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Hudswell Clarke D557 "Mary" of 1932 and Kerr Stuart 4421 "Rom River" of 1929 wait in the Moor Road loop, during the "90+ Years of the Diesel" event, 11th June.

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The Old Run

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Our Chairman speaks:

The objectives of the Middleton Railway Trust are detailed in its Memorandum of Association. The primary objective is "To preserve, maintain, and keep in repair and working condition the historic Middleton Colliery Railway Leeds for the benefit of the public". This is supported by various secondary objectives that detail how the above objective is to be met, and that expand its scope to include setting up a railway museum, promoting research into railways and disseminating the results of this research by way of publications, pictures, etc., etc.

Nowhere in the Memorandum of Association is there any reference to entertaining visitors to the Railway and making their visits enjoyable, and yet without doing this the stated objectives will not be delivered. Satisfied and happy visitors will tell their friends about the Railway and post positive messages about it on social media sites. This in turn will encourage more people to visit and the revenue from this will help delivery of the Trust's formal objectives.

It is good to receive positive feedback from visitors that we are meeting this unwritten but critical objective. Recently a visitor took the trouble to write and made the following points:

"An excellent visit, really enjoyed the ride and also the small exhibition"

"Overall a great visit, staff on the day were very helpful and informative. Great day out!"

Messages such as this help tell us that what we are offering visitors is valued and enjoyed and that we are meeting their expectations.

A key take away from this letter, and from others, is the comment about the staff. Positive engagement between volunteers and visitors to the Railway is the key to an enjoyable visit.

Our Chairman speaks, continued

Welcoming staff in the ticket office, a friendly smiling guard, train crew happy to talk about their locomotive and a smiling face offering a cup of tea or coffee make the difference between a visit and a great day out!

The value of positive engagement between volunteers and visitors is never more important than when something goes wrong. On a Sunday this July the scheduled service could not be run in the morning. Despite alerting potential visitors to the problem quite a few turned up. We could have just asked them to wait and said sorry, but instead we offered them free refreshments and two of our volunteers, Richard Stead of the commercial team and David Hector from the workshop team took the time to give visitors impromptu tours of our facilities, engaged with them and entertained them. One visitor posted on Facebook following his visit:

“My slight disappointment at the lack of a morning train service was more than made up for by the rare opportunity to tour the workshop, and the informative guide of the museum. The gesture of the free cup of coffee, whilst it may have seemed a small thing to you, made me feel appreciated as a customer, like you valued me as a visitor - thank you for that appreciation. I thoroughly enjoyed my day out.”

A post like this has huge promotional value because of the positive message it sends about how much our Railway cares for its visitors. Thanks go to all involved in turning what could have been a difficult day for the Railway into a success.

The converse is equally true; disinterested staff talking to each other rather than to visitors is almost as big a turn off as dirty toilets and a grubby café. It leads to negative comments and no repeat business.

The feedback from the events we have run this year has also been very positive. A lot of visitors came to the Model Railway exhibition and verbal feedback was good. Thanks as ever go to Ian Dobson and his team for arranging this event and then making it happen; the hard part!

We also received many compliments about ‘90+ Years of the Diesel’. This proved a challenging event to stage but, thanks to a lot of hard work by the mechanical department, train crew, civil engineering and commercial team, it went very well and gave our visitors a unique opportunity to see four pre-World War II diesels in use on the same day. Comments about this event included: “Thanks for a superb day on Saturday – what a great spectacle and such a super team.” and “Thanks to the team for putting on such a unique and wonderful show.”. These and other compliments are fine but, as my late father was wont to say “Fine Words Butter No Parsnips”.

Do these compliments really translate into more visitors? If the Railway is doing such a good job why does it attract so few visitors? Perhaps these are the wrong questions. Our Railway is a victim of its history; no one would set out to locate a heritage railway in what is an industrial suburb of a major northern city, for all the interest and charm of our locale. Because the Railway is not situated in an obvious tourist destination with a large captive market, we have to try so much harder than more favourably located heritage railways to attract visitors and encourage them to return.

We know from the limited survey work we have done that a significant number of our visitors learn of us by ‘word of mouth’, so having visitors depart our Railway

Our Chairman speaks, continued



having really enjoyed their visit and wanting to speak well of us is very important for our future.

Without all the work we do to engage with visitors and make them feel welcome and the work we do to make our events special within our limited means we might be so much worse off. Perhaps that is the answer to the questions about the value of the compliments we receive and why we must continue to 'go the whole nine yards' to engage with and entertain our visitors so that they leave wanting to return and speaking well of us.

Charles W Milner, Chairman

In the previous issue we reported the death of Carole Holdsworth, the widow of the Trust's former Treasurer Stan Holdsworth, but had not been able to find a picture of her to accompany the report. Andrew Gill was able to find this one of her on duty in the shop, and we are pleased to be able to include it here.

Postage Problems

In the previous issue of the Old Run we reported various problems with postage, and expressed the hope that these problems would not recur. Subsequent correspondence suggests that at least no issues arrived without stamps on them, but did include several reports of copies arriving with the envelope damaged. For instance, Brian Ashurst (probably our most distant member), wrote "My Old Run arrived safely here in California, despite the long side above the stamp being slit completely open! All contents were there, amazingly, including the AGM notice. Could have been very different of course, ...".

Similarly, Howard Bishop wrote from the Isle of Man "Today's delivery arrived with three sides of the envelope split open, and one side sellotaped, presumably by the Royal Mail.". He also suggested an explanation: "the covers of the journal are now being printed on card rather than the standard weight paper used for the other pages ... the card is cutting through the envelope and the contents working free in transit.". Clearly we have more to do to achieve perfect deliveries!

Rack and Pinion Locomotives of the Panama Canal

One of our more recent members, Bill Birch, wrote to us shortly after the AGM, saying “Earlier this year my wife (Jean) and I had the pleasure of being able to go on a cruise from San Diego to Fort Lauderdale that passed through the Panama canal. I noticed that the small locomotives used to steer the ships used a rack and pinion track, basically as invented by John Blenkinsop.” What follows is his account of how Blenkinsop’s invention is still going strong,

I recently had the opportunity to sail through the Panama Canal. This truly is one of the modern-day “wonders of the world” in terms of Civil Engineering.

The history of the Panama Canal is interesting. The concept of connecting the Pacific and Atlantic oceans by building a canal through the Isthmus of Panama was first thought of by the Spanish. However, it was Ferdinand de Lesseps of France who made the first attempt to build a canal. Construction work started in 1881 but unfortunately ended in total failure in 1889, with over \$234.8 million having been spent. The main reason for the failure was hugely underestimating the difficulties of excavating in the rugged and inhospitable terrain, and the likely impact of tropical diseases (notably yellow fever and malaria).

Having “assisted” the Panamanian rebels to revolt against the Columbian Government, the United States controlled Panama Canal zone was established in 1904. However, it took until 1914 for the first boat to transit the canal, with the total cost of construction being £375 million. The Panama Canal zone was handed over to the Panama Government in 1999.

In 2007 work commenced on creating a parallel set of locks that would accommodate even larger ships. These were completed in 2016.

The main features of the canal are the three locks at the Atlantic end of the Canal that raise ships to the level of the huge Gatun manmade lake (some 26 metres above sea level). This lake is 425 square kilometres and was formed by damming the Chagres River. The canal then passes through the Culebra cut before descending to the Pacific Ocean by 3 more locks.

All ships move through the canal, including the locks, under their own power. However, the steering of these ships is done by the Rack and Pinion locomotives (known locally as Mules). It takes 6 of these locomotives to assist a ship, 3 on either side of the lock, of which 2 are at the bow of the ship and one at the stern. Each of the locomotives has two winches which act independently of each other. The passage through a lock is coordinated by a Panama Canal pilot on the ship, who relays information directly to the 6 locomotives by radio. However, the drivers of the locomotives acknowledge the instructions by ringing a bell. Thus, as a ship transits the lock there is the almost continuous sound of the bells ringing.

Since the locomotives are not pulling the ships through the locks, why is the rack and pinion needed? In addition to making sure that the locomotives do not lose traction on the steel rails when steering these large ships, this mechanism is also necessary as the track from the top level of one lock to the top level of the next lock is very steep.

Each locomotive weighs 50 tons, operates with two 290 HP traction units and has a pulling capacity of 311.8 kilonewtons at 4.8 kilometres per hour, and of 178.2 kilonewtons at 8.0 kilometres per hour. They can move the same load at 3.2 and

Rack and Pinion Locomotives of the Panama Canal

4.8 kilometres per hour, respectively. Their maximum return speed is 16 kilometres per hour. They are lighter, stronger, and faster than the previously used models. They run on paired 5 feet (1,524 mm) broad gauge railway tracks. The track closest to the canal is used for steering and has rack tracks for geared operation. The adjacent track is used to return the locomotives to their starting point and does not have racks, except on the steep inclines between lock chambers. Traction is by electric power, supplied through a third rail below surface level on the land side.

The locomotives were built by Mitsubishi Corporation at a cost of \$1.9 million per unit. There are now 100 rack and pinion locomotives in use on the Panama Canal

Bill Birch



A rack and pinion locomotive showing the guide wires.

Lead locomotive descending from one lock to a lower lock



Obituary: Bill Hampson

We were sorry to hear that Bill Hampson had died on Monday 1st May, at the age of 89. We all associated him with Newcastle, but actually he had been born in Harrogate, and then his parents had moved from there to Newcastle when he was just 3. They bought a house in Dovedale Gardens, and he lived there for the rest of his life.

From an early age he had an interest in transport, and in particular both railways and tramways. Indeed, a story that was told at his funeral concerned his discovery, as a teenager, that on the tram route which terminated in Gosforth Park it was normal practice to leave at least one tram parked overnight, relying on the removal of the driver's controller handle to immobilise the vehicle. Bill soon realised that a 5/8" Whitworth spanner could double as a controller handle, and apparently spent quite a number of evenings driving these trams up and down the reserved track in the park: presumably without anybody from the Corporation Tramways discovering that they really needed to improve their security!

Bill left school at the age of 16, with no paper qualifications, and found work as a junior laboratory assistant with the firm of George Angus and Co. Ltd, who manufactured a range of products from natural and synthetic rubber, such as tubing and oil seals. Bill soon realised that to progress in his career he would need qualifications, and so he began to work his way up the educational ladder by studying at evening classes at the Rutherford College of Technology, which would later become part of Newcastle Polytechnic.

By the age of 40 he was well established in the research department of the firm, which by this time had become part of the Dunlop group, and he had achieved an MPhil degree, based partly on the research work that he was doing. Eventually in 1988 he obtained a PhD, for a study of the properties of flexible polymeric composites and their application in designing components that could stand high pressures. This work led to increasing collaboration with Newcastle Polytechnic, which eventually became the University of Northumbria, and in particular providing advice to them on the content and design of courses in various aspects of polymer science and engineering. It also led to increasing professional recognition, with the award of fellowships from the Institute of Mechanical Engineering, the Royal Society of Chemistry and the Institute of Materials, Minerals and Mining, as well as the qualifications of Chartered Chemist, Chartered Engineer and European Engineer.

Outside of work, Bill was a great supporter of the Boy Scout movement, serving at various times as both District and County Commissioners. He also maintained his interests in railways, and was an active member of the Locomotive Club of Great Britain, the Railway Correspondence and Travel Society, and the Stephenson Locomotive Society. In particular he was an enthusiastic participant in their organised visits, and was usually distinguished by wearing a long black coat, which led to him being nicknamed "the Bishop". This nickname pleased him greatly, and he played up to it. The house in Dovedale Gardens became known as "Bishop's Castle", and letters to friends (which were always hand-written) often gave this as the address, and were frequently decorated with sketches of almost whimsical steam locomotives, such as might have come from the pen of Rowland

Obituary: Bill Hampson, continued

Emmett. Along with this, while his lifelong allegiance was to the North Eastern Railway and to the LNER as its successor, when a nameplate came up for sale from the GWR 4-6-0 No. 5053 "Bishop's Castle", he bought it to decorate the house.



Bill Hampson at Moor Road, probably in the 1980s, with 385 and 1310 posed on the line down to the Moor Road level crossing.

Picture MRT collection.

It was through these railway connections that he and other enthusiasts got together in the 1960s to try to do something about the steady disappearance of features of the railway landscape. A group of them formed the "Steam Power Trust 65", with the aim of raising money to preserve a steam locomotive, and soon located ex-NER 1310 and arranged to purchase it. We know that Bill was not one of the original trustees, but he was soon invited to become one,

Obituary: Bill Hampson, continued

although the records that we have are not clear as to whether this was before or after 1310 was purchased. What we do know is that the Trust (SPT) then faced the problem of finding a home for the locomotive, where it could be maintained and operated. At that time there were very few possible locations for such activities, and while the Middleton was a long way from Tyneside, it was a lot closer than the other possibilities. So 1310 moved to Leeds in 1965, and that was the start of our link with Bill Hampson - half a lifetime ago.

Subsequently SPT exploited Bill's connections with Scandinavia to purchase another locomotive, Danish State Railways class Hs number 385, and this arrived in 1972. While it was in excellent condition, it took some years to restore it to operational condition, and so it did not enter service until April 1985. By this time SPT had acquired Norwegian State Railways clerestory brake coach number 549, which initially they stored at the Tanfield Railway, but in September 1985 they moved it to Moor Road. In 1986 it ran a few special trains with 385, but this could not become a regular operation, as it was fitted with air brakes, whereas the MRT had standardised on vacuum brakes.

The 1980s also saw Bill become involved in two other railway preservation activities. One of these was the recreation and operation of the Tanfield Railway, which had re-opened from Marley Hill to Sunnyside in 1982, followed in 1989 by the construction of Andrews House station. Bill had acquired various items of railway uniform, including some Scandinavian ones, and he put these to good use in the role of Station Master there.

The other preservation activity arose from his keen interest in railway photography, where he was one of the group who were involved in setting up the Armstrong Railway Photographic Trust. The aim of this was to preserve the photographic archive of John William Armstrong (which dates back to the 1920s), following his death in 1987. Bill was one of several of the trustees of SPT to become a trustee of this trust too, and so it is entirely appropriate that his own collection of negatives is now held by this trust.

1995 saw the first change of trustees in SPT, following the death of Ken Cockerill in May 1995. Bill replaced him as the chairman of SPT, and devoted some time and effort to improving the agreements with the MRT for the leases of 1310 and 385. Initially these efforts also included the Norwegian coach, but it was becoming increasingly clear that the Middleton Railway was actually not the most appropriate location for this vehicle. Eventually, again through Bill's efforts, arrangements were made for the coach to return to Norway, and it left Moor Road in May 2003 for the journey to the Norsk Jernbanemuseum, the Norwegian state railway museum at Hamar, where it is now on display. This, along with the two locomotives at Moor Road, provide fitting memorials to Bill's lifetime of contribution to railway preservation.

Tony Cowling

90+ Years of the Diesel

A programme of special events has become an increasingly important part of the railway's activities, and identifying suitable anniversaries has for a long time been a key part of this. Indeed, going back as far as March 1972 an event was staged under the title 'Forty Years of the Diesel', to mark the anniversary of the construction of HE 1697, and involving a vintage bus tour to the Hunslet Engine Company's works, and a cavalcade of old vehicles round Hunslet Lake.

Then, hoping to repeat the success of this ten years later, the summer 1982 issue of the Old Run included an article under the heading 'Fifty Years of the Diesel', which started as follows. 'After some discussion, this event has now been finalised, and will now take place on Saturday 11th September. The day's events will start with a tour of Hunslet Engine Company, and then the main events will switch to the Middleton Railway. Hudswell Clarke 0-4-0DM "MARY" (D577/32) will be renamed at a special ceremony by Mr R.N. Redman and a representative from Mirrlees Diesels Ltd (who built the power plant), followed by the loco working a special train to the park and back. The loco will enter public service from 14.00 and it is hoped that she will work most of the passenger service that afternoon, though this is dependent on the driver's hearing as "MARY" is to say the least a rather noisy beast!'

What this didn't say was that "MARY" had in fact failed only a month before the event, but fortunately the representative of Mirrlees came with an offer of a Gardner 4L3 engine to replace the historic but damaged Mirrlees one, so that there was a happy ending. Readers may be surprised that this article made no mention of HE 1697 "John Alcock", since it too was celebrating 50 years of service that year, but at that time it was on loan to the National Railway Museum.

Ten years later there seems to have been an intention to rectify this omission, as the Spring 1992 issue records that 'investigations continue on how to celebrate "60 Years of the Diesel"'. However, none of the subsequent issues that year mention any details of any such celebration, and there is no reference to one in the history. What the latter does record is that this was the year of our first "Thomas the Tank Engine" event, and these soon proved to be financially far more rewarding. This is why no attempt was made to run an event in 2002 to mark the 70th anniversary of either diesel locomotive. Then, if we had chosen to mark 80 years of diesel traction, this would have been in 2012, which of course was also our 200th anniversary of steam traction, and this was a much more significant event.

In the run up to 2022, however, we were anxious to run an event that would be significant enough to mark the return from the pandemic to special train operations, and so the theme of "90 years of the diesel" was an obvious one to aim for. In particular, we were well aware that there were other diesel locomotives in preservation that dated back to the early 1930s, as well as our own HE 1697 and HC D577, and so planning began by investigating whether any of these might be available for hire. This soon identified two possibilities: Kerr Stuart 4421 of 1931 "Rom River", which is based at the Foxfield, Railway, and

90+ Years of the Diesel, continued

Armstrong Whitworth 22 of 1933, which is based at the Tanfield Railway. The ideal would have been to hire in both of them, but the cost of transporting two locomotives for one event would have been more than we could justify, unless we could find external funding. So we had to prioritise, and since the Kerr Stuart was the older of the two, and could almost be regarded as an ancestor of HE 1697, we began negotiating with our colleagues at Foxfield.

They immediately identified a problem, which was that this locomotive was not fitted with vacuum brakes, and so could not be used on passenger trains. They were planning to fit it for vacuum braking, but had not actually started, and were not sure how long this work might take. Meanwhile, we had also identified a problem with HC D577, in that its brake gear had reached the limits of adjustment. Fixing this would require the replacement of some of the brake components, and again we were not sure how long this might take, either. Given these problems, it was becoming clear that trying to arrange this event for 2022 was not realistic, and so the decision was made to postpone it to 2023, and alter the title to “90+ years of the diesel”.

We therefore continued to plan on this basis, and also investigate whether we could find funding to transport the Armstrong Whitworth locomotive. We explored various options for this, but without success. We also decided to produce a booklet to go with the event, and material for inclusion in this was collected. Another aspect of the planning concerned the operating arrangements, where the decision was eventually made to keep things relatively simple, by just having one train set operating rather than two as at previous major galas. Another decision was to try to run trains over the Balm Road branch, but this had not been used since October 2021, and the condition of some of the sleepers had deteriorated to a point where they needed relaying. As Steve Roberts explains in the article ‘AROUND AND ABOUT’, we were fortunate that Rail Futures were able to undertake the replacement of these sleepers as part of one of their training courses, although the timing was a bit tight: their trainees finished packing the sleepers just two days before the event. The timing was even tighter for the work of clearing vegetation down the branch, which we had to do, and several of our volunteers were still cutting back bushes while the trains were running on the Saturday morning.

Despite these tight timings, though, all the aspects of the event did come together as needed. Our Youth Team helped with cleaning the locomotives, while “Rom River” arrived on the Thursday before the event. This left enough time for the formal “fitness to run” examinations to be done on all of the locomotives that had not been in regular service, before they started running the trains on the Saturday. The timetable included locomotives laying over in the loop at Park Halt, to give a mixture of single headed and double headed trains on that line, while all trains over the Balm Road branch ran “topped and tailed”: in other words, with a locomotive at each end. In addition, at the end of the Saturday a line-up of the locomotives was arranged in the Moor Road loop, for the benefit of

90+ Years of the Diesel, continued

the many photographers. The weather treated them kindly on both days, and indeed by the end of the Sunday there were some cases of incipient sunburn amongst both the spectators and the crews! Finally, on the following Thursday "Rom River" departed, and that marked the end of the event: although there are still some copies of the booklet on sale in the shop, if anybody who missed the event would like to acquire one.

Tony Cowling

Shop Notes

There have of late been some busy weekends followed by weekends with lighter traffic, intermixed with school visits. Two weekends stand out as having been very busy - the Steam Punk Event of June, followed directly by the Model Railway Exhibition. At the former, the conference room and the mezzanine were crammed with stalls selling steam-punk related merchandise. Indeed, every go-pack table in our possession was in service, supporting arrays of jewellery, clothes and other gear. The stars of the show were (for me) the two eagle owls which flew up and down the display hall. The thick elbow-length leather glove of the handler was a sight to behold.

The model railway exhibition - what can you say beyond "well I'll go to t'top of our stairs!" There were some marvellous layouts on display, including Hogwarts School, the Ribblehead viaduct (all quarter-mile of it) (scaled down of course) and Middleton Broom Colliery, as ever was. Then there was the simulation, where you sat in front of an Imax-style screen to watch the view seen from the cab of a locomotive as you rolled along at 45 mph (with sound-effects). The only thing missing was a seat that rocked with the movement of the train. it'll come, no doubt.

What many might not be aware of is the fact that the railway has as many if not more visitors on a midweek school visit than on a normal working Saturday or Sunday. The motor-coaches come into the car park, stop and disgorge and in they come! These youngsters (of primary-school age) all expect to be informed, enlightened and entertained. As well as riding up to Park Halt and back, they all get taught about the history of the railway and have a guided tour of the display hall - in and out of the loco-cabs etc. - where they learn all about boilers, cylinders and the world's biggest bicycle-chains. They also get to see one of the world's tallest drawings, which shows how a coal-mine worked. Hopefully these visits sow the seeds of interest in young minds. We have had a remarkably large number of such visits this year.

At the time of writing, the calendar is now counting down to the start of bookings for you know who...

Richard Stead

The MRT Youth Team

Since the start of the 2023 season, members of the team have been busy working in their operational roles. These roles include being travelling ticket inspectors (TTI's) and locomotive cleaners. Although not essential for operations, these roles allow operational knowledge to be passed on and they also act as training for safety critical roles such as being a guard or a fireman. Positive feedback has come from both volunteers and members of the public. A highlight for several of the team was getting to help out at the diesel gala in June, in which Joel found a new liking for 'Courage' and I revelled in the magnificence of 'Rom River'. This season has also seen two members of the team able to complete their new passed out roles with Joel now being a fireman and Joe being a guard.



John Linkins standing next to newly passed out Joel Levertton

Earlier in the year some of the experienced workshop volunteers offered to take on small groups of the team for workshop days. Those who have had the opportunity to help on these days have really enjoyed these opportunities to learn more about the engineering aspect of the railway. These groups have focused on the restoration of HC1544 'Slough Estates No.3' and general maintenance of the operational fleet. Further workshop days are planned in the coming months.

Over the second weekend of July the railway held its extremely popular and successful model railway exhibition. For this both of the layouts kept at the railway were out and operational, these being the colliery layout (based on Middleton Colliery) and Swiss Cottage (a first world war micro-layout). Over the weekend these layouts were nearly entirely set up and run by members of the youth team. This proved to be great fun and allowed new members of the team to meet established members. This was an extremely successful weekend, with the layouts gaining a lot of interest. Many thanks to Ian Dobson for organising and managing this superb event.

Plans have been made for a Youth Team day on the railway on 6th August. This will see as many roles as possible run by members of the Youth Team. The day will also see a visit by a member of the Heritage Railway Association (HRA). We look forward to reporting on this in the next issue, but until then be sure to say hello to any of the team if you see them at the railway.

Geordie Brown

Obituary: Alan Bowman

A small group of those who remembered Bill Hampson travelled up to Newcastle for his funeral service, expecting to meet there the other two of the “original” trustees of the Steam Power Trust 65 (SPT), namely Alan Bowman and Alan Thompson. You can imagine our surprise to be told, by Alan Thompson, that Alan Bowman had in fact died earlier in the year. He had evidently been under the impression that this news had reached Leeds quite some time previously.

As the obituary for Bill Hampson has indicated, the SPT had several changes of trustee in its first couple of years, so that only two of the group that we had known from the late 1960s were actually original trustees. Alan Bowman was one of these, while the other was Ken Cockerill, who had died in May 1995. Ken had acted as chairman of the trust, and Alan as its secretary.

As is often the case with such groups, the purpose that brought them together was completely separate from their daily occupations, and so we can say little about the rest of his life, beyond the fact that his home in Stockton on Tees also provided the home address for SPT. Also, some records have suggested that occasionally he hosted meetings of the trustees, when it was more convenient for them to meet away from the railway. In latter years he was less active than some of the other trustees, and so visited the railway relatively infrequently: indeed, the occasion of this picture may well have been the last time that he was here.



1310 at Park Halt in October 2011, with three of the trustees of SPT (all now deceased) posed in front of it. From left to right: Bill Hampson (obituary on page 8), Richard Holland (who died in 2016) and Alan Bowman.

90+ Years of the Diesel



Above: HC D577 "Mary" and HE 1697 "John Alcock" at Moor Road.

Below: KS 4421 "Rom River" and HC D577 "Mary" at Moor Road.

Both pictures © Geordie Brown, 2023



90+ Years of the Diesel



*HC
D577
"Mary" at
Moor
Road*

*Both
pictures
©
Geordie
Brown,
2023*

HC D631 "Carroll" and KS 4421 "Rom River" at Moor Road.



90+ Years of the Diesel



HE 1786 "Courage" running "Driver for a Fiver"

© Geordie Brown, 2023



The Saturday afternoon photographic line-up

© Tony Cowling 2023

MOOR ROAD HAPPENINGS

Much of the last three months has been taken up with the routine of running trains and the necessary day-to-day maintenance that goes with that. Overall, things have been running quite well although there is always plenty for our hard working volunteers to do.

LOCO NOTES

No. 6

HL 3860 is currently available for service and has been used when required. We are still having problems with the reverser becoming stuck when in mid gear, which is thought to be due to a build-up of steam pressure in the valve chests, even though there is little evidence of the regulator leaking by. To overcome this until such time that drain cocks can be fitted to the steam chests, an instruction has been issued to not put the locomotive into mid gear but leave it in either forward or reverse gear, with the brake on and drain cocks open when in steam.

The injector overflows on this loco are above platform height and point almost horizontally. After two near misses when hot water was ejected onto the platform and could have resulted in injury, the right hand overflow has been modified so that it points in a more downward direction. The left hand overflow will be similarly modified as time permits, but is not as problematic as there is currently no platform on this side.

The steam brake piston gland has been re-packed and the brakes have been adjusted to take up wear.

The locomotive is fitted with buffers which are 18" long. Unfortunately this means that when the screw coupling with the coaches is tightened up the coupling is still slack. This is a common problem with industrial locomotives which tend to have shorter buffers than the 21" standard length, to enable them to be more easily coupled up on curves. The usual solution is to fit timber pads between the buffers and the bufferbeam to pack them out. We had hoped that we could get away with no pads with this loco but, unfortunately it has shown a tendency to set up a fore and aft motion with the coaches under certain circumstances, so it has been decided to fit 3" thick pads to the rear buffers. The pads are being made at the time of writing along with longer bolts and will be fitted when convenient.

1210 SIR BERKELEY

Sir Berkeley was finally complete in time for its launch back into traffic on the 15th April. Although this didn't exactly go as we would have liked, this was no fault of the locomotive. The loco was also used on the 16th April but a problem was noted with the right leading axlebox, which was running warm. It was decided to

Moor Road Happenings, continued

lift the loco to check things over. This showed that the bearing metal had started to pick up but fortunately the problem had been noted before the bearing had really overheated so the damage was minimal. After some fettling the loco was dropped back onto its wheels and tested satisfactorily. The loco was used on passenger trains on the 21st May without problem, although the bearing was warmer than the other bearings at the end of the day. It has also been used for some filming but did not venture out of the yard. It remains available for service but for various reasons the loco has not been used during June or July.

No. 11

Still nothing positive to report.

No.1310 (NER H)

1310 is now in the last weeks of its boiler certificate and by the time you read this will have been retired from service. The last Old Run mentioned a problem with the fireman's side injector steam valve causing the loco to be failed. However, when the valve was stripped no fault was found. It was then suggested that the diagnosis of the problem might be wrong and that the fault might lie with the clack valve, so this too was stripped with no fault found. The two valves were re-assembled and the loco tested and all was found to be satisfactory so the loco was declared fit for further service, the cause of the problem remaining a mystery.

1310 has had its brakes adjusted as the amount of travel in the brake cylinder was reaching its limit. The loco was used over the Spring Bank Holiday weekend and over the weekend of the 24th and 25th June. During the latter day, however, the driver's side injector stopped working and the loco was replaced by HE 2387, which just happened to be in steam for testing. Expecting a repeat of the other month, when the flap valve had come adrift the injector cones were stripped out but no fault was found. The injector was then removed for better investigation but still no obvious problem presented itself. Various other possibilities were then investigated, including checking the clack valve and the possibility of a holed internal steampipe, both of which would prevent the injector from working, all with no positive result. Everything was then re-assembled and the loco steamed to see if we could gain a better understanding of the problem and, to our surprise, the injector worked first time and on every subsequent occasion. As no fault could now be found the loco was declared fit for service and the plan was to use it on the 16th and 23rd July as its swansong. After this it will be drained and the boiler washed out preparatory to long term display in the Engine House. There are no current plans to overhaul the loco. However, with

Moor Road Happenings, continued

the boiler thought to be in relatively good condition, things may change.

SENTINEL No.54

As mentioned in the last Old Run, the Sentinel had been moved into the workshops for attention to the engine admission and exhaust valves. All eight valves were eventually removed and the valves and seats were carefully ground in, in an endeavour to eliminate leakage. The piston valve glands were also re-packed for the same reason. Once this work had been done and everything re-assembled the loco was steam tested. There was an obvious improvement in the amount of steam and water being used so it was decided to try the loco on a passenger train, albeit not on its own. It was found that steam could be reasonably satisfactorily maintained; however, these tests highlighted two further problems that will require rectification before the loco can be tried on its own. The first of these was a leaking regulator valve, which was sufficiently bad that the loco would set off on its own if left in gear with the brake off. The regulator valve has now been stripped and ground in, so hopefully this will eliminate the problem, although the loco has yet to be tested. The second problem was a significant leak in the vacuum brake system, which prevented the minimum amount of vacuum being obtained, and so required the services of the second loco to help out. At the moment, this has yet to be investigated.

HE 2387 BROOKES No.1

Following use over the early part of the season, it was decided that we would have the injectors overhauled once again by South Coast Steam, but this time we would insist on having stainless steel valves and seats fitted. The injectors were removed and transported to Portland, where South Coast Steam have their works. The necessary work didn't take too long and they were back at Middleton by the 17th June. The injectors were checked over and the steam valve glands re-packed and the injectors tested, all being found to be satisfactory. The loco is currently available for service and used as required.

HC 1544 SLOUGH ESTATES No.3

Work has continued on fettling up the axleboxes. This work has required the horn faces of the boxes having approximately 1/4" machined off each one and a 1/4" piece of plate attaching by means of set screws. Shims can then be fitted between the plate and the axlebox to take up clearance, as necessary. Hopefully, by the time you read this the work will be done.

Two new pieces of running plate have been cut to size and drilled for fitting to the

Moor Road Happenings, continued

frames. These are to replace two badly corroded pieces that were only fit for scrap. The remaining pieces of running plate were all deemed to be fit for re-use. However, in several places corrosion had started between the running plate and the supporting angles, and the build up of rust had caused the plate to become bulged. To rectify this, the plate is heated to a dull red and then hammered. This has the effect of dislodging the build up of rust, enabling it to be removed. The plate is then hammered flat to complete the job, before the gap is sealed with a suitable sealant.

Work has also continued on the needle-gunning and cleaning of the frames. The outside has been done and work has started between the frames and wheels. Also between the frames, the eccentric straps have been removed for cleaning, assessment and repair as necessary. A similar exercise is ongoing with the expansion links and associated valve gear. Two new bushes have been made for the piston rod gland followers, to take up the clearance created by machining the piston rods to make them true and parallel.

On the boiler the dome cover has been unbolted, ready for removing when the crane is available, and the firehole doors have been removed, cleaned and painted. The boiler is now ready for a close inspection by ourselves before we call in the boiler inspector for a formal examination. Hopefully no significant problems will be found but you never know.

Having got the life expired cylinder stretcher removed and out of the loco it had been planned to carefully measure things up to have a new one made. However, it has been decided to see if we can obtain a copy of the original drawing from Statfold Barn where the Hunslet/Hudswell archive is held, as this would make life so much simpler. We are still chasing this option. .

Fowler 42200033 HARRY

Available for use but, as there is currently space for it in the Engine House, it is living in there. Plans are being formulated to repaint it in its original British Sugar Company livery of blue.

Peckett 5003 AUSTIN'S No.1

Having been unable to sort out the trouble with the compressor unloader valve, it has been decided to put it back on and live with the problem which isn't significant and doesn't actually affect the operation of the locomotive. Plans will now be drawn up to replace the unloader with a new and more modern one, which will require some pipework modifications. The loco is now available for service once more.

Moor Road Happenings, continued

D2999

Has been in regular service when required. We are still experiencing occasional problems with the engine refusing to turn over when the starter button is pressed. The fault is intermittent, making it harder to investigate as, most of the time everything works.

D577 MARY

Having refitted the modified brakegear, the locomotive was tried on a service train. However, the loco ground to a halt on what is known as GN curve. This is where the long gone Great Northern Railway Hunslet goods branch once crossed the railway, and is one of the steepest parts of the line to Middleton Park. The reason for the loco stalling was quite simply down to a lack of power, something that was not expected. Mary's engine is designed to produce 107 HP which should be ample for one of our three coach trains, so we were scratching our heads. Once back at Moor Road the engine's fluid coupling was checked and found to be short of the specified amount of oil. This was filled to the correct level but this immediately created another problem, in that the drag of the coupling now prevented the forward/reverse gear being changed if the engine was running. This new problem could only be overcome if the amount of oil in the coupling was reduced to an amount similar to the level previously found.

After further investigation it was found that this problem had probably been encountered previously, and a note in the files suggested that the fill level needed to be significantly less than the maintenance manual specified. Reducing the fill of the coupling does affect the horsepower that the coupling will transmit, so it would appear that we are not going to get the full horsepower out of the engine. The loco has always managed to haul two coach trains and it may well be that its load has to be limited to two coaches. More testing is still required, though.

HE 6981

Awaiting volunteer time to finish various outstanding jobs. The major job still to be undertaken is the fitting of a new exhaust silencer, as the engine doesn't currently have one.

D631 CARROLL

Available for service and saw limited use over the 90 years of the diesel gala. It is now back on display in the Engine House.

Moor Road Happenings, continued

L.M.S. 7051

Available for use if required, and was used over the diesel gala.

D1373 MD&HB No.45

This loco is generally the preferred loco for shunting and passenger service and continues to perform satisfactorily. The brake blocks had reached the end of their life and new ones have now been fitted. The loco's previous owners had converted it loco to use BR standard brake blocks for 3'-6" wheels, as found on steam locomotive tenders, and we have used the same type again rather than those of Hudswell, Clarke design as originally fitted.

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

CARRIAGE & WAGON NOTES

The three coaches have continued in service, as required. Periodic exams were carried out during June with no faults found.

COACH 1074

Coach 1074 suffered a damaged droplight due to a faulty catch, but we have managed to repair it. Other than this all three coaches have been available for traffic and have generally been used as a three car set.

PMV 2223

Once the new coach had been moved back into the workshops, work on it progressed apace. All the external panelling has now been fitted, a few words to describe what has been quite a lot of work. The framework for the internal partitions has all been made and fitted, and once this had been done work could start on the installation of the ceiling, another job that has now been completed.

Attention has now turned to finishing off the roof covering at the ends, a job that we weren't able to complete before the coach was moved out of the workshops to enable the roof of Coach 1074 to be replaced. Next on the job list will be the internal panelling.

Moor Road Happenings, continued

AROUND AND ABOUT RUNNING SHED

It would be good to report that the new smoke vents have now been fitted, but time has so far not been found to both plan and execute these works which really need to be done before the onset of winter.

VEHICLE LIFTING JACKS

We have now found time to commission a 5 pin three-phase supply and power up the jacks. After a bit of a learning curve and with the help of the Austrian English written operating and maintenance manual we have managed to get the jacks working. They seem to be in very good condition apart from the fact that one of the motor fan cowls had been dented and this has slightly damaged the fan. It is not thought that this will be a problem but, if we have to replace the motor, it won't be a big job. The next job will be to get the lifting equipment inspector in to give them their needed statutory inspection.



Left: one of the jack motors; Right: one of the jack lifting pads,
Pictures © Chris Nicholson, 2023



THE WATER SOFTENER

Last year we replaced our water softener with a new one. This new one was an all singing affair and all we had to do was keep an eye on things to make sure that we continued to get softened water. Checking this is a simple task involving taking a small water sample and dissolving a small tablet in it. If the water turns green, all is fine; if it turns red, the water is not soft and we have a problem.

All started well but it wasn't long before the water samples were turning red so the supplier was brought in to sort it out. All was then fine for a couple of weeks before the same thing happened again and the supplier was back on site once more. Again he left with everything working but it wasn't long before he was called back again. Nothing could be found amiss with the new equipment, but after much head scratching it was discovered that the feed pipe from the old brine tank was not long enough to draw brine with any consistency, and once the pipe was extended the problem was solved.

This is a bit intriguing as the brine tank and associated pipework was the original

Moor Road Happenings, continued

and not replaced when the softener was, and it had worked well for the previous twenty years. All we can think is that the pipe was originally only just long enough and that it had been disturbed when fitting the new equipment, and that this slight disturbance was enough to cause it to only work intermittently.

PERMAQUIP BALLAST PACKER SHELTER

Since we acquired the Permaquip ballast packer a couple of years ago it has seen very little use. One of the problems with it is its practicality. It cannot be shunted out of the way and has to be driven, one of the prime reasons for this being that the tamping tine frame lowers itself over time when not in use and the tines then foul the rails. The only way to overcome this is to power it up and raise them again. At the moment the tamper is off the rails in the compound so it is out of the way but it then needs the crane to lift it back onto the track and a big shunt to enable it to be used.

We have identified somewhere in the yard where it can be kept when not in use and where it is off the track. However, both for security and to protect it from the weather we have decided that a shelter will be necessary. This new shelter is currently being made out of steel angle and sheeting. A problem that is having to be overcome is that, due to the proximity of the running line, it is important that any door does not create a potential fouling problem if accidentally left open. We have looked at various options, including sliding doors and up and over roller shutter doors. However, after much design thought we have opted for bi-folding doors. The shelter is now nearly complete, albeit in a dismantled condition and awaits the installation of suitable foundations to sit it on.

COMMUNITY VOLUNTEERING

In recent weeks we have been fortunate to benefit from assistance from several groups providing the Railway with volunteering days. A team of nine people from Cummins Engines spent a day doing lineside clearance at the Middleton Park end of the line. They were followed a couple of weeks later by a team from Keltbray, who are working with Highways England to upgrade the M621. This team did a variety of tasks, including painting the fencing and gates around the entrance to Moor Road and stripping, cleaning and painting the firehole doors from 1544's boiler. A third group from Leeds City Council did more painting of the fencing and of the new steelwork for the Permaquip shelter. All these were necessary jobs that have been of great benefit to the Railway and we are thankful for all the help given.

Moor Road Happenings, continued

BALM ROAD BRANCH

Whilst not exactly volunteering, Rail Futures run training courses using the Railway as a base for these activities. Some parts of the Balm Road branch were in poor condition, making it unfit for passenger trains. Rail Futures offered to carry out some essential work re-sleepering the length of track below Beza Road crossing on the Balm Road branch. This work enabled us to use the branch for the diesel gala, something which we wouldn't otherwise have been able to do. In addition some of our volunteers spent quite a bit of time in cutting back vegetation. There is still a lot to do on the branch to bring it up to a reasonable standard but it is once more usable as far as the Balm Road Loop level crossing.

Steve Roberts

Letter to the Editor

Many thanks for publishing Sue's letter in Old run 258.

You're quite right that the photo on page 30 was number 32 at Mode Wheel. It was taken on our visit to the Manchester Ship Canal railway on 29/2/64 by my friend Norman Fearnley, who sadly died in 2021. My records show that Leeds seemed to hold a monopoly of the motive power there, as we saw 17 steam locos – 14 Hudswell Clarkes, 2 Kitsons and 1 Hunslet. I attach photos of numbers 22 (HE 778/1902), 63 (HC1224/1916) and 72 (Kitson 5357/1921).

Norman and I both joined MRPS in late 1960 or early 1961, and we spent many days there in 1961, working on track maintenance, and helping to run the freight services when required. My volunteering was curtailed somewhat when I went away to University, and then worked away from Leeds for a while. I let my membership lapse for a few years, so unfortunately I do not know my original membership number. However I am proud to share my current membership number 1601 with Matthew Murray (MW1601/1903), particularly as my earliest memory of Middleton Railway is seeing Matthew Murray 2 (MW1752/1909) on the headshunt outside the old Parkside ground. MW 1752 was scrapped 70 years ago!

Best wishes

Paul Barrett

Editor's note: the three pictures that came with this emailed letter are on the next page.

Manchester Ship Canal Locomotives



*MSC number 22,
HE 778 of 1902,
photographed by
Paul Barrett at
Mode Wheel shed
on 29th February
1964.*

*MSC number 63,
HC 1224 of 1916,
photographed by
Paul Barrett at
Mode Wheel shed
on 29th February
1964.*



*MSC number 72,
Kitson 5357 of 1921,
photographed by Paul
Barrett at Mode
Wheel shed on 29th
February 1964.*

The Joy Family of Leeds

Much has been written about the Joy family and their contribution to the development of the early railway system, but little about their contribution to nineteenth century Leeds Wesleyan Methodism and their involvement in the town's public institutions.

David Joy (1747-1810) was originally on the staff of Leeds Infirmary. From his researches he concluded in 1789 that there was a future in crushing both rapeseed and linseed for oil, much needed for the machinery which evolved with the Industrial Revolution. This was, of course, before the development of the mineral oil industry. In the pioneering years such oil was essential for lubricating railway locomotives. By the turn of the nineteenth century the Joy family business had been established, apparently in Hunslet, although without further research it is not possible to be more precise about the then location of their premises. However, some indication is given in 1819 when the firm of William & Edward Joy are described as "drysaulters" of Mill Hill and oil merchants of Albion Street. (These were probably their offices and possibly warehouses.)

Their business location is clearer in 1853 with one set of premises described as being in Junction Street, off Hunslet Lane, and another at Crown Point. Given that today Junction Street is at Crown Point and off Great Wilson Street, they were presumably one and the same premises. This site is now the Crown Point Retail Park. From 1825 to 1872 they also used Thwaite Mills. His sons, Edward (d.1862) and William, subsequently entered the business.

The Joys gave up the Thwaite Mill in 1872 and it passed into the possession of fellow Wesleyans, the Horn family. This water mill was now used to crush flint and china stone for the pottery industry and to grind chalk to make "whiting" for industries ranging from pharmaceuticals to whitewash, then barytes for the paint industry, and so continued until 1975 when it was being used for the production of putty.

In 1822 Edward and William, with Elizabeth – perhaps a sister – were living in St. James Place, of Woodhouse Lane. At this time it would be a recently developed area but would subsequently decline socially, and today the Civic Hall and Leeds Beckett University generally occupy its site. A generation later, in 1853, possibly reflecting growing wealth and upward social mobility, Edward was living in Queens Square, which still exists now, mainly in commercial use. Another family member, William Glover Joy (1814-1876) was living in Springfield Mount, a mainly terrace development of large houses with substantial gardens, and now part of the Leeds University campus. In 1855-6 he had built for himself 'Moorfields House' (now Court), Alma Road, Headingley, the architect possibly being Cuthbert Brodrick, architect of Leeds Town Hall. This street was named after an 1854 battle in the Crimean War. Another probable member of the family in 1853 was Edward Joy Jnr, gas manager, of 21 York Road.

Generally the family gradually moved from the fringes of the town up the Aire valley slopes to, then mainly rural Headingley. By doing this they escaped the dirt and fumes created by such businesses as theirs.

It was William Glover Joy who was the most prominent in the life of the town. After moving to Headingley he became a trustee of the Wesleyan chapel in 1868,

The Joy Family of Leeds, continued

which at this time had a number of wealthy Leeds citizens in its congregation. In 1866 he stood unsuccessfully for the borough council, as a Liberal in the strongly Tory Headingley Ward, but was returned in the following year in a by-election for the North West Ward. Then in 1869, on becoming the Mayor, he was raised to the aldermanic bench. His involvement in the public affairs of the town did not end here, for in 1870 he was elected to the newly formed Leeds School Board, but was defeated in 1873.

Other members of the family active in Leeds Methodism included Edward Joy, a trustee of Hanover Place chapel. William Lomas Joy held a number of Wesleyan trusteeships - Brunswick, Lincoln Fields and Meanwood in Leeds, Darley Street Primary School off North Street, and Wells Road chapel in Ilkley.

To the railway historian, the most famous member of the family was Edward's son David Joy (1825-1905). Not interested in the family oil business, he was apprenticed to Fenton, Murray & Jackson. In 1844 E.B. Wilson took over the Railway Foundry and David Joy was appointed manager of the drawing office, by repute being the chief designer in 1847 of 'Jenny Lind' for the London, Brighton & South Coast Railway. Its design became influential. In 1879 he patented the Joy valve gear, used both here and abroad. He was appointed as the London agent for the Barrow Ship Building Co, and died at Hampstead.

Like many other wealthy Methodists, the family gradually became Anglican and George Outhwaite Joy was a Churchwarden.

In Oxford Place chapel a family memorial was erected on the wall behind the pulpit, but late nineteenth century alterations saw its incorporation into a vestry. It read:

In the adjoining cemetery
lie the earthly remains
of RUTH
the beloved wife of Edward JOY
of this town, esquire,
who made
the solemn exchange of worlds
on the 12th. of January 1852.
The memory of her virtue
is affectionately cherished
by her bereaved family
who design to perpetuate
the recording of their grief and love
by erecting the monumental tablet
and inscribing it
with their grateful praise to Him
whose grace qualified for the heaven

The Joy Family of Leeds, continued

Also in Adel Churchyard near this town
the above named EDWARD JOY ESQr.
who departed this life January 5th, 1862
aged 73 years.

Early he consecrated himself unto the Lord
and lived a life of domestic happiness,
useful benevolence, and honourable reputation
closing it in mature years
with a good hope, and in unruffled peace.

Whatever the family's hope of a perpetual memorial to the couple, it was not to be. In the late 1950s the graveyard was cleared for the widening of what is now Park Lane. Then in the 1980s when Oxford Place' interior was gutted, the monument was removed, although the part with the inscription was retained in the basement. With the more recent closure of this church, what will become of this memorial?

The Joy family are a typical example of a nineteenth century industrial family, growing in wealth and gradually moving further away from the town centre to better surroundings. Prosperity was linked to public service, both as being Methodist trustees and serving on such as the town council and school board. Without their inventive ability and creativity would this have been achieved? The memorial, once displayed at Oxford Place, demonstrates something of their religious beliefs. In these aspects, we are far removed from Victorian, entrepreneurial society.

D. Colin Dews

Obituary: Jean Collinson

We were sorry to hear, rather belatedly, that Jean Collinson had died last Autumn, at the age of 92. Jean had joined the railway some time in the mid-1980s - unfortunately our membership records are not very precise when it comes to events from that period. This was not long after the railway's headquarters had moved from Clayton's Dartmouth Yard to Moor Road, with the new buildings being constructed for the shop and the workshop, and our first passenger coach being put into service along with the ex-NE brake van. As well as helping in the shop, Jean expressed an interest in becoming a guard, and was soon passed out for that role. She then contributed in this way fairly regularly for almost the next 20 years: the last occasion on which she is recorded as having undertaken a guard's duty was at the end of 2002. Unfortunately, despite the role of a guard being a fairly public one, we have been unable to find any photographs of her on duty, and so this brief account is as much as we can give by way of tribute.



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90+ Years of the Diesel



The view from the cab of HE 1697 “John Alcock” as it heads towards Park Halt.

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