

*The*

# OLD RUN

*Journal of the Middleton Railway Trust*

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**Hunslet D2578  
returns to place of birth**



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## Editorial

As you'd expect, we showcase the very successful June diesel Gala in this issue. Full marks to all who had anything to do with the organisation and running of this event.

We also feature the art work of Middleton member Terry Hodgson: they cover some of our locomotives in their original work settings, and the originals can now be found exhibited around the Engine House. Thank you, Terry, for sharing them with us all.

We are pleased to give advance notice of coming events in 2010. Make sure you book them in your diary!

*Howard W Bishop,*  
Editor

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## Front cover

**Hunslet diesel Class 05 D2578** is seen on the Balm Road branch on its first visit back to the city of its birth during the Diesel Gala on Saturday, 7 June 2009

*(Howard Bishop)*

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The start of the 2009 season saw the Railway get off to a flying start with our visitor figures up over 30 per cent on the previous year. That lasted for a couple of months and then the recession kicked in and we nose-dived some 21 per cent. Things have evened out a little and last month, July, saw us down only five per cent on last year.

Different parts of the County are experiencing wide fluctuations in business, the Harrogate area doing exceptionally well, some up 50 per cent, whilst West Yorkshire seems to be taking the biggest hit, some tourist attractions down by 50 per cent.

Moving into August things are picking up again, and in particular Saturday business. I hope by the end of the year, and before the Santa season starts we will have equalled last years figures.

I had to calm myself down when I read a recent letter in the *Railway Magazine* from somebody complaining that they had to "pay" to

go onto Heritage Railway sites to take photographs. How do these people think all this is financed? They come with all their expensive camera gear but will not pay a few pounds to get their pictures legitimately. We get our fair share of these at Middleton, particularly at Galas where we now no longer just sell platform tickets. With coal at £130.00 a ton somebody has to pay.

On a brighter note, again I can report that we have increased our volunteer force by another four people this quarter: we welcome you all.

Each year things appear to come around sooner, we now have the 2009 Santa leaflets in the shop and, YES, we have taken bookings already on the Santa Hotline 0845-680-1758.

Next week, the third in August, the 2010 Timetable will be ready!! Now that's all done we can all have a quick breather before the Santa Season starts. Any budding Santas out there??

Andrew Gill

Chairman

tOR

**H**unslet diesel Class 05 D2578 returned to Leeds, the City of its birth, for the very first time, in June 2009. It was its first visit to a preserved line. No visits to other preserved lines are in the pipeline so, this was a rare opportunity to see and ride behind this locomotive.

The locomotive visited the Middleton Railway for four days only, Thursday 4th to Sunday 7th June 2009. This, coincided with the ever-popular Keighley and Worth Valley Railway Diesel Gala, and so West Yorkshire was the place to be in early June! On Thursday and Friday the locomotive took part in photo-charters. On the Saturday and Sunday it took part in the Middleton Railway's Diesel Gala proper, where it appeared alongside Hunslet stable mates LMS 7051 *John Alcock* and Hunslet 1786 *Courage*.

The gala featured the Balm Road branch with passenger and freight trains (the latter with passenger accommodation in the brake van), as well as an appearance by the popular RTC red-and-blue-liveried Drewry Car RDB998901.

A good number of people subscribed to the photo-charter on the Thursday afternoon, followed by passenger trains in the evening. And the Saturday and Sunday both saw a steady stream of interested visitors and passengers.

Built by the Hunslet Engine Company of Leeds in the summer of 1958 and given the works number 5460 the locomotive was delivered to British Railways in November 1958 in green livery as D2578 and allocated to 62A, Thornton Junction shed, from 18 November 1958. The 1955 BTC classification codes classed the locomotive as D2/9 and in 1962 it was reclassified

as class 2/15. Withdrawn from service by British Railways on 7 July 1967 and dumped on Thornton shed with D2559, the locomotive was sold to Hunslet in December 1967 along with D2584, and overhauled by them before being sold to HP Bulmer. It received a new works plate on 27 June 1968, (works number 6999), arriving at Bulmers in July 1968 and given the number 2. On 13 November 1968 the locomotive was named *Cider Queen* at the opening of the new Bulmer rail facilities. It was registered to run over British Rail lines and given BTC registration number 3393.

The locomotive hauled its first privately owned diesel railtour on the BR main line, when it worked a brakevan special from Hereford Barrs Court to Moreton on Lugg MOD depot for the 6000 Locomotive Association on 8<sup>th</sup> July 1971. The locomotive moved to Moreton on Lugg on 6 August 2001.

Writes Alan Gale of Lancashire: *"Leeds used to be locomotive builder for the world - but now the locomotive works have been flattened or submerged within a hellish landscape of link roads, clapped-out housing stock, industrial estates and the general haphazard approach to urban planning that Leeds does so well."*

*But the Middleton Railway provides an enclave and home for some of the products of the Leeds locomotive building industry - Kitsons, Fowler, Manning Wardle, Hudswell Clarke, Hunslet - were the big names of the substantial Leeds locomotive manufacturing industry down in the valley bottom. The Hunslet works closed in 1995, though the company lives on as part of LH Group of Burton on Trent.*

*It was back to the Middleton Railway in Leeds again on Saturday 6 June*

## comingHunsletdiesel'shomecomingHunsletdiesel'ssho

*2009, but this time to Day One of their Diesel Gala. Just as with the day before, the weather split the day into two parts - wet and fine, but this time we had the wet stuff first, and then things dried out during the afternoon, leaving us with fine and pleasant but slightly breezy conditions for the rest of the event.*

*Many people tend to ignore some of the 'smaller' railways, which is, in my humble opinion a big mistake, since many of these organisations put on some really excellent events, and this one was no exception. Amongst the running line-up, which consisted of numerous combinations of single and double headers (and even a triple header featuring one of the more vintage locos), was the main attraction, which was a visiting Class 05 ex-BR loco D2578, which was built by the nearby Hunslet Engine Company, and was making a rare return 'home' from its more usual location in Hereford. This was accompanied by 'home' locomotives: John Alcock, Mary, Carroll, D2999, Austins No.1, vintage loco Courage, and last but not least, railcar OLIVE..*

*An intensive timetable, featuring no fewer than 21 trips along the usual line from Moor Road to Park Halt, and also some freight and passenger workings down the seldom used branch line to Balm Road. These services operated between 10am and 5pm - and provided great value indeed at just £6 for a whole day's rover ticket!*

*All in all a very pleasant day out, at a small and friendly railway, that I always enjoy visiting, and one that has plenty of interesting places that are easily accessible from which to take photographs.*

*"Well done" to the Middleton Railway and all of its volunteers, for a very well run event, and with all combinations of locomotives swiftly changed and all departing right on time throughout the entire event. It was a very efficient and well run operation for sure and a very enjoyable day out."*

Below are some comments that were posted on various websites: again lots of praise:

*"Really enjoyed the event - well done to everybody involved"* National Preservation Forum

*"Having spent the afternoon and evening at the Middleton, can I just wish to say what a great, friendly bunch of guys!*

*"Nothing was too much for them including an impromptu additional service with OLIVE the railbus between this evening's four trips with D2578. Will be back tomorrow for, subject to availability, Sweet Pea making an appearance.*

*"All those visiting KWVR, I suggest you call in, and with the 05 road move cost to cover they could do with your cash!"* WNXX Forum

To view photographs of the weekend, and a video taken on the day, go to the following sites:

<http://windyrail.fotopic.net/c1708731.html>  
(read the review on this one)

<http://crankhandle.fotopic.net/c1708652.html>

<http://www.steve.kemp.2008.fotopic.net/c1708850.html>

and

Video:

<http://www.youtube.com/watch?v=AB3nZW1w2mk>

### PHOTOGRAPHS

of the Middleton Railway Diesel Gala weekend can be found on various pages throughout this issue and captions for all these photographs can be found on page 15

## comingHunsletdiesel'shomecomingHunsletdiesel'ssho

As ever, the summer months mean that attention has to be given to the routine maintenance and operation of our locomotives and rolling stock, with a consequent reduction in the amount of work on those locomotives under overhaul.

**1601 MATTHEW MURRAY** The overhaul of this locomotive continues to be a priority although it has become a much bigger job than expected. After a mix up at the suppliers end, the new tubes eventually arrived and were soon fitted into the boiler. That was the easy bit. The steady task of expanding them then began. Some of the work could be done using an air drill, but that could not be used for the whole job and the remaining work had to be finished by hand. Once all the tubes were expanded in position, the boiler was subjected to a hydraulic test to 210 lbf/in<sup>2</sup> to check for any leakage. As is usual, there were a few weeps here and there, but nothing of any concern. The even more laborious and unpleasant task of beading over the tube ends is nearing completion, after which the Boiler Inspector will be called in to give his formal approval.

An order has been placed for the supply of a new smokebox wrapper plate and delivery of this is expected shortly. We will then have to drill all the necessary holes and fit it to the boiler, a not inconsiderable task.

In parallel with the boiler work, progress has been made with the frames. The new brake shaft has now been completed and fitted and the brake pull-rods connected up using the new brake adjusters. Progress with the fitting of a liner to the right hand cylinder has not been as rapid, though. The new liner was cast and machined, as planned, but when Ian Riley & Co came to fit it, a process requiring it to be cooled in liquid nitrogen to shrink it, the liner warmed up

again too quickly and became firmly stuck in not quite the right position! Rectification required the making of some steel end plates for the cylinders and a heavy screwed bar to enable it to be pulled into place. The whole cylinder was then cooled by flooding it with liquid nitrogen to shrink it as much as possible. After a lot of effort and anxious moments the liner was eventually persuaded to take up its correct position in the cylinder, much to everyone's relief!

A pattern has been made for a new rear cylinder end cover and this has been cast and machined up. This is to replace the one that unfortunately broke whilst the loco was being dismantled. Now that the cylinder liner is fitted and the new cover made, it is possible to start to reassemble the various bits of the frames and running gear. However, this is not going to be a five-minute task, as everything will have to be carefully aligned. There is evidence in the wear patterns of various components that things were previously out of alignment. The crosshead slippers especially, are badly worn and these will need to be built up with white metal and suitably machined up. There is an outside chance of the locomotive being available for the Santa specials but there is a lot of work to do to meet this target.

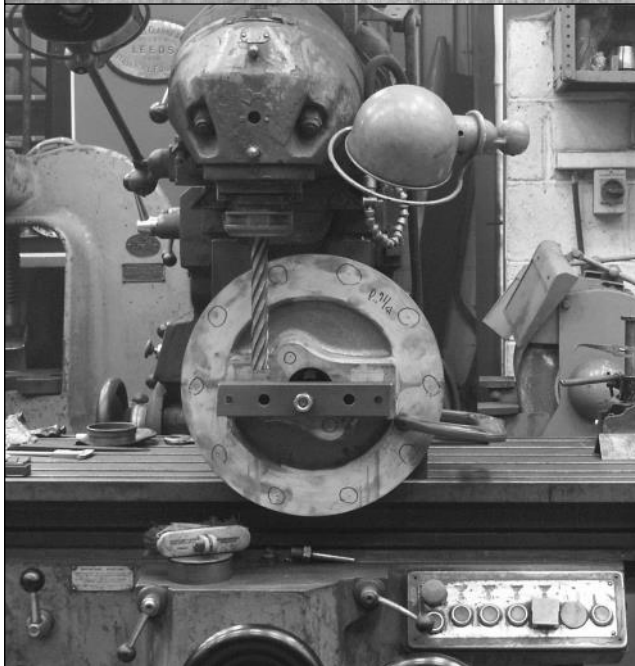
**No. 67.** In service and used as required. It has given ongoing trouble with a leaking joint on the left hand injector delivery elbow where it is attached to the boiler. This leak was first noticed during last winter and has been the subject of several attempts to rectify it. It is only a slight leak and is not visible on warm days when the steam doesn't readily condense. It is also not helped by the



fact that it is under the boiler lagging and cannot be viewed directly.

The regulator on 67 is becoming quite stiff and there have been several complaints from drivers. The locomotive originally had a regulator lubricator fitted on the dome but this was found to be cracked and removed some while ago. Most of our locomotives do not have such lubricators and we didn't consider it necessary but it appears that we will have to make a replacement one as soon as time permits.

**No.6** There is little to report in the way of progress with this locomotive due to pressure of work in other directions.



**1210 SIR BERKELEY** With the arrival of the better weather, *Sir Berkeley* has seen its fair share of use and is generally performing satisfactorily. The steam brake is still problematical, however; the basic reason being down to its design, fitted in preservation.

**TOP:** The broken back cylinder plate of Matthew Murray, and

**BOTTOM;** The new back cylinder plate casting being prepared for drilling of the holes for fixing to the cylinder., as referred to in the accompanying report by Steve Roberts  
(Andrew Johnson)  
26 July 2009



It is so arranged that the locomotive steam brake can be applied either by the driver or by a reduction in train pipe vacuum, which is normal 'main line' practise. However, the means of providing this facility is probably unique. It involves a shuttle valve, which moves over depending upon whether it is the driver or vacuum system that is applying the brake. When the locomotive was overhauled, it was discovered that this valve had been doctored so that it wouldn't work. We repaired the valve and the system now works satisfactorily as long as the vacuum brake is operational. However, when the vacuum system is not in operation, such as when shunting or as a light locomotive, the shuttle valve effectively prevents the steam in the brake cylinder from being released once the brake has been applied, making it very difficult to control. In an attempt to overcome the problem, a spring has been fitted to the valve to bias it to one position. It has, at the time of writing these notes, still to be tested, however.

**No.11** The front brake hanger mounting holes have been reamed out true and round but otherwise there is no progress due to pressure of other work.

**2387 BROOKES No.1** This locomotive has been in regular service until the expiry of its boiler certificate. Its last day in traffic was 21<sup>st</sup> June. It is presently on display in the Engine House whilst future options for it are being considered.

**No.14** .Nothing to report.

Bill Turnpenny making a replacement little-end pin on the lathe, which later in the day he was fitting to Manning Wardle 0-6-0ST 1601 *Matthew Murray*, 6 June 2009 *(Howard Bishop)*



**Fowler 3900002** At long last all the riveting of the cab has been completed. Various minor bits and pieces, such as inspection door handles have been acquired and fitted and the cosmetic rebuild of this loco is reaching its final stages. The bodywork has had filler applied and sanded down as necessary to give a good surface finish and the first of several coats of paint are presently



being applied. Major outstanding work includes a new cab floor.

**Fowler 4220033** In the last Old Run it was mentioned that it would be necessary to have some new brake blocks cast to suit the newly tyred wheelsets. Fortunately, or otherwise, this was not pursued due to the need to do other things. One of these things is to try and get rid of some of the accumulated junk that we have collected over the years and our PMV contains much along these lines. In clearing some of this, four new brakeblocks were discovered and close examination showed that they were the correct size and profile for the Fowler(!), albeit with a slightly larger pin hole in them. As the existing brake hangers had worn holes, enlarging these to suit will not be a problem, as will the manufacture of some new pins to suit.

**D577 MARY** The owner of this locomotive has requested some shed space to enable him to do various minor works on the locomotive and we were able to bring it in to the old workshops for this at the end of June. Principle tasks being undertaken are a partial repaint, restoration of the sanding gear and attention to a leak on the vacuum brake system. The painting is now all but complete and we have found virtually all of the old sanding gear, which was removed by the locomotives former owner. This is now being overhauled prior to re-fitting.

**5003 AUSTIN'S No.1** Whilst the locomotive was being used for shunting, it was subjected to stone throwing by persons unknown. This unfortunately broke the right-hand sliding cab window. When the window frame and remaining window were remove for repair, it became obvious that the frame was in very poor condition and will have to be renewed. In the meantime, a temporary Perspex window has been fitted in place. It is likely that the left-hand window will be in the same poor

condition and will require similar rectification.

**138C, 1786, D631, 7401 and D2999** are all serviceable and used as required. All other locomotives are stored, either on display in the Engine House or awaiting overhaul.

### CARRIAGE & WAGON NOTES

**Lowmac** No progress with the vehicle, presently stored at the far end of the headshunt.

**LMS Van M85133** Some riveting of the floor angles has been carried out but these remain to be completed. Once this is done attention can be turned to replacement of the timber body.

**LNER Van E165745** This van has been donated to the Whitwell Station Project and currently awaits collection.

David Cook at work on 6 June 2009 in the new wood-work and joinery shop which has been constructed in part of the Old Shed. The remainder of the shed is being converted into a paint shop.

*(Howard Bishop)*



**13T Open wagon B420703** Following fitting of the floor attention turned to fitting the side planking, followed in turn by the corner angles, which are new. All this work happened quite quickly and the wagon is now all but complete, the only outstanding task being the fitting of the protective steel strips to the top of the body sides. Following a suggestion from a member, it was agreed by Council that the wagon be turned out in the livery originally applied to the wagons of the Middleton Estates & Colliery Company, and this has, in fact, been done.

organisation of our storage facilities, is ongoing.

## WATER COLUMN

A steel door has been made and fitted to the enclosed area under the water tank. This will now be used to keep such things as firing shovels and fire irons, items that have previously cluttered the workshops. The design work for the

## IN THE WORKSHOPS

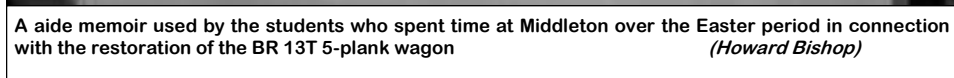
Following on from the clearing of the area above the oils store, it was decided that this should be shelved out to provide increased storage. We had no sooner ordered and taken delivery of the timber for this than we were offered a considerable quantity of good second hand steel shelving for free! This has enabled us to do a much better job than we had planned and this area has now been fully fitted out with this. More of the shelving has been fitted elsewhere to provide more storage space and this work, along with a general re-

Malcolm Johnson tightens the bolts on the newly-fabricated cab of Fowler 0-4-0DM diesel no. 390002 on 6 June 2009

*(Howard Bishop)*



for grant funding towards this from his employer but, alas, he was unsuccessful.







Middleton goes the 'extra mile' for one of its  
Birthday Party Trains!



*Peter Nettleton*

# **Special events 2009**

**19 & 20 September Autumn Gala**

**31 October/1 November Ghost trains**

**5, 6, 12, 13, 19, 20 & 24 December Santa's Special trains**

## **2010**

**1 January Mince Pie Special trains**

**27 March Operating season starts**

**3, 4, and 5 April Easter holiday services**

**2 and 3 May Bluebell Walks in the woods**

**15 and 16 May Family Gala days**

**31 May Spring Bank holiday services**

**19 and 20 June Middleton Railway 50th Birthday gala**

**3 and 4 July Model Railway show**

**4, 11, 18 and 25 August Wednesday trains running**

**30 August August Bank holiday services**

**18 and 19 September Autumn gala**

**30 and 31 October Ghost trains**

**4, 5, 11, 12, 18, 19, and 24 December Santa's Special trains**

## **2011**

**1 January 2011 Mince Pie Specials**

**2 January 2011 Normal Sunday services**





This new window has been fitted to The Engine public house on the junction of Moor Road and Old Run Road, in Hunslet, Leeds, just a few hundred yards from the Middleton Railway's Moor Road station and at the foot of the former rope-hauled incline. It shows the Murray/Blenkinsop rack and pinion locomotive *Salamana*, taken on 6 June 2009 (Chris Nicholson)

## Colour photographs contained in this issue of *Old Run* are to be found on a number of pages. Here is the complete list, with captions

**Page 12:** D2578 on the Balm Road branch at Moor Road crossing on a line check on 4 June 2009 (*Howard Bishop*)

D2578 hauling a demonstration freight train on 4 June 2009 (*Howard Bishop*)

**Page 13:** Pioneer Hunslet shunting locomotive LMS 7051 *John Alcock* on the freight train chunters through the industrial estate like an unquiet but benevolent spirit from an earlier age, on 6 June 2009 (*Howard Bishop*)

**Pages 16 and 17,** left to right top to bottom: D2758 and D2999 6 June 2009 (*Howard Bishop*); Bonnet nameplate of D2578 whilst waiting on the balm Road loop (*Alan Gale*); *Mary and Carroll* on a test freight train leave the Balm Road loop for Moor Road on 30 May 2009 (*Ian Dobson*); Triple header on 6 June 2009 with *Courage*, D2578 and *John Alcock* (*Alan Gale*); D2578 poses at the Park Halt loop on 6 June 2009 (*Howard Bishop*); *John Alcock* and D2578 exit the M621 tunnel on 6 June 2009 (*Alan Gale*); *Courage* at Park Halt headshunt on 6 June 2009. The extraordinary Model-T Ford of a locomotive that is ex-brewery locomotive *Courage* heads D2578 and 7051. *Courage* was a 1930s horse-substitute for a Courage brewery in Alton. You start it up with a starting handle apparently! (*Alan Gale*); D2578 works-plate detail (*Howard Bishop*); D2578 climbs up the grade with the last train of the day with the city centre in the background 6 June 2009 (*Howard Bishop*);

**Page 32:** D2999 comes off Balm Road branch on 6 June 2009 (*Howard Bishop*); The end of a long day, and the staff close the Moor Road crossing gates (*Alan Gale*).







**1 Gala**  
 Homecoming  
 at by BR class 05 D2578  
 the diesels running from 10am  
[www.middletonrailway.org.uk](http://www.middletonrailway.org.uk)



A little time ago I rediscovered a small, battered, little, red *Century* note book part filled, in the scrawl of my thirteen year old hand, with notes on two return railway journeys and one car journey made fifty years ago, in 1959. Over the years I still recall with considerable visual clarity much of what took place but without realising it I was recording a world coming close to its end, which a younger generation brought up on a modernised, part privatised railway system and with an extensive motorway network, must seem hard to imagine.

1

Wednesday, 1 April 1959, in the school Easter holidays, was wet in the morning but gave way to a sunny afternoon as with my aunt I joined the 17.00 train from Leeds City Station for Sunderland. Leeds City always then seemed to have a noisy life of its own with banging and clashing, hissing steam and whistles. The low bridge close to the ticket barrier by the W. H. Smith's kiosk, by which passengers crossed the lines of the joint station, gave excellent views of the trains below. It was swept away in the 1960s rebuilding which presumed, incorrectly at it turned out, that no branch lines would be left and Leeds would simply be a through station; the present station is its much improved successor.

The train was a 'mud', as we disparagingly called a multiple diesel unit, and we were fortunate to get the two front seats with a driver's view of the line ahead. North of York, with long straight stretches of track, this was a bonus as we could see steam locomotives in the far distance coming nearer and then as they passed, read their number on the smoke box door – a train spotter's delight! From Northal-

junction with the by-pass line to the west of the station built as a wartime measure, the journey took us towards the Durham Coast, always far more interesting than the East Coast Main Line. From the train there were glimpses of the sea, collieries, and the timber yards by the docks at West Hartlepool. It was with some surprise that emerging on to the railway viaduct at Eaglescliffe, there below us on the right were the red pantile roofs of the village – an aerial view from the train! Almost three hours and less than a hundred miles later, the train pulled into the station at Sunderland, set in its cutting and still lacking its shed roof, a casualty of war time bombing. One was always careful to choose the appropriate exit from the station so as to avoid the smells emanating from the men's urinals!

Using my Smith's pocket watch, I timed the journey, although I suspect the four minutes from Seaham to Sunderland must be wrong – Leeds (17.00); York (17.55); Thirsk (18.23); Northallerton (18.35); Eaglescliffe (18.55); Stockton (19.04); Billingham (19.11); Greatham (19.17); West Hartlepool (19.28); Seaham (19.46 – should this be 19.36 (?); Sunderland (19.50). Amongst the locomotives noted between Leeds and York were A2 60518 *Tehran*, Jubilee 45711 *Glorious*, and standard 80116, a class then only eight years old but whose premature demise would come about with the end of steam in 1967; on the race track north of York we past two up A1s, 60132 *Marmion* and 60146 *Peregrine*.

The return journey from Sunderland, departing 16.37 on Thursday 9 April, was less exciting, at least in terms of locomotives 'copped'. As before the coastal route was taken towards Northallerton but from there the line via Ripon (18.15) and Harrogate, then

a busy junction rather than today's run down, through station, and so to Leeds. Ripon was approached though fields of red soil and, as the line skirted the city on the east, there were good views of the cathedral. One of the gems of the Leeds & Thirsk was the village station at Wormald Green with it level crossing, next to the A61; it still stands but somehow without a steam train pulling into the platform it has lost its soul. A hundred years and more would be swept way under Beeching along with much more of the railway network in the elusive attempt to make the railways pay their way.

## 2

The next journey was on Friday, 17 July, an end-of-term school excursion to Chester. It was only a short walk, mainly along the footpath that paralleled the railway, from West Leeds (Boys') High School to Armley Moor station, which would retain its gas lighting – and some LNER tickets - until the end. Assembling on the down platform, before long the train pulled in: to my surprise a 'mud'. Only recently have I realised the significance of the route then taken, first towards Bradford Exchange but then curving from the GNR onto the L&Y first to Low Moor with its vast engine shed and then via Heckmondwike to join the LNWR for Huddersfield and Manchester. This former L&Y branch again is no more but its potential remains on what was my only journey over this branch. Regrettably I have no timings for the day.

After a boat trip on the Dee, Crossville buses took us to Chester zoo. Crossing a railway bridge, there below us on the left were Britannia 70043 *Lord Kitchener* and standard 73015, both of which would be scrapped long before they were life expired. The return journey was not particularly exciting, although I noted the transporter bridge near the Manchester Ship Canal at Warrington and the engine sheds at Patricroft. . With hindsight, noting a new motorway was a pointer to the present age. Journeys into former L&Y territory had the

added bonus of spotting a steam locomotive beginning with a '5' and I was not disappointed for near Huddersfield was 52139, an Aspinall design of 1887.

## 3

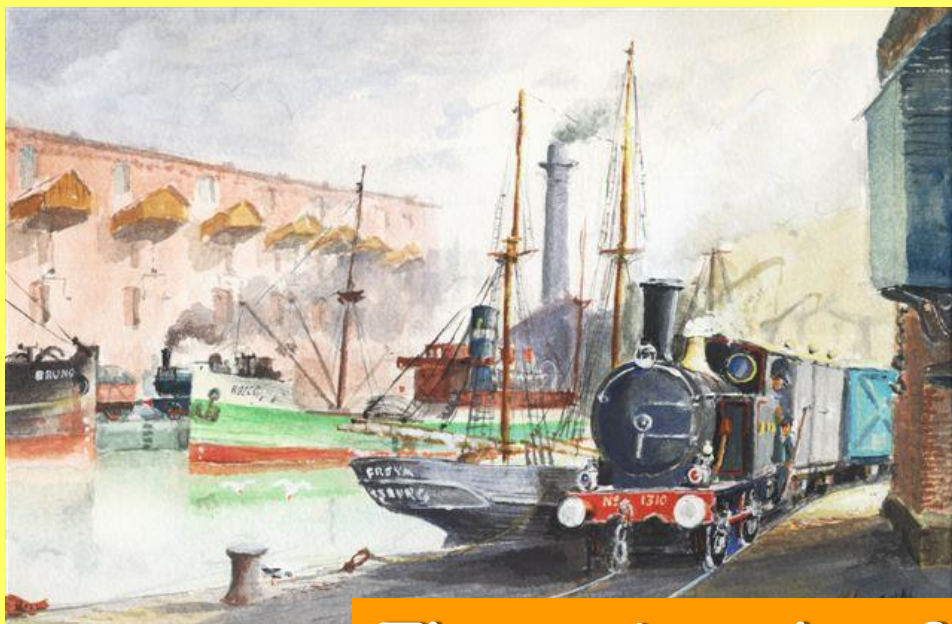
Later that year, in the August, I travelled by car from Leeds to Enfield, a journey that took about ten hours to complete at a maximum speed of 40 mph. If rail travel was slow, so was the A1 in those pre-motorway days when the Great North Road went through the centre of towns such as Doncaster, Tuxford and Newark; we stopped at the latter place to look at the castle and then continued to the Ram Jam in Rutland where we had lunch. Today's journeys may be faster but far less interesting.

That the old world was giving way to new as diesel and electric replaced steam, with under Beeching much of the railway network was axed and motorways were in their infancy, is obvious today but not then immediately apparent to a schoolboy fifty years. There had to be an awakening and on a dark, wet Saturday, 7 November 1959, with my special yellow-card ticket costing 1/- [5p] .I went into Swinegate Depot and took part in the last Leeds tram procession. There were stirrings that something must be done to at least capture some of this world otherwise on the verge of extinction. The Leeds Students' Rag Week 1960 saw *John Alcock* hauling 'Swumbles'no.2 on the Middleton Railway – and how many of the present members took part in that event? A start was being made and before long I had joined the Middleton Railway's membership. Thanks to the vision of others fifty years ago, to make sure not all that lost world was lost, progress continues at Moor Road.

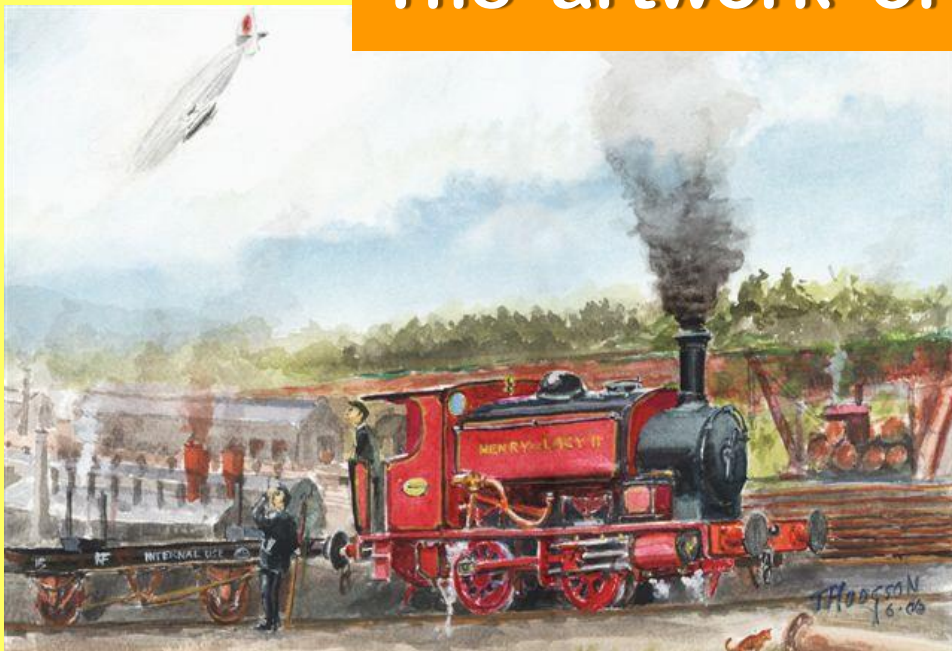
*This article sets the scene nicely for next year's 50th anniversary of Middleton's preservation by volunteers. Ed.*

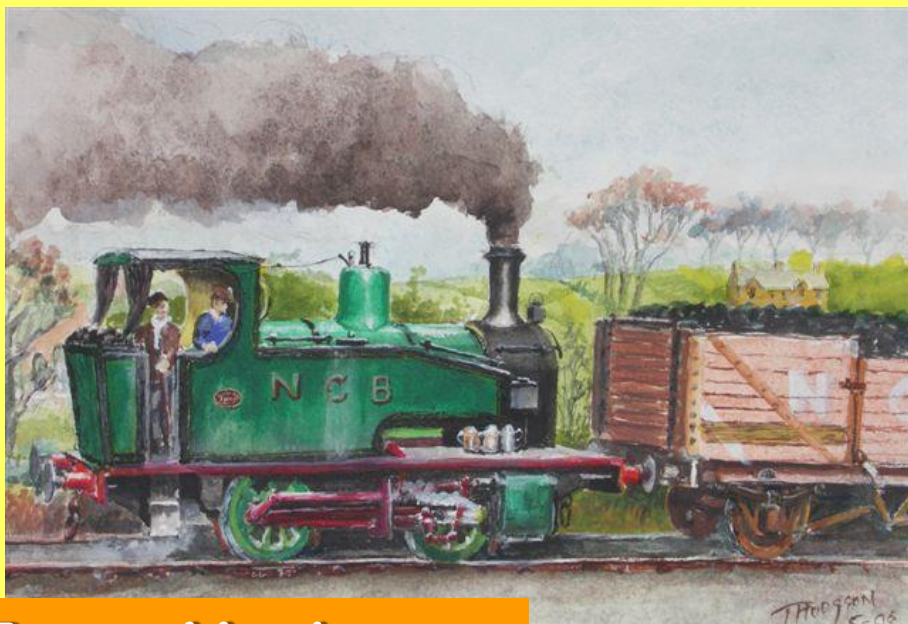
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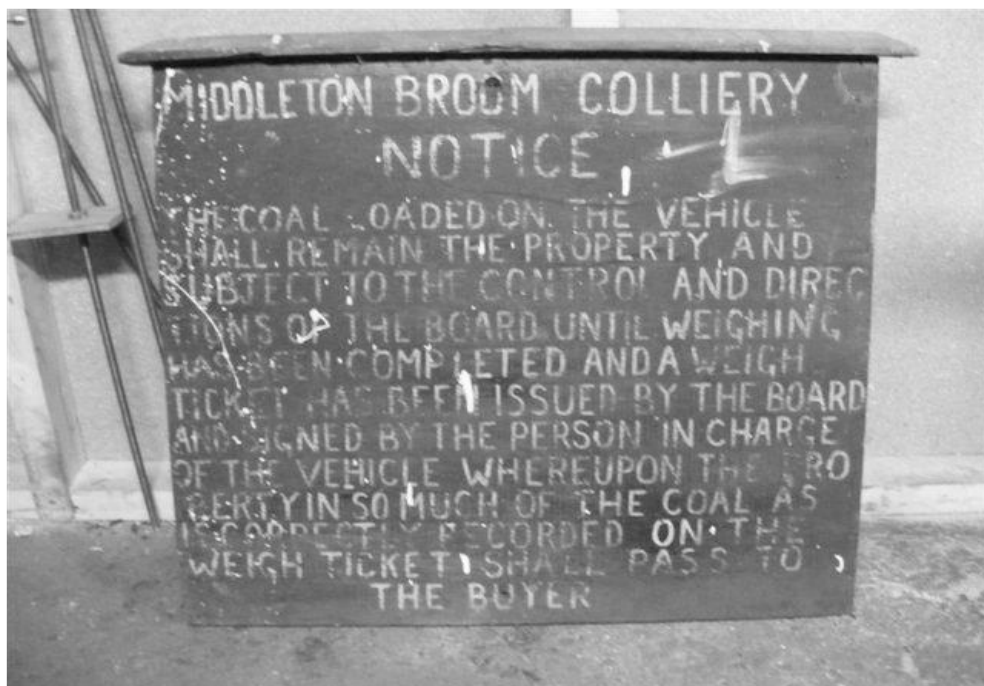
## The artwork of





Terry Hodgson





**ABOVE:**

This ancient notice board from Middleton Broom Colliery was rescued from the bowels of the Old Shed. It appears to be a notice to carters who were picking up coal by horse and cart or by motor lorry, and is awaiting restoration, on 6 June 2009  
(Howard Bishop)

## The artwork of Terry Hodgson

(See pages 19 and 20)

Members will have seen on one of the interpretative boards in the Engine House a print of Middleton member Terry Hodgson's painting of Hudswell Clarke 0-6-0T MSC No 67 alongside the docks on the Manchester Ship Canal. Terry has done a number of paintings of Middleton locomotives in their original work environment, and has presented them to the Trust where they will be displayed in the Board Room.

On pages 20 and 21 we reproduce four more of Terry's paintings. They are :

NER 0-4-0T No 1310 (of 1891) in it's original Gateshead docks work place

Hudswell Clarke 0-4-0ST (1309 of 1917) *Henry de Lacy II* at Kirkstall Forge;

Hunslet 0-4-0T NCB tank locomotive in a typical colliery setting;

Hawthorne Leslie 0-4-0ST No 6. (3860 of 1935) *Percy* working on a slag heap.

Terry has been unwell for some considerable time now, and is no longer able to travel from his home in Tyneside to the Middleton Railway. All his Middleton friends wish him well.





**Two displays in the Engine House on 6 June 2009. Top:** Diorama of the Boyne Works, together with wooden patterns for wheels and cylinders. **Bottom:** A length of original Middleton Railway cog rail and several stone sleepers from the early 19th century.

*(Howard Bishop)*



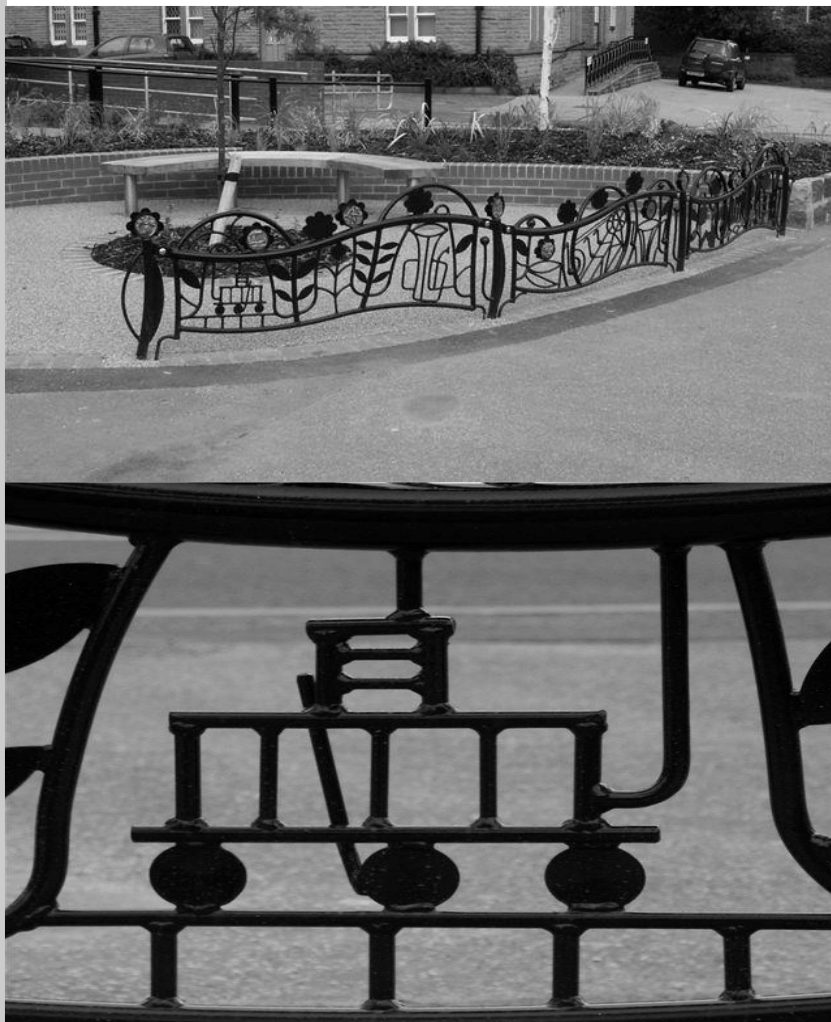
# Blenkinsop remembered

Andrew  
Johnson

BlenkinsoprememberedBlenkinsoprememberedBlankinsop

A new fence has been erected outside the Rothwell library as part of the redevelopment and beautification of the area. Included is a new bus shelter, flower beds, steps, benches and this fence. On the west end there is a representation of *Salamanca*, the famous steam rack and pinion locomotive built by Matthew Murray to a design of John Blenkinsop.

When I first saw this on 20 May 2009, I had to do a double-take on the way into the library and also had a good look at it on the way out. Other icons on the fencing represents the Rothwell Temperance Brass Band, Rothwell pit-head gear and Rothwell Parish Church, interspersed with numerous flowers.



BlenkinsoprememberedBlenkinsoprememberedBlankinsop

Just to the north of the Rothwell church tower in the graveyard is the grave of John Blenkinsop. The inscription on the tomb reads:

*"Sacred.*

*To the memory of Mr John Blenkinsop.  
Upwards of twenty three years steward to  
the Middleton Estate who departed this life.*

*January 22<sup>nd</sup> 1851. Aged 47 years.*

*Sincerely regretted by all who knew him.*

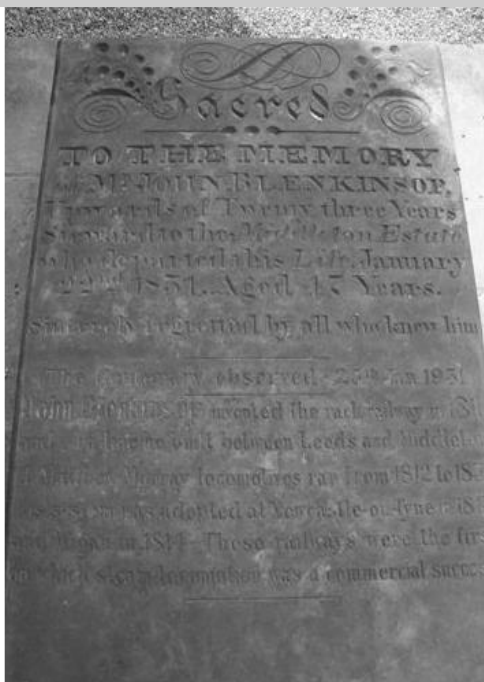
*The centenary observed - 25<sup>th</sup> Jan 1931  
John Blenkinsop invented the rack railway  
in 1811 and on a line he built between  
Leeds and Middleton.*

*4 Matthew Murray locomotives ran from  
1812 to 1835. His system was adopted at  
Newcastle-on-Tyne in 1815 and Wigan in  
1814 -*

*These railways were the first on which  
steam locomotion was  
a commercial success"*

(Photos: Andrew Johnson)

**tOR**



## All round the houses – and then some!

**O**n Monday 1st October I had to do a rush journey up to Glasgow from Newcastle, to drive my son's car back from Glasgow airport, as he had had a bit of an accident on holiday in New York and it prevented him from driving himself and his wife back home to good old Gateshead. He had gone and tripped and broke his big toe on his left foot so he rang me knowing I had free travel on the railway and asked if I would go up to Glasgow and meet him and Brenda his wife at the airport on Tuesday morning 7.30am arrival from New York.

One slight problem though: they are doing a lot of work in the Motherwell area and had been doing so for quite a while, and this meant no direct trains from Newcastle to Glasgow to get me there without hanging around the airport in Glasgow for about 12 hours, as all the trains were being diverted, etc., and there was a bus link to Motherwell station.

So on checking the railway journey planner for the best way to get from Newcastle to Glasgow Central, then to Paisley Gilmour Street and then to the airport in time to catch them arriving from New York without my having to hang around in stations overnight for hours on end, I was given the following route that would get me into Glasgow in ample time to meet them on their arrival.

The journey was as follows: I had to catch the 18.55 departure south from Newcastle to Manchester airport arriving at 21.58, then departing Manchester airport at 22.48 on the Blackpool train to Preston arriving there at Preston at 00.05 on Tuesday morning, and then catching the Caledonian sleeper service at Preston at 00.44 and stay on that service to a place called Westerton arriving at 05.55am on Tuesday morning. Then catching a train from there at 06.10 arriving into Glasgow at 06.26 in great time to catch a train from Glasgow Central to Paisley Gilmour Street at 06.55, getting me at the airport via a taxi from Paisley Gilmour Street in time for the arrival of their plane from New York that, as it happens, was delayed about 40mins on arrival.

So the long journey from Newcastle to Glasgow Central and to the airport took me about 11 hours and 50mins, for a journey that would have normally taken just under 4 hours if there was no engineering work at Motherwell being done. It's just as well I was used to long journeys on trains when I worked on the railway. And another thing, a good job I get free travel. I would have hated to have paid the total fare for the journey I had to take. But what got me was the fact that I had to travel first south then across country then back up north just to get to Glasgow Central from Newcastle Central. But never mind, I enjoyed my trip out and got home from Glasgow with one stop in the car in just over 4 and a half hours!



**LEFT:**

**M**oor Road Signal Control Centre, the centre of all operations at the Diesel Gala weekend. Here Andrew Hardy (Traffic Manager) confers with Fraser Croft on Saturday 6 June 2009. The tarpaulin forms makeshift rain protection.  
(Howard Bishop)

# !!! Irish Trains !!!

The following is an exchange of correspondence between a customer and the Irish Railway Company.

Gentlemen,

*I have been riding your trains daily for the last two years, and the service on your line seems to be getting worse every day. I am tired of standing in the aisle all the time on a 14-mile trip. I think the transportation system is worse than that enjoyed by people 2,000 years ago.*

*Yours truly,*

*Patrick Finnegan*

Dear Mr. Finnegan,

*We received your letter with reference to the shortcomings of our service and believe you are somewhat confused in your history. The only mode of transportation 2,000 years ago was by foot.*

*Sincerely,*

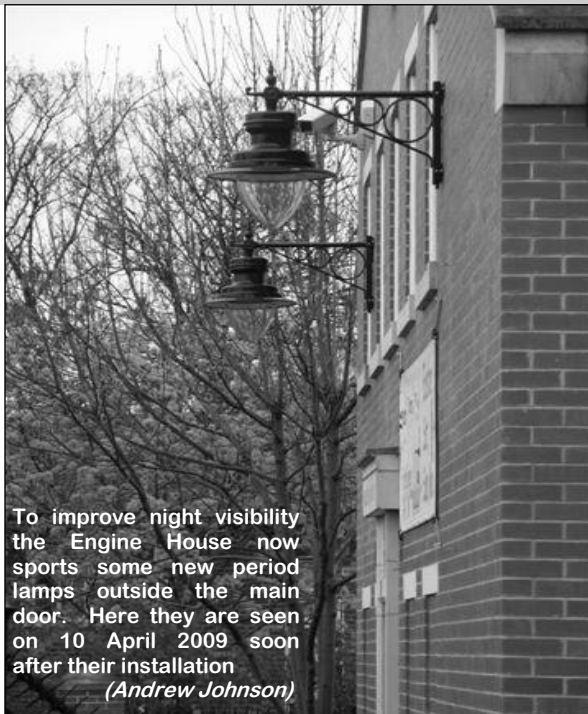
*Lamrod Eireann, Irish Railway Co.*

Gentlemen,

*I am in receipt of your letter, and I think you are the ones who are confused in your history. If you will refer to the Bible, in the book of David, 9th Chapter, you will find that Balaam rode to town on his ass. That, gentlemen, is something I have not been able to do on your train in the last two years!*

*Yours truly,*

*Patrick Finnegan*



To improve night visibility the Engine House now sports some new period lamps outside the main door. Here they are seen on 10 April 2009 soon after their installation

*(Andrew Johnson)*

## More on caring for ourselves and our visitors

It is appreciated that the toilet facilities in the Engineering block are not the best in the world, not entirely the Railways fault, but with a little bit of thought they can be kept better. If the waste bin is overflowing, please go and empty it into the commercial bin next to the Engine House. There is no shame in this, if the Chief Mechanical Engineer and the chairman can do it, so can you! Toilet rolls and cleaning materials are available in the Engine House.

Talking of toilets, those in the workshops have remained in a partially finished state since we started using them in 1995! We would very much like to get them cleaned up and tiled. If anybody wants to take this on as a small project we would be very pleased to hear.

Railways and, in particular steam ones, are dirty by nature. We all love to get dirty, even the girls, but do remember that our visitors, in their best clothes, like a nice clean environment so please just think "clean" when moving between buildings.

Those of you who don't venture out on train operations and stay in the workshops may not be aware of some of the opportunities available in the Engine House, take a look some time (when you are clean) and talk to the volunteers working in there. Almost all of the Engine House staff have been trained on the Welcome Host courses to assist them in giving the visiting public a good experience. If you would like to do this go talk to anybody in the ticket office. If you haven't been trained, then please don't congregate or loiter around the platform area, it gives the wrong impression to our visitors.

In the workshops we are starting to try and organise things. We are desperately short of both operational and storage space. To help

with all this it is intended to erect some shelving for long-term storage above the oil store. The old shed will be partitioned off to provide a woodworking shop and hopefully segregate this dusty activity from the painting that is generally carried out in this building.

The old mess room, more correctly the wash room, is going to be tidied up and space made for personnel lockers for clothes. Those with tool boxes will be required to remove them but space will be found elsewhere for these. It has also become a repository for batteries being charged and this facility will be moved elsewhere. The storage area 'under the stairs' is also going to be tidied up and the general junk that we seem to have collected over the years will be disposed of. All this is, of course, not going to happen overnight but if people are better aware of our intentions it will enable them to work towards this.

All our buildings and vehicles, by law, are **no smoking**: if you do smoke outside please consider other volunteers. Volunteers should not smoke on or near the platform areas where children may see them. If you are train crew, or staff outside, children may see you as a role model, please don't smoke where children can see you.

These are lots of does and don'ts here, but hopefully they will make your time at the Railway safer and more enjoyable in the long run. We all come to enjoy ourselves, lets hope we can achieve this.

Many thanks in advance.

**Andrew Gill - Chairman**  
**Steve Roberts - Chief Mechanical Engineer**

**tOR**

## **ALL IT COSTS IS YOUR SIGNATURE!!**

**If you haven't sent in a completed Gift Aid form yet, please do so without delay. For every £10 you pay in membership subscriptions or donations to the Railway the Inland revenue will pay us £2.80—and backdated to the year 2000. Please use the form below.**

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### **CUT HERE**

#### **MIDDLETON RAILWAY TRUST LIMITED GIFT AID DECLARATION**

Please complete this form to make your Gift Aid Declaration, and return it to the Treasurer, Middleton Railway Trust Ltd, Moor Road, Leeds LS10 2JQ.

**I am a UK taxpayer, and want Middleton Railway Trust Ltd to claim back the tax on all donations and membership payments I make from 6 April 2000 until further notice:**

**Forename/s**.....

**Surname**.....

**Address**.....

.....

**Post code**.....

**Telephone**.....

**Email**.....

**Signature**..... **Date**.....



## TUESDAY SOCIAL EVENINGS AT THE ENGINE HOUSE MOOR ROAD

1 September 2009  
6 October 2009  
3 November 2009  
1 December 2009

Andy Hardy—Gems from the archives  
Brian Orange—NELPG overhauling the K1  
Richard Winfield—Switzerland etc 1970s  
Steve Roberts—Christmas quiz (not too difficult!)



THE LEEDS AND  
DISTRICT TRACTION  
ENGINE CLUB  
incorporating the  
British Fairground Society

### SOCIAL EVENINGS

*All the socials commence at 7.45 for 8 p.m. on the third Tuesday in the month, and are held at Dewsbury Road Social Club, 393 Dewsbury Road, Leeds 11. Members of the Middleton Railway are invited to attend and take part.*

The Social evenings programme for the autumn and winter kicks off on October 20 with Richard Gibbon OBE giving a presentation on Leeds style steam cranes

## Help required

If any members are prepared to have any of their preservation "i.e., 1960 until now" photographs copied and added into the Middleton Railway's collection; we are looking for photographs, (B/W or colour), slides, negatives and films, relating to the Middleton Railway's preservation history. If anyone is interested, will they please contact Andrew Hardy at [traffic-manager@middletonrailway.org.uk](mailto:traffic-manager@middletonrailway.org.uk) or see him at Moor Road.

**DEADLINE FOR NEXT ISSUE — 15 NOVEMBER 2009**

# The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

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**Registered Company No 1165589 Registered Charity No. 230387**  
**Registered Museum No. RD2114**

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## Membership subscription rates from 1 January 2008

Adult Membership	£14.00
Senior Membership	£11.00
Junior Membership (of M.R.A.)	£11.00
Family Associates of Trust Members (in same household)	£3.00 per person
Life Membership	£250.00

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