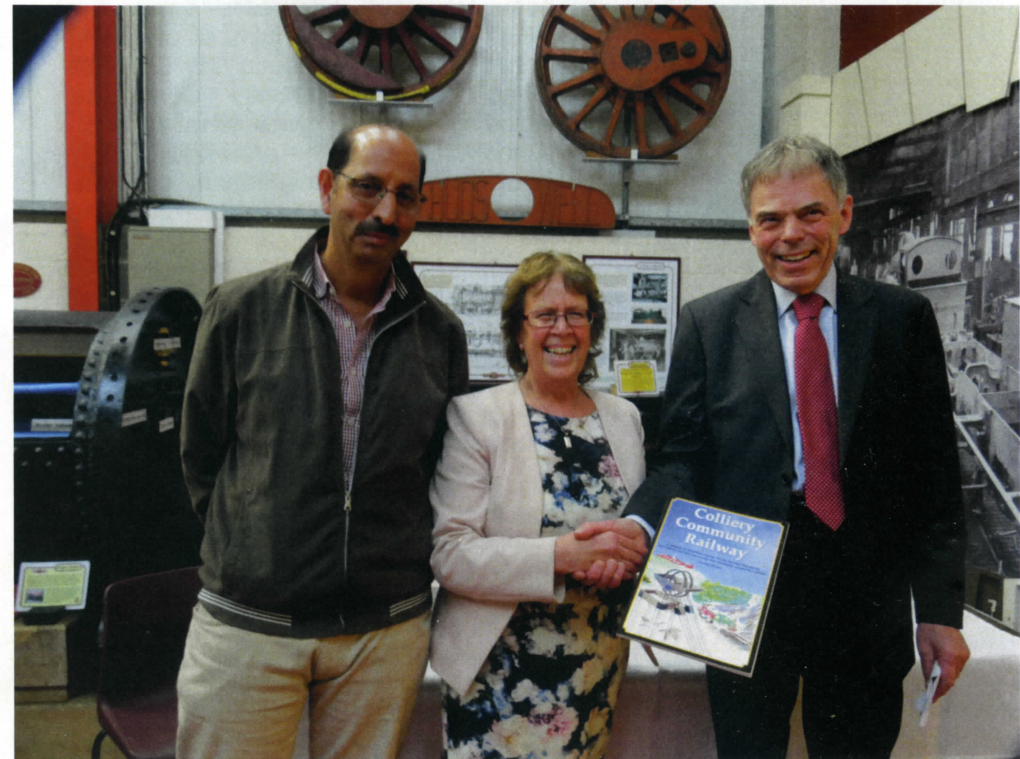




The Journal of the
Middleton Railway Trust

No. 244 OCTOBER 2019 £3.00



The official launch of our new Middleton Railway Book,
Colliery, Community, Railway
by Charles W Milner

See inside for how to buy your copy

The Old Run No. 244 OCTOBER 2019

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The Editor welcomes contributions - photographs, articles, news items and letters - relating to the interests of the Trust and the operation of our and other Railways.

Items for publication, including images, are acceptable in any format and may be sent via email, post, CD or USB stick.

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Cover Picture: Councillor Mohammed Iqbal of Hunslet Ward, Councillor Judith Blake of Middleton Ward and also Leader of Leeds City Council, and the Author - Charles W Milner

On Tuesday 17th September, we held a Launch Party at the railway to celebrate the introduction of Charles Milner's book,

Colliery, Community, Railway

to the public. This fascinating book tells the story of Middleton Broom Pit, the Railway that served the Colliery and the Community that developed around the Colliery.

Coal mining had begun in south Leeds in mediaeval times but the year 1968 saw the closure of the now exhausted Broom Pit, the last pit to have been sunk in that area. In 2018 the Middleton Railway commemorated 50 years since this closure by holding a number of events with the support of Leeds City Council's Inner South Community Committee, including a book given to all primary school children in the area, telling them the history of their community over this period; developing a travelling photographic exhibition; erecting a plaque to the memory of the miners of Broom Pit; and staging a two day event at the end of September 2018 which showed the connection between the Pit and the Middleton Railway and the ways in which private railways supported the mining industry of Yorkshire.

This Old Run front cover shows a copy of the book being presented to Leeds City Council, in the person of Councillor Judith Blake, Leader of the Council. It is a very interesting book, covering a lot of vignettes of local history as well as the story of the Middleton Railway. You might find a picture of yourself in it - albeit possibly as a child!

Priced at £10.50, it is available for purchase in the shop or, if you prefer, please email

info@middletonrailway.org.uk
and arrangements can be made to post a copy to you.

Editor

First, congratulations go to Mick Jackson for once again winning for the Railway a Gold Award from Yorkshire in Bloom. Achieving the standard necessary to win this award in successive years is a tremendous achievement in itself, but perhaps even more important than the award is the pleasure our visitors and our members take in the colourful displays that Mick has created, and in the enjoyment those in the know get from eating fresh Railway grown tomatoes.

Next year the Middleton Railway will celebrate its Diamond Jubilee as a Heritage railway. On June 20th 1960 a group of volunteers ran the first passenger service on a Preserved standard gauge railway in Great Britain - and almost certainly in the world. Yet another first for our remarkable little railway which probably packs more history per mile of track than any other standard gauge railway in the country.

Our Diamond Jubilee is an occasion well worth celebrating and we plan to hold a number of events during 2020 to mark the Jubilee. These will include a Gala weekend on the 20th/21st June 2020 to mark the sixtieth anniversary of the running of our first train. We hope that for the gala and during the Summer of 2020 we will have a vintage passenger carriage from a public railway running on our line - for the first time since 1960, though obviously it will be a very different type of carriage from the ex Swansea and Mumbles Car which ran in 1960.

By the start of 2020 we hope to have the details of the Diamond Jubilee celebrations finalised and publicized.

One of the themes of the celebrations will be volunteering.

Everything that the Middleton Railway has achieved in the last sixty years has been done by the hard work, generosity and tenacity of the volunteers who repeatedly have gone 'above and beyond' to help the Railway. It is a great tribute to the affection and pride that our volunteers feel for the Railway that when 'push comes to shove', the strong personal differences which may, occasionally, be present between volunteers (and which are inevitable when individuals care as passionately as they do about an institution such as the Middleton Railway), are put to one side and the Railway is always put first. There is little direct reward for much of the work that we do for the railway, except for the intangible rewards of seeing an institution we care about survive and prosper, and that of working with friends and colleagues to achieve a common aim. Perhaps the motivating spirit of our volunteers is altruism - a word derided by the guru of the New Right in politics, Ayn Rand, who famously banned her students from even using the word and which simply means 'a disinterested and selfless concern for the well-being of others'.

One of the biggest challenges facing the Railway going forward is finding more individuals imbued with the spirit which has accomplished so much in the last sixty years and who are willing to become volunteers on the Railway and help take it forward to its 75th anniversary and beyond. This is why we will be holding recruiting events during the year and why the underlying theme of the Diamond

Jubilee will be volunteering. It is why we are looking for stories from the last sixty years of volunteering to help inspire a new generation of volunteers and get them to give up some of their precious free time and come down to the Railway to make cups of tea, sell toys, chat with visitors, clean locos, de-grease bearings, paint locos, and all the other jobs necessary for the running of the Railway. And it is why we want to share with a new generation of volunteers (several of our current volunteers were here at the beginning - 60 years is a long time) the satisfaction of going home having made a real difference, having accomplished something with a group of people who share the same concern for the Railway, having made a party of young visitors laugh and smile and having created those quiet moments when you suddenly look up from some hard task to see 'Matthew Murray' shimmering in the sunshine and are transported back to another world and another time.

So two fingers to Ayn Rand and the priests of self-interest; let us all encourage more people to join us and share in the work of the Railway and in the pleasures of working for the Railway.

I was hoping that by the time this edition of the 'Old Run' was published, I would be able to report that coach 1867 is back in service and that the carriage shed is in use. It is a great truism that the last 5% of any project takes longer than the first 95% but both projects are moving forward to completion. Coach 1867 is finished apart from a few minor tasks but will be kept in the dry in the Engine House until the Carriage Shed is ready for use - rumour has it that the team that

rebuilt it do not want it to be scuffed by passengers and rained upon. The final snagging work on the carriage shed has been identified and listed and work is progressing steadily with the electrics, interior boarding, construction of the door sills and the myriad of other jobs needed to bring the project to completion. None of these tasks are in themselves particularly exciting but, once finished, they collectively provide that sense of satisfaction in creating an asset of value for the Railway, which is what helps makes volunteering worthwhile.

There is one other long term project coming to a conclusion. The restoration of '54', the Sentinel. It is fitting that '54' will return to service in our Diamond Jubilee year because it was the Railway's first steam engine. There are many tales told by volunteers of the early days of '54' on the Railway which should help imbue future generations of volunteers with the 'can do' attitude which has got us so far in the last sixty years.

Charles W Milner



'Courage' (or 'Sweet Pea' as she is affectionately known), who was acquired in 1968, driven here by Chris Campbell. She was built in 1935.

Judith Blake waving off the celebratory train at our Book Launch party.

She's getting quite practised at this; I think she might be thinking of becoming a Guard next season. She would be very welcome if she did.

Below we see Brian Hall, driver of 'Mary', the loco in use, and in the background David Harpham, secondman, with Charles Milner being blinded by the sunshine.



© Janet Auckland



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We've done it again! GOLD!!!!

On 10th September 2019
We again (!) won the
Gold Award in the
Yorkshire in Bloom
Competition.



YORKSHIRE

Gold Winner 2019



Above, Ian Smith receiving the award at York Race Course from Guest presenter Dame Susan Cunliffe-Lister, Lord lieutenant of East Yorkshire.

But, of course, he was really receiving the award on behalf of **Mike Jackson**, our fantastic gardener (who was unable to be present), who had done all the hard work which won us the award. I wonder if we would actually win a gold **CUP** if we ditched the car park and turned the whole area (apart from the track, of course) into a wonderful garden, with a wildflower meadow to tick the ecology box? Ah, don't be silly girl! But **thank you Mike**, we do appreciate your work. And thanks also to Janet Auckland, who keeps the rest of the place immaculate and welcoming.

Part Two of David Hebdens' Memoir

During my first years, I met many members who I either still see or still remember. There was the trio of Dereck Rayner, Lyndon Sherman and John Charlesworth, plus Geoff Lee, Norman Fearnley, Mick Crew and not forgetting the Chairman Dr Fred Youell and his deputy Dr Reginald Laurence. Dereck and John taught me all I know about working steam cranes and lifting loads, all before I was 15 years old. Fortunately there was no Health & Safety in those days. Fred was a man of many talents, track work, shunting, sourcing the odd bit required, all in a day's work. Track work was tackled with gusto and everyone was expected to be able to work as hard as he could. Reggie would leave notes at the railway written in purple ink. These would be great museum pieces now. Transport of tools and acquired equipment was usually by means of Fred's car. It was not unusual to be called across to help unload track chairs, fishplates, the odd jack and even on one occasion half a ton of coal for the Sentinel locomotive as we had run out and the coal merchant was not delivering!

When I joined, we had no permanent mess room or any luxuries. The tool van carried all the permanent way tools and the brake van was our mess room, locker room, and only place if it rained. No kettle, sink or hot water for the tea. The stove was a welcome sight in the winter keeping all dry and warm. I do not remember how many we could accommodate in there, but there always seemed to be room for one more!

All work on the two working engines, Hunslet, John Allcock (1697) and Sentinel (54 / 59 / 68153) had to be carried out in the open air despite what the weather was like. Rain, hail, sleet, even a little sun and wind.

To assist Permanent Way work, we had the Midland Hand Crane. This was a little rickety and the wood floors and winder out-rider boards were in need of some attention. As its name suggests, this crane was hand wound by two people, one each side standing on boards hinged to the frame and secured up by hooks. There were two speeds, slow and slower to raise the lifting chain, and a lever handbrake to control the lowering. A great learning opportunity devised by Heath Robinson himself? There was much use of this crane doing PW work and on one occasion it was nearly used to remove a car from the track. For those too young to remember, Hunslet Rugby club had a ground (Parkside) at the end of our head shunt (where the industrial units are today.) On match days, it was very busy with fans coming and going especially as there were usually wagons to be worked from our customers down to Balm road interchange. On this particular day, one fan parked his car on the track. On being asked politely to move it, he replied with words to the effect "No". The reply was, we will move it then, to which he replied, what can you move it with? The sight of the hand crane being propelled towards his car was enough to persuade him that we had the upper hand. It was much easier than having to go to the rugby ground and ask for certain owners to move their cars as they were obstructing the track.

During this time, we had a regular visitor who was a retired British Railways platelayer. He seemed old, but he had a wealth of knowledge to pass on to us amateurs. One thing that stuck in my mind was his warning about using fishplate spanners. "Always stand behind the rail and use the spanner in front of you", he would say. "If you stand astride the rail and the spanner slips, then you not only risk a high voice, but it darn well hurts!" The same applied to the keying hammer. We were taught to stand behind the rail and hold the hammer by the top of the shaft to get maximum swing to put the keys in the chairs. Tips well worth

remembering.

During 1966, member Ben Wade had negotiated the acquisition of another engine stored near Pudsey. I went on a Saturday afternoon visit with several other members to Cohens of Stanningley to see the Bagnall Saddle Tank (2702) in steam and then being moved from the lower yard across Stanningley Road to the engine shed. This locomotive was delivered to Middleton a few weeks later on a very cold Saturday morning. There was frost on the ground and the low loader was of the old style with manual removable back axles. The problems started when it was discovered that the jacks they had brought were water filled and they had frozen. A trip was made to a shop which was situated by the passage way at the side of Bannister's. Back with a bucket of warm water and the jacks worked. The engine was off-loaded and commenced its service at Middleton. One memorable trip using the Bagnall was hauling a train of empties from Balm Road with a film crew from BBC Look North with Gay Byrne interviewing Fred in a 16 Ton wagon. How we got Fred and the interviewer into the wagon was a story of its own. The cameraman was positioned on the end of the old brake van ready to film the journey back up the line to Clayton's yard.

With time, more engines arrived, the Steam Power Trust bringing Y7 (1310) in 1965 and then Danish (385) in 1972. Engines also departed, Avonside "Swansea" (1569) going south to Sheffield in 1973, and Hudswell Clarke "Chairman" (1671). MD&HB No 21 was cut up as it was considered non-restorable and other examples were being restored by other societies. Within my first two years of joining, the Tower Tram car left Robinson and Birdsell's field leaving a couple of ordinary trams behind. These were scrapped as nobody was interested in them as the original interested parties now had a base at Crich in Derbyshire. This left Middleton with three trams parked on what was called Clayton's curve. Horsfield 202, Brush 601 and Swansea and Mumbles No 2 which had been the first tram to come to the line, being used to give rides during the University Rag week in 1960. These trams were all offered to anyone for restoration, but, sadly nobody was interested. With time, they were vandalised and eventually the decision was taken to burn them and dispose of the remaining steel work for scrap. A decision that caused a lot of comments, and criticism at the time, but those who criticised the railway were not willing to do anything to help with their restoration or offer to take them away for preservation. Some things never change.

Time passed at the line and in due course we erected the parts of a shed that had migrated down from the University. This was assembled at the top of Clayton's yard alongside Garnett Road. Here we had the luxury of electricity! Lighting, a work bench, welder, work bench with vice, under cover working!! All mod cons making for better working. The sink and hot water for washing was still a thing of the future, the cold water tap that froze in cold weather being the main way of washing. We even had rats in those days!

For the first years of my membership, the railway just moved freight between Balm Road interchange and our two customers, Claytons and Robinson and Birdsell. Plate, well troll and bogie bolster wagons for Claytons and 16 or 21 tonners for Robinson and Birdsell. Then we were asked to provide an inter-works line between Clayton's Dartmouth works and their Moor End works. This involved building a new branch from the Balm Road branch into the works. The point was installed, using the hand crane, just below the old site of Beza Road crossing. The line then rose alongside our existing line, next to the wall and round through the gates into the

works. One memory of laying this track was the removal of a quantity of lime spoil from the old toilets which had been demolished to allow the track to bend round to the gate. A very messy day. Sadly, the traffic this branch was supposed to create did not really materialise and so it was not used on many occasions. The line was lifted when the works closed.

To help with track work, the Booth's steam crane would occasionally venture out of the yard. This crane had several peculiarities, one being no travel brake, the other being no slewing brake. Having no slewing brake meant that when negotiating Clayton's curve the crane would swing towards the fence away from the track. To counteract this meant having to use the slewing clutch to keep the crane in line with the track, not an easy task at times, as three hands were needed to keep the crane moving! On one occasion, we were working down by the side of the site of Acme's below Moor Road. (This is where the new houses are just above Beza Road crossing.) The crane only had a small water tank under the boiler, and the cylinders were unlagged. This made it heavy on water use, especially when travelling. Panic stations, no water in the tank and, as the crane does not have couplings or buffers for towing, a major calamity in the making. The problem was solved by calling at one of the terraced houses that stood where the Range entrance road is now. A helpful householder ran a hosepipe through from the kitchen out of the front door as far as possible; the bucket brigade then carried the water to fill the crane's tank. After much backwards and forwarding, and many thanks to the householder, the crane was able to return under its own power back to the yard. For those not in the know, as this crane did not have any buffers or draw hook fitted, moving in the yard was by means of a rope or chain for pulling, and a block of wood for pushing. (Well it was before the dreaded Health and Safety became involved!)

After the coal board decided to close the colliery, the railway was offered accommodation in one of the old colliery buildings. Much time and effort was spent in trying to convert a lower room into a store, including putting a steel gate across the door. Sadly, as we could not be there full time, the locals managed to break in and wreck all our hard work. This was a disappointment, but with hindsight, trying to maintain buildings in that area would have been a time consuming operation with little reward! We did manage to re-connect the colliery part of the line back to the railway incline just south of the Great Northern Bridge allowing us rail access to the colliery boundary.

In time, it was decided to start a passenger service from Moor Road to Middleton Park using a locomotive, the Middleton Wagon and LMS brake van. For this, we firstly used ladders for access to the wagon, later deciding to build a temporary platform from sleepers on to which we placed a container to act as a shop and ticket office. As the floor was made of old gasholder plate, the shop had a gas board smell whenever the doors were opened. Humble beginnings to start with. In time we began using the LNER brake van as the brake was more accessible to the guard. As we were operating a Push Pull system we needed an automatic brake system which was fail safe. Jim Lodge, the mechanical engineer at the time came up with an air brake system that was pressurised from the compressor in the yard shed at the start of the day and could be reset once from the train reservoir tank. The principle was an automatic brake on the guards van with an audible alarm to the guard and engine driver if the system wiring became disconnected. (This bell system could also be used for communication between the guard and driver for setting off and stopping.)

This system was to be demonstrated to the Railway Inspectorate. I was tasked with being Fireman on the day when we were to be visited by Major Peter Olver and Alan Cooksey of the local HSE inspectorate. They were to inspect the system, see it working and its effectiveness. I would be the first to admit to being a bit scared at having a high ranking railway official on the footplate; it was a little daunting. Following the correct protocol and giving the safety talk about not touching anything and if anything went wrong, we would stop and the visitor was to immediately leave the engine backwards, facing the doorway and get clear of the track, off we went. The brake test was completed to the satisfaction of our visitors and an agreement about use was finalised. I was surprised when we were back at the yard to be approached and told that my safety briefing was very apt. As I said to them, I was unsure of what their knowledge of steam engines was and I had to assume it was zero. I was told they had some knowledge of steam engines and the associated dangers but they appreciated being told what they had to do; very reassuring!

Progress was made at the line. In 1976 the decision was made to replace the wooden platform at Moor Road with a more suitable stone faced one with a solid non slip surface. When wet, the wooden sleepers were very unforgiving. About this time, the railway was approached by the probation service about helping young offenders do community work as pay back. We were very fortunate that one of the attendees was a trainee builder. What a difference that made supplementing our own self-taught labour. There were several drawbacks to the build though; the stone for the facing walls had to be brought down from the top of the line, whilst the sand, cement and water had to be brought down by trolley from Claytons Yard. Eventually, a new platform rose from the ground and served the line well until the building of the new museum. Running trains was not without its incidents though. Before Beatwaste did their tipping, there were horses tethered on the land. One day, whilst running a passenger train, a horse decided to move to better pastures. The problem was the chain was long enough to allow it to cross the track leaving the chain across the running rail. How often do our drivers now have to move a horse back, then move the chain anchor to prevent a repeat performance? On another occasion, I was driving No 6 down from the top platform when we met a donkey on the track. It is well known these can be stubborn creatures at the best of times, so, when all else failed, No 6 was allowed to ease up towards its rear and be used to persuade the errant animal to move off the track. I don't think it liked steam engines so it decided to move back to the grass land. Who it belonged to we never knew and it eventually disappeared.

Over the years, many varied things happened at the line. We had open days with Traction engines and vintage vehicles on display in Clayton's yard and on the sports field. One year we were asked by Clayton's yard manager to demolish the old disused sports pavilion as it was becoming unsafe and would be costly to repair. This demolition was done using two steam wagons and a steel hawser. Again no Health and Safety in those times! One late member, Chris Rogers had a car with a severe rust problem. How to cure it, easy to Middleton members. Just remove everything leaving the chassis. (The bit modern cars don't have that supports the rest of the car.) Then put the new shell over the chassis and rebuild the car. Easy, well it did take two days in the open air. Not bad considering we did not have the modern resources garages have nowadays! On another occasion, one member had a "Bubble Car" which required a clean. No problem with a steam hose attached to Sentinel. A quick high pressure steam clean, no problem, but,

why was the inside all steamed up? Opening the front door to check what had happened was not the best idea. Out came the steam followed by the sight of a wet floor. Well there were a few drainage holes to let the damp out now! I don't remember that being repeated.

When Beatwaste started their baled waste tipping (on the site of the sports centre) the scenery of the line began to change again. Gone were the pit hills, and now we had waste blowing around. As the passenger service grew, the ladders for disembarking at Park Halt were becoming outdated, so in 1972 a decision was taken to build a new platform, using sleepers for the front and soil infill behind to make the platform walking surface. The sleeper front was soon built and a start was made on filling in behind using wheel barrows to move the infill muck! This was a long slow task until a lorry rolled up with a load of spoil. The driver asked what we were doing, so we said we were back filling the platform site. Leave it to me, he said, and I will arrange a few loads to complete the infill for you. Result, one new platform without the need to barrow loads of soil!

Another running day was to cause extreme alarm. Arriving at the GN Bridge with Sentinel, we found there had been a large excavation on the East side of the track where opencast mining for coal was being carried out, the excavation coming very close to our track (within 6 feet of the sleepers!) A greatly reduced speed had to be enforced until the land was restored. It was interesting to see where they had found the No 3 shaft from Middleton Colliery coming up through the excavations. All this, because it was assumed by the contractors that the line was out of use. This was not the first time the line had been assumed to be disused. In my early days at the line, the CEGB had laid a 132KV electric cable close to the line at Moor Road by the road crossing. (We could have had electric locomotives running if we had played our cards right!)

In Middleton village, I had friends and neighbours who worked at the colliery. Big John, who was a neighbour, was one of the winders at the colliery, whilst "Uncle George" Wainwright worked in the office. Uncle George used to tell me tales of the engines working in the colliery yard and some of the mishaps that occurred. Engines regularly "fell" off the track, and in the early years it was the colliery people who put them back on. In later years, when BR were using engines from Ardsley shed to come up to the colliery to deliver and collect the wagons, there would be regular derailments with the resultant delays whilst the breakdown gang was summoned to put the engine back on the track.

Times moved on and it was decided to bring "Windle" into service. This engine had stood in the back road of the yard covered with sheets ever since I had joined the railway. The boiler was checked over and tested, and the mechanical bits surveyed to make sure they were in working order. Member Bill Holliday gave the engine a coat of paint and in 1976 steam was raised in the engine for the first time since it came to Middleton. However this was not the first time smoke had been seen issuing from the chimney as in 1964 Windle had starred in a Rank film, "Look at life Vol 01, Transport, Turn of the wheel 1964". (Available on YouTube). I was on the train during the filming, and a young Steve Roberts can be seen as a crossing keeper. The film director wanted it to look as if the engine was in steam. The first try was by using some liquid oxygen in the smokebox. Not very convincing, so we used oil soaked rags and wooden keys in a metal bowl in the smokebox. This gave the required effect that they wanted as we chugged up and down the head shunt with John Allcock at the rear pushing and pulling (out of camera shot!)

We called in at Gresty Lane being stuffed with 41252, 6848 Toddington Grange, 6960 Raveningham Hall, 6864 Dymock Grange, 4946 Moseley Hall, 6948 Holbrooke Hall 9639 and 6915 Mursley Hall (Gresty Lane was only a two road ex GWR shed). Stockport was the last port of call with 20 steam locos on shed. Another great day out even though we did not have permits for Crewe Works, a spare loco plate was raffled on the coach back home, but I did not win. Low Moor 56F was visited again with a permit courtesy of Halifax Railfans a week later with 26 steam locos on shed. Two days later, on my 15th birthday, a trip to Warrington; there was still plenty of steam about with four Duchess's noted and 46208 Princess Helena Victoria and for some reason I noted 46106 (Gordon Highlander) without a name plate.

11th August 62 was the date of my last family holiday, this time going all the way to Ryde Isle of Wight by train, leaving Huddersfield behind. 61024 Addax travelling over night with 60068 Ladas on the front on arrival at Kings Cross, then over to Waterloo for the train to Portsmouth Harbour. Head out of the window taking in southern region for the first time. In the two weeks holiday I managed to see all the island locos except one W20 Shanklin which must have been inside the works, I did bunk the shed one day with 14 locos present. We did visit most of the island and mostly by train and also a boat trip to Southampton Docks where I managed to see 30065 and 30072 and I remember the trip back to Ryde was rough and Mum was petrified. The trip back was on 25th with the head out of the window all the way, cannot think now what Mum and Dad thought, but I was copping virtually every thing on the way back up to Waterloo and home with 60119 Patrick Stirling on the front for some part of the journey.

Four days later I was off again, this time to Shrewsbury. We were hauled from Crewe by D815 Druid, the new order of the day, but on arrival at Shrewsbury steam was the order of the day. By this time we had found the way to the shed (God bless the loco shed directory) 5971 Merevale Hall being noted stored on shed although it lasted until 1965, a good day was had and I had the camera with me and a few good shots taken, remember, I still had the old Kodak brownie 127 with only eight exposures per roll of film. Plenty of ex GWR steam copped, but hauled back to Crewe behind D836 Powerful, with 46248 City of Leeds, 46235 City of Birmingham and 46240 City of Coventry seen at Crewe.

Huddersfield 55G was the next trip with a permit with 13 locos on shed with 90308 and 90666 stored.

The next trip out with Halifax Railfans on 29th September was a special that was chartered to take us to Doncaster works and Darlington works, the special being hauled by 52515 and 44408 throughout. We joined at Brighthouse as the train, I believe, started from Sowerby Bridge. On arrival at Doncaster we descended on to the works; of note there was 65567 for preservation and 60800 Green Arrow. Also of note 60529 Pearl Diver (64A) and numerous A3s about the works and 60123 H A Ivatt waiting its fate after the Offord crash, camera was out for pictures with 60128 Bongrace fresh out of the paint shop with new diesels D6755/56/75 and D5415 outside the paint shop. It was then on to Darlington North Road for the works with a stop at York for water and another photo hastily shot. At North Road the scrap yard was visited first, containing 35 locos and the grounded cabs of sentinels 68149 and 68180 being used as mess rooms, then it was over to the works, which after Doncaster was a bit of an anti-climax with mainly freight locos. 65033 and sister 65099 were noted with 65099 in a

bit of a state, looking at the photo I took. It was then back home as I do not remember visiting the sheds at Darlington, because unfortunately my notes are missing from then onwards until half way though the next rail tour in April 1964. I will try and fill in the gap through memory and the photos I took.

I can only just remember a trip to London in what must have been about December 1962, because 30585 and 30587 were seen tucked away in the back of Nine Elms and they were used on rail tours at about this time in the London area before being withdrawn. Doncaster was visited on 9th March 63 as I have a very poor photo of 60071 Tranquil passing though with a freight train with my new 35m, not very good camera, which I got in some promotion, I still carried on using my Kodak 127 as I did not trust the other camera and I think I was justified by the quality of the photos. On 20th March another visit to Shrewsbury, of note 4472 (60103) Flying Scotsman was seen on the Talylyn special, there was still plenty of steam about with 5029 Nunney Castle and 7014 Caerhays Castle pictured on shed along with 1016 County of Hants, stored also Western class diesel hydraulics pictured at the station. I think it was this trip that someone, a fellow spotter, told us we should visit Wolverhampton Stafford Road shed, so we took the plunge, with directions given of how to bunk the shed, going down the canal and in that way. I do not remember what happened but we got to the shed and then bottled out at the last minute. The only memory I have is of seeing all the withdrawn 4-6-0 Kings lined up and not getting their numbers, I have seen several photos since but never marked them off as I could never be sure they were the ones that we saw that day. A week later 56D Mirfield was visited more

than likely by bike with a rather poor photo of 46140 The Kings Royal Rifle Corps and 44056 taken.

I was now fast approaching my 16th birthday and having to pay full fare and also I had left school and was about to start Catering College, so that put something of a block on travelling by train. I took several photos locally with my old trusted Brownie. The next major trip was a weekend visit to Scotland, taking in all the sheds in the Edinburgh and Glasgow areas, with a night in the YMCA in Glasgow. Ira and I decided that if the cameras were to go with us, we should invest in low light film, which as it turned out was a good decision, because the weather was typical Scottish, dull and wet.

The trip must have been by coach, setting off on Friday 9th August and starting at the Edinburgh sheds first thing Saturday morning, with 64A St Margaret's, with photos of 60161 North British and stored 60873 Coldstreamer. I remember we got escorted across the mainline to the round house where the shunting locos were kept. At Daly Road 64C where there were plenty of stored locos, which was to become the theme for the weekend including 62712 Morayshire, 55124 and 57634 and then on to 64B Haymarket with photos of 60162 Saint Johnstoun and 60522 Straight Deal. Bathgate 64F, photos of 68095 and 69217 with long lines of stored V2s and on to Boness dump where 40200, 62052, 67650, 632, 67676, 67619 and 65230 were all stored awaiting the scrap man. A photo of 65222 Somme stored taken at 65F Grangemouth. The next day it was the turn of the Glasgow area with 65C Parkhead filled with stored locos including 46121 Highland Light Infantry City of Glasgow Regiment, 72001 Clan Buchanan and 72002 Clan Cameron.

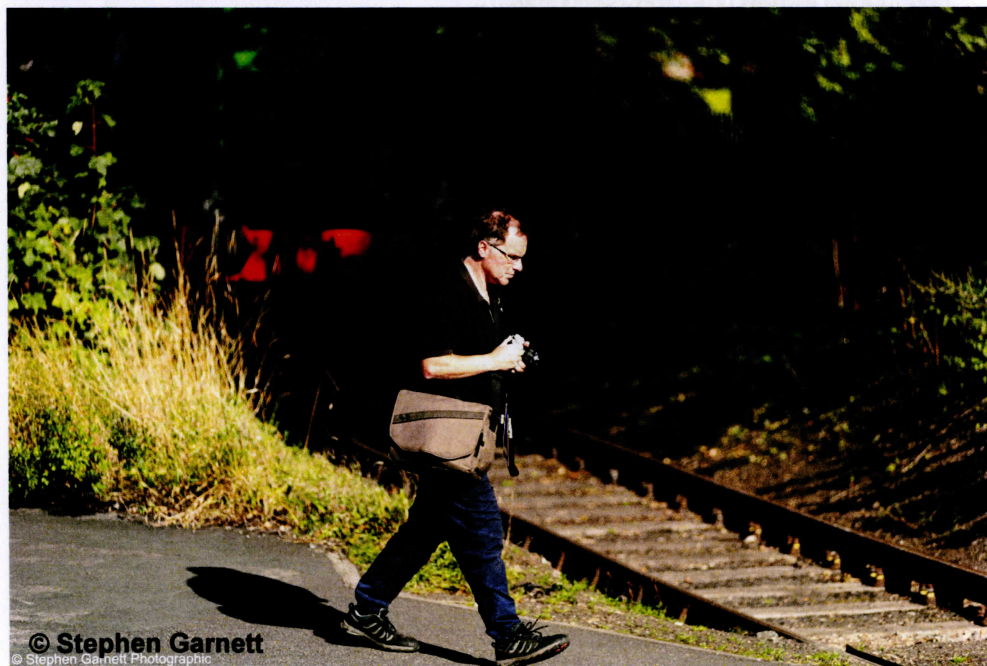
Continued on page 24

A clear view through the tunnel



© Stephen Garnett Photographic

Does he know there's a train behind him?



© Stephen Garnett
© Stephen Garnett Photographic

Earlier than originally programmed this September, due to events planned late in the day by Leeds City Council, the Middleton Railway held its traditional 'end of season' gala. The concept of this was in the name, if it Works, it gets an Outing. In reality this proved a little complicated to crew (a nice problem to have, so many locos, thanks to our excellent engineering department!).

In the end, the roster was 1601 'Matthew Murray', 1544 'Slough Estates No 3', MD&HB No 45 with John Alcock filling the 4th slot on Saturday and Carroll on the Sunday. The undoubted highlight of the weekend, both from a crew point of view and a visitor point of view was the re-appearance of 'Courage', or 'Sweet Pea' as the loco is known here, after 4 years out of operation. The limited operational capacity of this loco tends to restrict it to galas and the odd enthusiast event, but it always draws a great deal of admiration and interest when it does appear. So much so that we also ran it the following weekend and our social media platforms attracted a

number of people especially to see it. The timetable worked well again with the passenger set in use and a small demonstration goods train (I must do something about the lack of wagons being freshly 'out-shopped') for visitors to enjoy. Fortuitously, moving the event a week forward ensured us glorious weather all weekend and I personally felt there was a great atmosphere around the site. We also had some 'official photographers' with us who took many excellent photos; no doubt you will see some of them within these pages and in future publications or on the website. Overall, a very enjoyable weekend was had by all with a good number of visitors raising much needed income for the railway.

With just one major event remaining before the Santa season, 'Star Rails' on October 19th/20th, we look forward to planning and celebrating the Diamond Jubilee of our Trust in 2020.

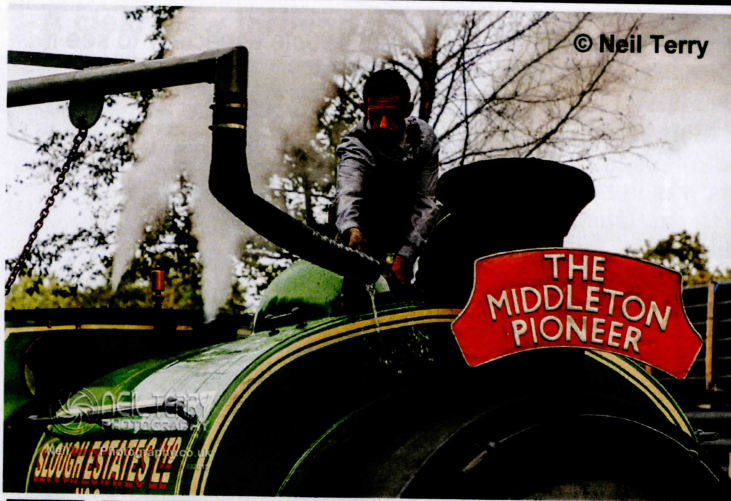
John Linkins

'Courage' at the head of the train - with a little help from a friend at the rear - crossing Moor Road from Balm Road, driven by Daniel Baxter with Chris Campbell as Second Man.

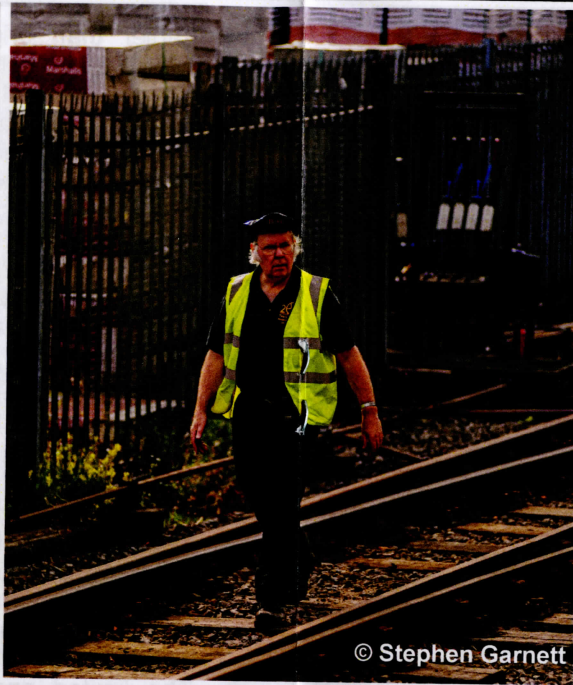


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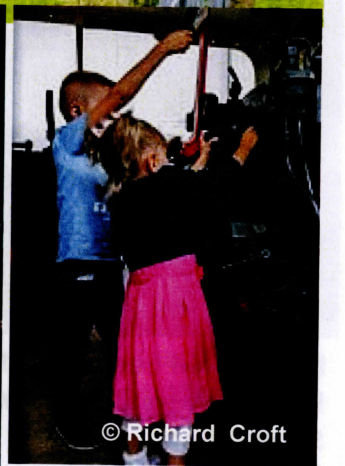


Friends?

© Stephen Garnett



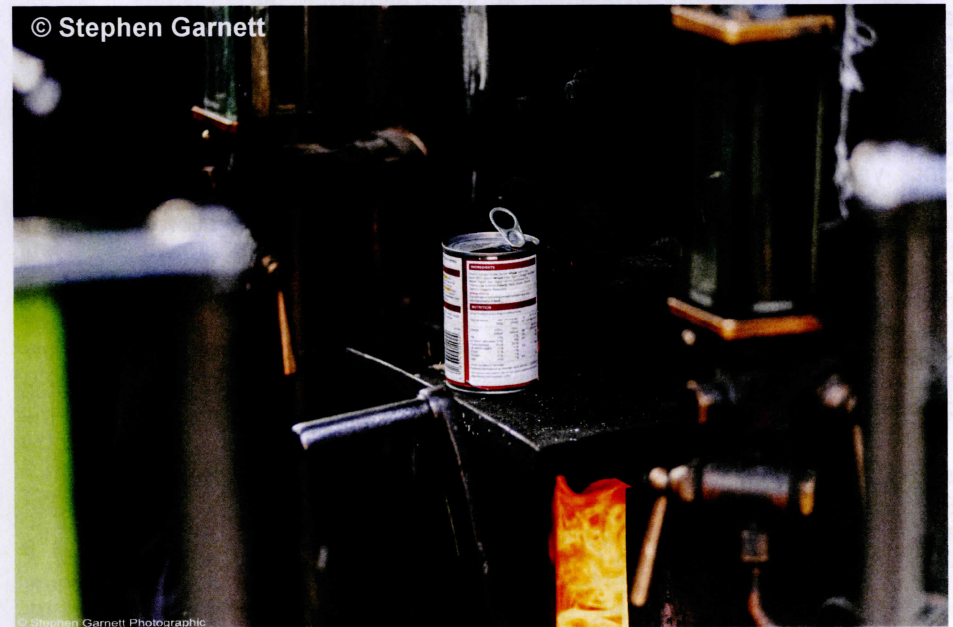
© Richard Croft



© Richard Croft



It has often been said that we have too many green locomotives. Here is a rare view between Matthew Murray (on the left) and Slough Estates No. 3 - don't they match well.



Slough Estates No. 3 (top). Below, warming up the soup for lunch. Well, the train doesn't pass a McDonald's and it's hard work firing a steam loco!

The revised copy dates (*actually the normal copy dates enforced - usually ignored by contributors - Ed.*) for the Old Run (imposed by the printer, not the editor) mean that, once again, I am having to forego lounging on the beach in the warm September sunshine to bring you the latest happenings around and about Moor Road. We have managed to get through the summer season with only minor glitches, although providing crews has been a bit of a close call on occasion. We have not, as yet, had to cancel any services because of this, but it is becoming more and more frequent on heritage railways, and one must wonder when our Railway will be added to the list.

1601 MATTHEW MURRAY

1601 continues in regular service. An occurrence of a hot bearing on the left leading axlebox during August was fortunately noticed at an early stage and, although we had to lift the loco and remove the bearing, little damage was done. After careful scraping of the bearing and bedding it into the journal the loco was soon re-assembled and back in service. The fireman's side clack valve is passing quite noticeably and, although this doesn't prevent the loco from being used, it does mean that the boiler tends to empty itself over a relatively short period of time. We have had one attempt to fettle the valve but it has not proved to be successful. It is likely that we will have to undertake more extensive work to solve the problem.

No. 6

At the time of writing Northern Steam Engineering are awaiting the delivery of all the new stays from their supplier. In the meantime work has been limited to fettling of the various seating faces for the fittings and refurbishment of the mudhole doors.

The cab has now been removed from the running plate in preparation for accepting the boiler. Whilst this has

meant dismantling some parts that had been finally fitted it has improved access for painting and highlighted the fact that some areas had not been painted all that well before assembly.

Work on the new tank fabrication is now all but complete and delivery is expected shortly. In a slight change of plan, we will now make and fit the handrails. The tank filler lid has been fully refurbished so that it will be ready for attaching to the new tank when it arrives.

1210 SIR BERKELEY

The remaining tubes have been removed from the boiler and it now awaits a formal examination by the Boiler Inspector. We are not expecting anything significant to emerge from this examination but it is intended to restore the fusible plug holes to their original size, these having previously been enlarged to eliminate wear and corrosion in the screw threads.

The brake hanger brackets have been receiving attention and the middle and rear brackets have now been re-fitted with new fitted bolts. The front ones cannot be similarly attended to at the moment as the timbers supporting the frames interfere with their fitting. If we move these timbers to allow this work to progress then the timbers would be foul of the wheels and restrict access to the frames for painting and checking of the front axleboxes so these brake hangers will be left to a later date.

Work in recent weeks has concentrated on cleaning and sanding down the outside of the frames. This has now been done and they have been given a coat of grey undercoat. The next major task will be to give similar treatment to the insides of the frames, which is a much harder task.

No.11

Still nothing to report.

No.1310 (NER H)

Shortly after the last Old Run went to press we received an urgent request for

help from The Elsecar Heritage Railway who were suffering from a shortage of steam locomotives. It was agreed that we could release 1310 to help them out. Although not ideal for their requirements we were reluctant to release 1601 and 1544, and 2387 was committed to visit other railways.

The loco was duly delivered to Elsecar during July but on its first steaming problems were found with the driver's side injector, which would not pick up and inject water properly. The injector was duly stripped and examined by Elsecar's engineering contractor who diagnosed a worn pivot pin on the hinged flap. This was replaced and the injector cleaned, after which it worked satisfactorily. The loco remains at Elsecar but its return is expected imminently.

1544 SLOUGH ESTATES No.3

With the loan of both 1310 and 2387 to other railways, 1544 has seen considerably more use than originally planned. It is still performing satisfactorily with little other than routine water changes. Available for traffic.

SENTINEL No.54

Following the completion of the overhaul of coach 1867 and it being moved out of the workshops it was possible to move the Sentinel out of the Engine House and back into the workshops. This has allowed further progress with the overhaul and, during August we were in a position to couple the boiler up to the workshop's air compressor and pressurise it. This enabled us to check for any major leakage and test the main steam circuit. We were able to move the loco a short distance into and out of the workshop with this compressed air supply. Having established that all was reasonably satisfactory with the boiler and fittings a full hydraulic test of the boiler, superheater and fittings was carried out to a pressure of 415 psi. This was then witnessed by the Boiler

Inspector who also carried out a visual inspection of the boiler. Although a hydraulic test was carried out by Israel Newton, this was in 2017 and effectively started the clock ticking on the boiler. This latest test will effectively re-set the clock so that we should have a full ten years use of the loco before it has to be re-done.

Following on from the hydraulic test a fire was lit and steam raised on September 11th for the first time this century. Unfortunately, due to various minor problems we could not raise sufficient steam to get the injectors to work and we had to abandon this first test before full pressure was reached. It is obviously a setback but the problems are not significant and will be attended to in the coming weeks.

The last Old Run indicated that all the pipework had now been completed but we had forgotten the whistle pipe. New 5/8" diameter copper pipework has now been obtained to make this missing pipe, along with the necessary fittings.

HE 2387 BROOKES No.1

This loco has been a bit of a wandering ambassador this year with firstly a visit to the Foxfield Railway for their gala. Agreement was then reached for the loco to go on hire to the Pontypool & Blaenavon Railway for their gala in September, plus a couple of other weekends. However, to take advantage of passing transport the loco was moved to the railway in mid-August. It has been used on several occasions and appears to be well received, the only problems being the inevitable ones with the injectors passing steam. The loco remains at Blaenavon at the time of writing. It has also been requested to attend the Ribble Steam Railway's gala at the end of September and it will be going directly to there.

Fowler 42200033 HARRY

No progress with the repairs to the various gauges and the loco is currently on display in the Engine House.

Peckett 5003 AUSTIN'S No.1

Still awaiting workshop space for repairs and a re-paint but, pending this, it remains in service and is used, as required.

D2999

On a couple of occasions the loco has failed to start when required to do so. Initially this was put down to flat batteries, Although this may yet prove to be the case there is some evidence that it may be the start/run switch that is faulty. This has yet to be investigated and the loco is currently out of service pending this investigation.

D577 MARY

The loco is available for traffic and sees occasional use.

HE 6981

The loco has now been moved into the workshops and progress with the fitting of vacuum brakes continues. 63 mm holes have been drilled in the control panel floor and frames to accept the 2" pipework to the drivers brake valve. This run of pipework has now been completed and work progresses on extending the main pipework to the rear buffer beam. Work has started on machining a piece of 5¾" bar to size to make an extension shaft for driving the exhauster.

D631 CARROLL

Available if required but generally on display in the Engine House.

L.M.S. 7051

Available if required but generally on display in the Engine House.

D1373 MD&HB No.45

Available for traffic and in use as

required. The fuel level gauge still requires attention but hasn't been done as the fuel tank keeps getting filled above the low level necessary to gain access to it.

HE1786 COURAGE

A loco that seldom gets a mention on these pages as it is rarely used and spends its time on display in the Engine House. However it was taken out and started up so that it could be used during our recent gala. Although it started easily enough when bump started, it was obvious that it was only running on one cylinder. The problem was traced to a stuck high/low compression valve on the rear cylinder. Once this was freed off and the valve closed the second cylinder spluttered into life and the level of smoke significantly reduced.

All other locos are stored, either on display in the Engine House or awaiting overhaul.

CARRIAGE & WAGON NOTES

Coaches

Although work on coach 1867 is now essentially completed it has not entered service but has been moved out of the workshops and is currently being kept in the Engine House. Basically it just requires a formal examination and a brake test to complete it.

Coaches 2084 and 1074 are currently both operational and form the regular train formation. Problems were recently reported with rainwater leakage in coach 1074. This was traced to an earlier repair patch that was starting to separate from the main roof covering. An additional patch has now been fitted and this appears to have cured the problem.

LMS Brake Van No.158760

The roof has now been covered with Tricoya and awaits the fitting of a roof canvas. However, when we tried to order

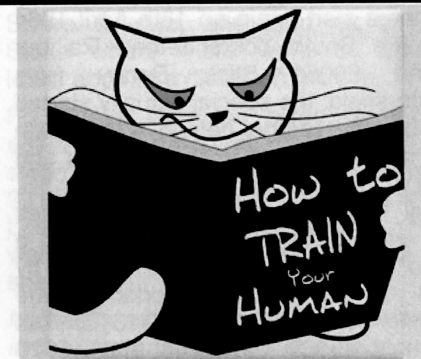
Carriage Shed

Our new carriage shed is now complete as a building following the fitting of the front roller shutter door, emergency access door and the personnel door. We were originally going to make and fit a sliding door for the personnel door but, following suggestions from a couple of volunteers, it was agreed to fit a roller shutter door. Completion of this work has made the building relatively secure. However, recent experience has shown that it is still too easy to gain entry to such buildings and it has been decided that the insides will be lined with 18 mm plywood panels. This work is presently progressing.

The trackwork in the building is complete but still requires lifting, levelling and ballasting before it can be brought into use.

Other ongoing work is presently concentrating on the electrical installation. A power cable has been laid in from the Engine House and made live. This has enabled the main roller shutter door to be powered up. Power points have also been provided. Work presently continues on the installation of lights and battery charging points for the coaches.

Steve Roberts, Mechanical Engineer



Ah! Wrong Train.

this from our usual supplier we were informed that they had suffered a fire and were not currently in a position to supply. Alternative sources are being investigated.

Palvan

The Palvan progresses satisfactorily at Stanegate Restorations. It has now reached the stage where the roof covering needs to be ordered. Stanegate have recommended the use of an EPDM rubber membrane as an alternative to the traditional canvas which we are presently considering. The only worry is whether this will be susceptible to hot sparks from our locomotives.

Hunslet Flat No.2

A start has been made on cutting up this flat wagon chassis.

BP Tank Wagon

The Trust Council recently undertook an assessment of its various wagons and it was agreed that this wagon was surplus to requirements and, in view of our limited siding space, should be offered elsewhere. It has now gone to the North Tyneside railway museum.

JCBs

Our new JCB has not got off to a flying start! Although it arrived in working order it soon decided that it was not going to play when it was required to do something. First of all, the engine wouldn't start then, once we managed to sort this out, it wouldn't go forwards or backwards. The problem was eventually traced to a faulty starter key switch. A new one was ordered and fitted and the machine is now fully operable. This has allowed us to say goodbye to our old machine which has gone in part exchange for the new(er) one.

65E Kipps with photos of stored 56029, 68104 and 68350 St Rollox. 65B with pictures of stored 45718 Dreadnought and 45728 Defiance, 67A Cocker hill with plenty of stored locos including photos of 40615, 55203, 55221 and 46104 Scottish Borderer; also Jubilees 45727 Inflexible, 45677 Beatty, 45692 Cyclops and 45687 Neptune, with a photo of 76001 and 72009 Clan Stewart in steam. Dawsholm 65D must have been visited where 54398 Ben Alder and the other preserved locos 103, 123 and 256 Glen Douglas were in store but no photos taken because they were all inside.

Motherwell 66B with a photo of stored 2-10-0 90756 with the new order D8503 parked by its side. I presume 65A Eastfield was visited but I must have run out of film as I have no photos from there, and I remember 66E Carstairs was visited on the way home. The Jubilees seen at 67A and 65B were all cops, but it was only several years later that I found out that the other three Scottish Jubilees I needed were stored at another dump and so I never saw 45665, 45711 and 45720. It must have been a great weekend for locos seen but, as I have mentioned before, I have lost my notes for that year and only have photos to go on.

My notes start again on 18th April 1964 with the South Yorkshireman Railtour behind 60051 Blink Bonny from Huddersfield; the special actually started at Sowerby Bridge behind 42411 with the Halifax Railfans to Derby works and shed, Crewe works also 5A and 5B. Derby was visited first, but my notes only start from Crewe Works, but a photo was taken of 47001 on Derby shed. Of note at Crewe works was the building of D1574 to D1616, but Jubilee's 45569 Tasmania and 45626 Seychelles along with 70000 Britannia also a few of the Manchester - Sheffield electrics were in works with a picture of

26000 Tommy taken. I can't remember how we got to 5B Crewe South, we may have been bused, but 46254 City of Stoke on Trent stormed past us while on the path to the shed. I think by this time Gresty Lane had closed because there were four Granges being 6803, 6817, 6819 and 6825 noted on the shed amongst the 77 steam locos noted also 46243 City of Lancaster and 45558 Manitoba awaiting the works and the end. Crewe North contained 46229 Duchess of Hamilton just released from the works restored for Butlins with another four Duchess's 46240, 46235, 46228 and 46251 and several Britannias.

On 13th June 1964 we travelled to Leeds to see 35012 United States Lines leave on a special for the RTCS. Afterwards 55A Holbeck was visited with only 14 steam locos noted and nine diesels and then on to 56F Copley Hill; think we must have had permits but only four steam on shed being 42622, 43101, 60117 Bois Roussel and 60130 Kestrel. Then on to 55C Farnley Junction where nine steam locos including 45562 Alberta. A week later and another trip to Leeds with 55A but also 55B Stourton visited with 19 steam on shed. It was now time for me to find a job for the Summer holidays from college, so ended up at the Corner Café in the north bay at Scarborough for two months, so spotting was put on hold.

My next outing was a trip to Darlington for the works and also taking in 51L Thornaby with the usual visit to Holbeck; it was on this day, 24th October, that 60009 Union of South Africa worked a special from Kings Cross to Newcastle and back. I think we all copped it, seeing it the first time running north and it was seen again returning after we had visited the works at Darlington. 51L Thornaby had only 65859, 90588 and 63443 the rest being diesels. It was then onto the works at Darlington where there

were 39 steam locos including 60011 Empire of India for scrap and 60154 Bon Accord for repair and 65033 with 65099 still there after being noted in 1963. 51A Darlington shed had 37 steam locos with numerous J94 saddle tanks and two A3s, 60036 Colombo and 60045 Lemburg being the stand-by loco in case of failures on the mainline. My notes continue with two more trips to Leeds on 7th November and 4th December before Ira and I decided it would be a good idea to cycle from Slaithwaite to Leeds on Christmas day 1964, with the rail system closed down we were looking at full sheds. 55A and 55C were visited with 31 steam on Holbeck with 34 diesels and 12 steam on Farnley Junction. Looking back I think we must have been mad, what our parents thought I don't know.

I think it was about this time that Halifax Railfans decided to change their name to the Jubilee Society with the aim of raising funds to preserve a Jubilee. My friends and I decided we could run a club ourselves, and so started the Slaithwaite and District Omnibus and Rail Society, (S.D.O.R.S.). The father of Ira, my fellow spotter for years, was the caretaker of the parish church and school and we got the use of the undercroft of the church to use as a club room, where with funds being started by selling pop and crisps we built a model railway layout; we also acquired a printer and started a news letter which Chris Thewlis produced, my role being the organiser of the visits to sheds and works. We were lucky because the father of one of the members ran a local mini bus firm and so we started organising all our own trips, but not before another trip to Leeds on 31st January 1965 visiting 55A, B and C and H which by now you would have thought we would have had

enough of, but still could turn up a few cops - Holbeck had 25 steam including three Jubilees and two Royal Scots. 46126 The Lovat Scouts and 46160 Queen Victoria's Rifleman and copping 61238 Leslie Runciman. Farnley Junction had three Jubilees and Neville Hill had 69621 and 3442 The Great Marquess stored there with three A1s on shed, 60118, 60134 and 60154. Stourton had the usual freight locos plus 45654 Hood.

The next trip out was Crewe on 7th February by coach, first stop being 9G Gorton, now devoid of ex LNER locos, but with 40 steam of LMS, Standard and Austerity 8F designs, then on to 9A Longsight with just nine steam locos. Crewe Works contained 72 steam locos with 45716 Swiftsure and 71000 Duke of Gloucester withdrawn. There were also plenty of diesels with D1658 to 81 and D1842, 43, 44 being built and few electrics on the site and also 5 Britannias. It was then on to 5A Crewe North with still plenty of steam with the Stanier pacifics giving way to Britannias, 15 being noted along with a Clan 72005 Clan Macgregor and also four Jubilees and Royal Scots 46115 Scots Guardsman. 5B Crewe South contained 63 steam locos including three Granges 6854 Roundhill Grange, 6855 Saughton Grange and 6856 Stowe Grange, and then on to 5D Stoke where there were 66 steam locos and not a diesel on the site.

Four days later the bikes were out again with a trip to 56D Mirfield with 17 steam locos copping 44725, 48668 and 92124. On 14th April it was back to Leeds with a visit to Holbeck up the wall at the back with five Jubilees on shed.

Michael's adventures will be continued in the January edition of this magazine.

Are any of you ticking off the locos he spotted in your own Ian Allan books?

1310 Scrapped!

It is amazing what information comes to light in our hobby, in this case from a book sitting on my shelf for many years! "The Industrial Railways & Locomotives of County Durham, Part 2" by Colin Mountford & Dave Holroyde reveals that the locomotive we know as 1310 is actually something quite different.

In 1950, two ex-NER locomotives, Nos 900 [Gateshead No 35/1888] and 1310 [Gateshead 38/1891] entered the NCB Ouston E workshops on the Pelaw main system for repair. However, only one emerged.

What happened was that the boiler and tanks of 1310 were placed on the frames of 900. Under normal rules for this sort of thing, the locomotive number should have gone with the frames, and thus the locomotive which emerged from works should have been NER 900. Exactly why it was re-numbered as 1310 is obviously lost in the mists of time, but perhaps the tanks and cab of 1310 had already been re-painted before being fitted, so it was easier to keep that number?

Interestingly, it appears that a new boiler was fitted to the locomotive in August 1951, thus very little of 1310 actually survives at all! The frames of 1310 languished at Ouston until at least 1956 before disappearing, presumably scrapped.

There are other instances of such identity changes. In 1964, the boiler from North Staffordshire 0-6-2T No 2 "PRINCESS" was fitted to the frames of ex-NSR No 72 "SIR ROBERT" at the NCB Walkden workshops, but the loco still carried the NSR No 2 identity and is preserved as such today. GNR 251 and "ROOD ASHTON HALL" are also instances of major identity changes over the years, with "ROOD ASHTON HALL" being the only one to return to its original identity – it had been bought for preservation as 4900 "ALBERT HALL" and the identity change was discovered during its restoration to working order at Tyseley. That organisation decided to re-number the engine back to match the identity of the frames.

Steam Power Trust member Bill Hampson was most amused when we discussed the identity change and one wonders what might emerge after the engine's next overhaul??

Ian Smith



Now you know, can you spot the joins? At least it's a different shade of green from the others!

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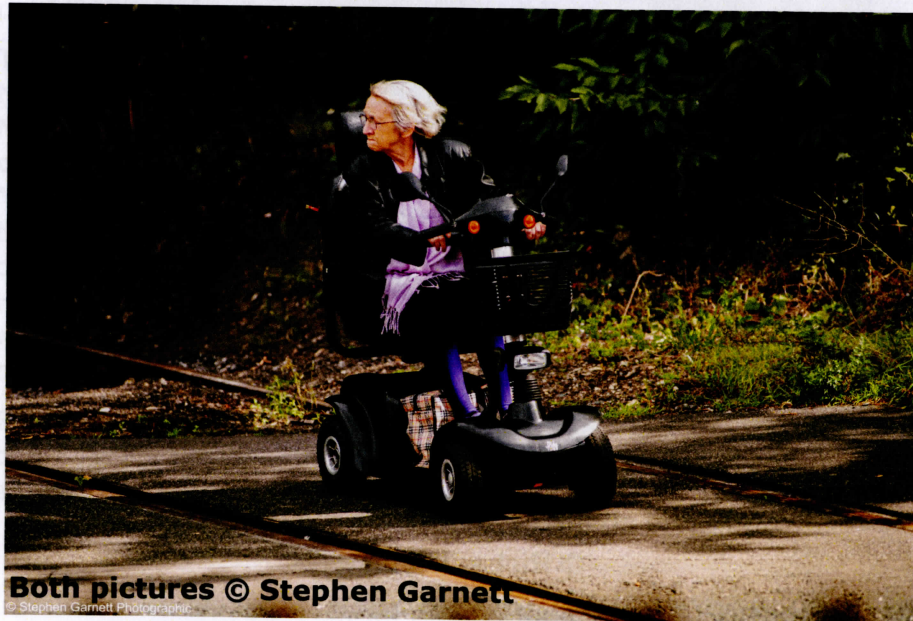
Yes, we start our volunteers young these days.....

Well, perhaps not that young ...

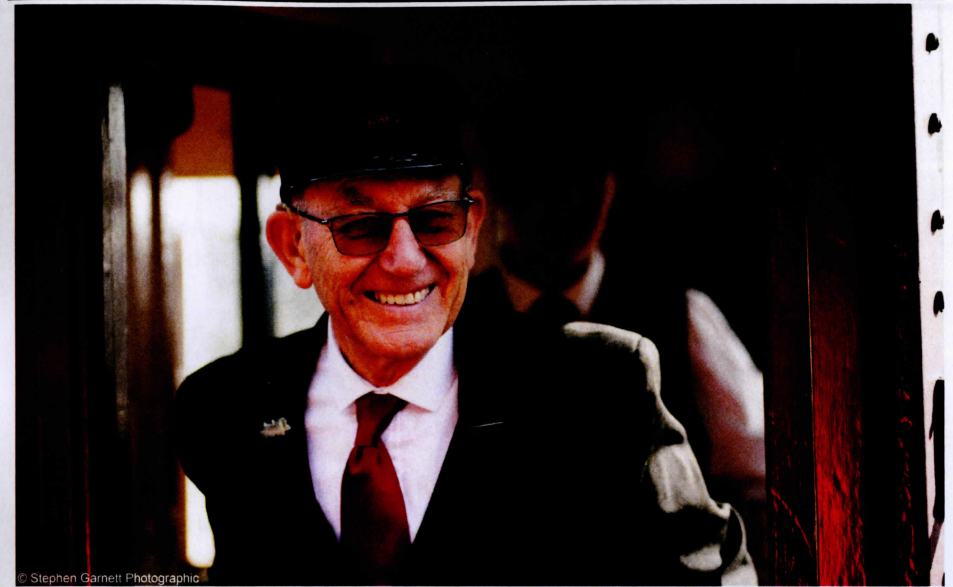


And we keep you until we've worn you out!

Come and join this happy gang of Middleton Volunteers!



Some more pictures from our Gala Weekend



A Guard and Travelling Ticket Inspector enjoying the day, above, while they notice a young lady in training as a future Guard below, opening the carriage door for her Mummy and other visitors waiting to travel. We hope they all had a fantastic time.



Overheard in the messroom ...



"Are you taking Mary out next Saturday?"

"No, I'm not going out with her again. Not for a while anyway.."

"Whyever not?"

"She has this hot clutch..."

What do we make of this??

(Thanks to Richard Stead for the ear-wigging and the artwork)



Oh! *That Mary!*

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A short lull in the proceedings



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Photographic

"Where shall we go next then?"

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