliery Waggon.

I have now collected around £400 in total. Many thanks to Trust Houses Forte, and Keighley Nut and Bolt Company at Morley, Leeds for 130 coach bolts received towards the waggon's restoration.

Philip Lodge

Ex-WD 2-8-0 No 90642 running down the Middleton main line in the mid-sixties with coal wagons for loading at Broom Colliery. It will be seen that the line has certainly changed since those days!
Photo: MRT Collection.



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