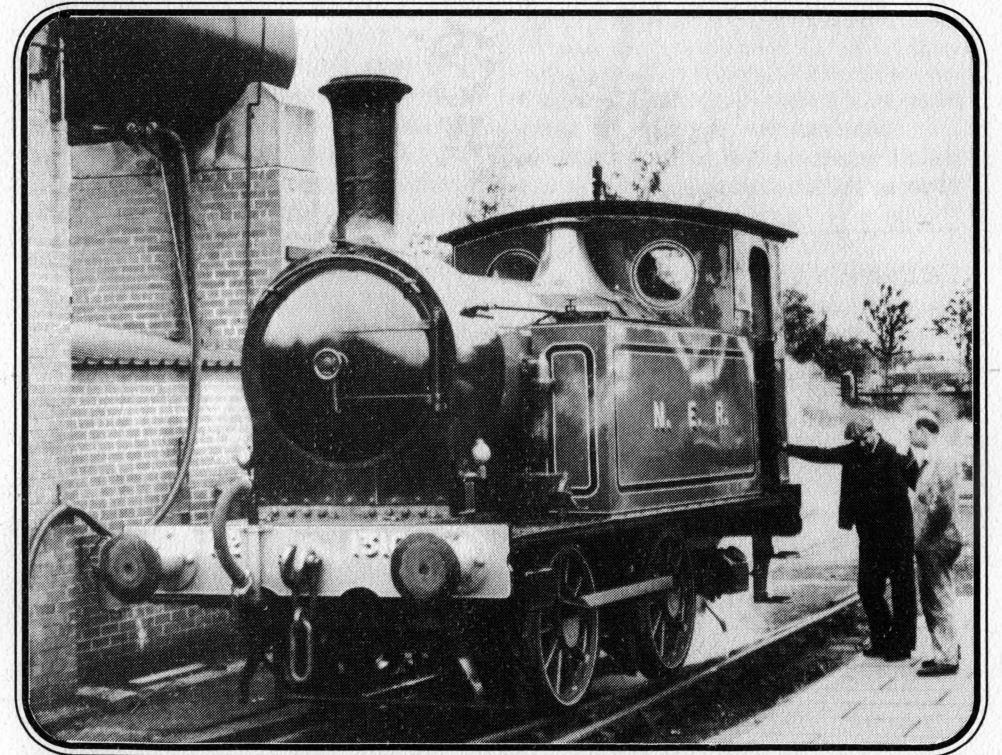


# THE OLD RUN

JOURNAL OF  
THE 1758 MIDDLETON RAILWAY  
LEEDS



Number 145

Winter 1993/94

# THE OLD RUN

NUMBER 145

WINTER 1993/4

Editorial Address: 15 Leylands Lane,  
Bradford, Yorkshire, BD9 5PX.  
Tel. (0274) 543574

Many thanks indeed to the members who provided articles, reports and photos for this issue. ALL members are invited to contribute to their magazine articles, news items, letters, photographs or drawings on relevant subjects. Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd., the Middleton Railway Association, or the Editor.

Material for the Spring Issue should reach the Editor by 1st March 1994, at the latest please.

## CONTENTS

From The Chairman	3
Thomas's New Year Party	4
Loco Notes	7
Traffic Manager's Report	8
Notes & News	9
A.R.P.S. Sidelines	12
1993 Magazine Competition	14
Smiley Faces	14
Kentish Engines	15
In the Beginning	17
Times Past: Winter 1847	21
Contact Addresses	23

## VOLUNTEERS' FORUM

Another chance to air your opinions and listen to other people's. This is also a good opportunity for new members who might be thinking of helping the Railway in some way, to meet our volunteers and discover what is involved.

Date: Thursday 10th March 1994

Time: 7.30 p.m.

Place: St. Mary's Parish Church  
Centre, Church Street, (opposite  
Hunslet Shopping Centre), Hunslet,  
Leeds.

Members will no doubt be saddened to hear that Dr. R.F. (Fred) Youell has been very ill once more during the past few weeks, and will want to join in sending very best wishes to Fred and his family. Vice-President Fred has always been a great fighter, and we hope for better news in the next issue.

## FROM THE CHAIRMAN

Ian Smith

Once again Winter is upon us, and the engineering staff are contemplating the 'closed season' workload. Two engines, 385 and *Mirvale*, need their 5-year hydraulics during 1994. Whilst they don't need a full stripdown, a lot of work is still required for this job. Additionally, one of the coaches, probably saloon 1873, needs a repaint before Easter, and of course there are a thousand and one other jobs requiring completion. As always, I am highlighting these things because we need more working members to assist. Fortunately, we have recently seen a few new members who are already making their presence felt - but even more are needed.

On top of all this is the imminent arrival of new legislation designed to implement privatisation of British Rail. Unfortunately, as seems to be usual with the Government these days, the legislation embraces all preserved railways as well, ignoring the fact that we have been in operation for 30 years and more, with NO regulation from H.M. Government AND with a safety record second to none! Traffic Manager Martin Plumb and I attended an A.R.P.S. Seminar on 'Railway Operation in the 90's' recently, and what we both felt was that "The times they are a-changing!" and that we can expect more, not less, Government interference in our affairs.

The full impact of all the legislation is at present unknown, as there are avenues for gaining some exemptions, but we WILL have to abide by at least some of the mountain of legislation, particularly in the area of 'Safety Critical' members; i.e. those who have an impact on actually running trains. Full details of any new rules and operating practices introduced as a result of legislation will, of course, be given to all members directly concerned.

It's not all 'Doom and Gloom' however. Our decision to run on Sundays until the 'Santa Season' has paid off handsomely, with good traffic receipts AND more members recruited. There has been some problem staffing the trains, but this situation might improve somewhat, as members become used to running during Winter. [See also 'From the Traffic Manager', Pages 8 & 9.]

The new shed continues to make progress, albeit slowly. It is thanks to a small, dedicated team led by Dave Monckton (well, he did design the thing!) that at the time of writing most of the concreting has been completed and that we hope to be in a position to erect the steelwork early in the New Year.

The railway owes a great deal to those who have spent almost all their time in making the reinforcing, placing it in position and then preparing all the necessary woodwork for the concreting. We are also grateful to TARMAC for providing the labour for the casting of the two inspection pits. The new shed will certainly enhance the railway when completed, and it will be all the better because members can say "I built that!"

Cover picture: a quiet moment at the platform end, Moor Road Station, on 31st May 1993. The water tank towering above 1310 no longer towers above anything, having been demolished to make way for the north-east corner of the new shed. Photo: Tom Heavyside



and now, hot off the press . . . . .

## THOMAS'S NEW YEAR PARTY

Ian Smith

The New Year weekend of 31st December to 3rd January saw the culmination of many months of planning, when we held our first full 'Thomas' event.

Publicity Officer Alan Gilchrist had already planned a 'Friends of Thomas' event, when the East Lancashire Railway asked to borrow both **Sentinel 54** and **N.E.R. 1310** for their major steam event in August. Some quick thinking by your Chairman (for once, anyway!) saw a deal arranged whereby the E.L.R. could have the use of **54** for the month of August, in return for our using the real **Thomas** over the New Year. That put the cat among the pigeons a little, as plans for the event had to be altered somewhat to take account of the extra visitors likely to arrive.

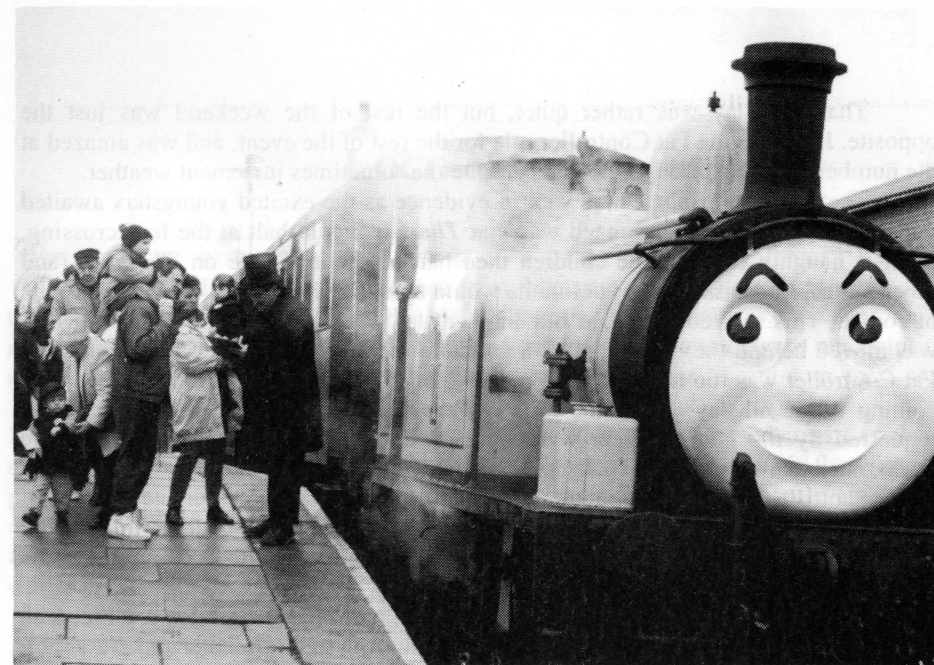
Traffic Manager Martin Plumb devised a superb roster to cope with all the problems likely to arise, and giving crews plenty of variety in duties during the day. This document ran to four pages, and was most impressive as indeed it should have been - hours of work went into it!

There was plenty of advertising for the event, with the star turn being the *Daily Mail*, which ran a feature on the event, complete with photo. Local papers featuring the event were the *Yorkshire Evening Post* and the *Telegraph and Argus*, both of whom had photos of the Fat Controller alongside **Thomas**. The latter publication is deep in Worth Valley Territory, so we are quite pleased to have penetrated that market.

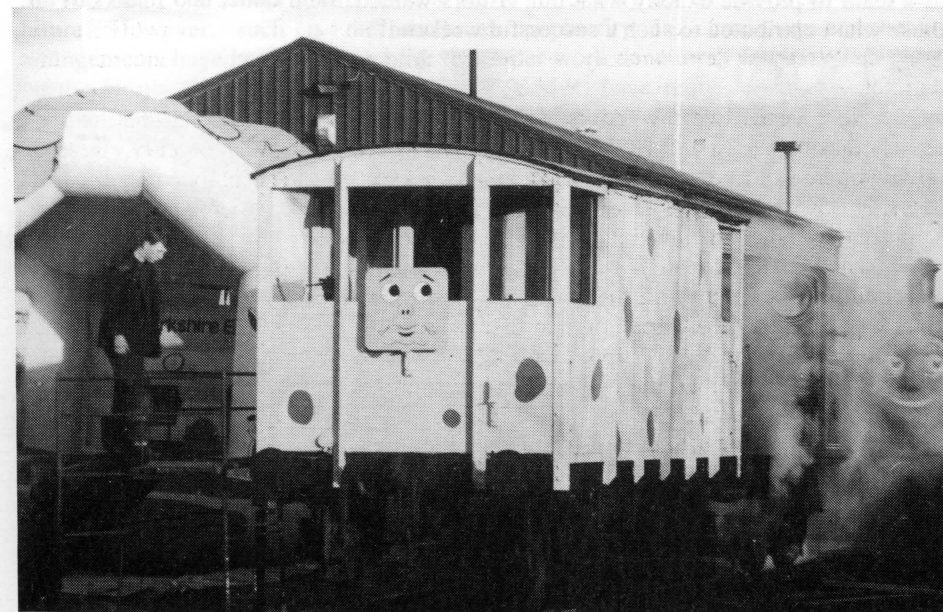
New Year's Eve saw Yours Truly and Martin Plumb on duty at 0530 to light up Thomas for the first day's duty. **DSB385** and **Mirvale** were also on duty, the latter giving brake van rides in one of Alan's more wacky ideas, the 'Bobby Van'. This was the L.N.E.R. Ballast Brake, temporarily painted in pink with green spots!! Whilst it sounds awful, the kids loved it, so who are we to complain?

Thomas is, in reality, **MSC32 Gothenburg** (HC680/03), a twin of our latest addition, **MSC67**, but with the smaller tanks of the first batch of Hudswell 'Canal' engines. Operating the engine on that first morning proved highly entertaining, since the rails were particularly slippery, causing the wheels to lock up if we braked too sharply. Apart from that, the engine was a dream to operate and gave a good idea of what to expect when **67** arrives.

One highlight of the day was the occasion when Malcolm Midgely, in charge of **385** at the front of the train, opened said machine up wide. This caused a cinder to find its way down the front of my boiler suit! The resultant dance around the footplate was admired by Martin, who thought I was entering into the spirit of **Thomas** rather well!



Above: **Thomas**, the Fat Controller, and just a few of the visiting admirers. Below: the **Bobby Van** - alias the L.N.E.R. Ballast Brake, from the end of which the Editor guarded many a train two decades ago, but it never looked like this! The structure to the left is believed to be a 'bouncing castle', not part of the new shed. Photos: *Keith Hartley*



That first day was rather quiet, but the rest of the weekend was just the opposite. I took on the Fat Controller role for the rest of the event, and was amazed at the numbers coming through the gate, despite the sometimes inclement weather.

The party atmosphere was well in evidence as the excited youngsters awaited their hero. What we had arranged was that *Thomas* would halt at the foot crossing, being a naughty engine. The children then had to shout "Come on *Thomas*" (and other things, I can assure you) before he would enter the station - to the *Thomas* tune of course! This worked a treat, as did another idea, spawned by Pete Nettleton. *No.6* was moved behind the platform, and a notice to the effect that *Percy* was ill and the Fat Controller was too mean to fix him was placed in front of the engine. I had kids coming to me all day asking me to "Fix *Percy*", and saying they loved *Percy*, as requested by the notice. There were other little things happening throughout the event, such as that nasty *Mirvale* spraying *Thomas* with hot water (and soaking the other, Scottish, controller in the process), the response being that I threatened to start *Alf* and use the diesel instead. The whole event really caught the imagination, and all the crews are to be congratulated for entering into the spirit of the occasion - it was well worth it.

Our shop staff were inundated all weekend, and did a magnificent job coping with the hordes, even if Vicky DID keep pestering folk to return cups and glasses all day. In fact, the shop did so well that extra forays had to be made to the wholesalers' for more stock! It can certainly be said that *Thomas's* New Year Party has been the single most successful event ever held at the railway. It grossed £9,972.86p over the four days - a magnificent achievement, and made possible only by everyone working as a team to provide exactly what our visitors wanted. Well done, and thanks to all those who contributed to such a successful weekend!



---

## LOCO NOTES

---

Steve Roberts

---

There is little to report on the loco front this issue of *The Old Run* as work on the shed extension has taken up all the spare labour that we can muster. However, the routine and urgent jobs have still to be carried out to enable us to operate our trains, and a few faithfuls have continued to soldier on with this.

**1310** The Y7 has continued to give satisfactory service during the latter part of the season. However, following a boiler washout it has now been stored for the winter period, and will only see service before next season if there are problems with our other steam locos. It can be hard work keeping locos serviceable during cold weather, and the Y7 has been chosen for winter storage mainly because it has an open-backed cab!

**385** has also received a boiler washout and minor routine maintenance. It is available and being used on the Santa Specials.

**1882 MIRVALE** is in service and being used on the Santa Specials.

**54** The last Loco Notes intimated that the Sentinel may be laid aside for the near future. However, such is the machine's popularity in certain quarters that arrangements have been made to have the boiler work done away from the Railway, on the North York Moors Railway. The N.Y.M.R. have requested the use of the Sentinel during 1994 and, in return for free hire, have agreed to carry out the necessary boiler repairs for us, ostensibly for the cost to us of just materials. Thus, **No.54** departed Middleton metals for the second time this year at the beginning of November, and will hopefully return as a working locomotive some time towards the end of 1994.

There has been some discussion as to a livery change and, in response to requests, the Council have agreed that it will return to service in its early B.R. guise as **No.68153** with the lion & wheel emblem, as carried prior to 1958.

**1601 ARTHUR** Some, albeit slow, progress has been maintained on *Arthur* whilst the shed project has been ongoing. The lubrication pipe runs are now all complete but still lack one or two fittings to finally couple them up. New mudhole doors have been machined up for the boiler but will require final fitting. These have had to be made, as the ones supplied from Buxton as part of the 'kit' have proved to be the wrong ones! The ashpan has now been fitted up and new linkages made to operate the doors. Further progress has also been made on the fitting of the vacuum brake system



but it is still far from complete. We are optimistically hoping that *Arthur* will see some service during 1994, but much remains to be done in the near future if this is to be even a remote possibility.

67 It now seems certain that this loco will not be arriving at Middleton before mid-1994 at the earliest. It cannot leave the Worth Valley until the blue asbestos is removed, and this work is tied to the removal of the same material from their Black 5 loco. Work on this is not proceeding at the planned pace (other railways share this problem!), and the work will not be carried out until spring, at the earliest. To be honest, this is not a problem as the shed activity is our main priority for the present.

D577, 138C, 7401 and Rowntree No.3 are all available for traffic and are used as required. All other locos remain stored awaiting repairs.

---

## FROM THE TRAFFIC MANAGER

*Martin Plumb*

---

Having been asked to write an article for *The Old Run* by 'tomorrow', I would like to start by thanking all those people who have helped me in my role as Traffic Manager by volunteering for train crew duties. Particular thanks go to those who, on occasions, have literally saved the day by answering 'Yes' to a desperate phone call. I may well be phoning again!

The footplate slots of the roster are usually filled without any intervention on my part but, unfortunately, finding guards is becoming more of a problem. In recent months there has been a significant decrease in the number of regular guards for various reasons (including ill health) and we now find ourselves having to rely rather too heavily on our Senior Guard, Geoff Saunders, who, incidentally, always threatens to retire 'tomorrow'! If there are any members out there who would like to train as a guard, Geoff would be more than willing to teach them the necessary skills. On normal weekends, the hours of work are approximately 13.00-17.15 on Saturdays and 12.30-17.15 on Sundays. Special events usually require longer shifts, although this wouldn't have to be the case if more people were available. In line with all train crew duties, it is obviously necessary for guards to commit themselves in advance since we couldn't run a train service if everyone insisted on seeing the appropriate weather forecast before making a decision! The guard's duties are far from strenuous and there are plenty of opportunities for cups of tea. Geoff even finds time to insult the loco crews! If there are any 'armchair' enthusiasts who would like a change of scenery, we can offer a stool in the Guard's Compartment and a bench on the platform! The minimum age for a passenger guard is 21.

I would also like to see more people join the footplate training grades since the rest of us are getting older all the time (I gain some more grey hairs every time I

drive *John Alcock*!). The training grades are marked on the roster as 'Cleaner' and 'Second Man' for steam and diesel locos respectively. No previous experience is required although the minimum age requirements are 16 for a cleaner and 18 for a second man. New trainees will begin by learning various aspects of the Railway's operations including the correct methods of coupling and uncoupling locomotives. Those who demonstrate the required aptitude will then go on to learn shunting skills before being taught how to fire steam locos or drive diesels. I would be grateful if anyone interested could contact me. My telephone number can be found on the inside back cover.

With regard to special trains, Alan Gilchrist and I now have joint responsibility for their booking and operation. Wearing his publicity hat, Alan persuades people to book trains, and extracts their money without anaesthetic. He then conveys details of the requirements to me, and I roster locos and crews.

Finally, I intend to issue each member of the operating staff with a new grade card during the early part of 1994. At that time, I will also be asking each person to confirm that (s)he has a copy of the latest rule book.

---

## NOTES AND NEWS

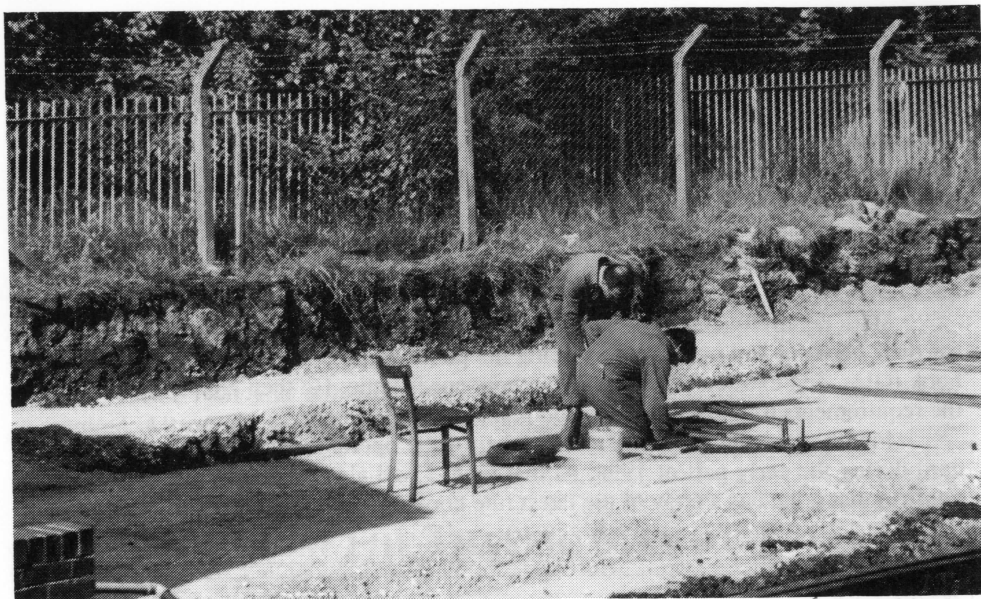
*Steve Roberts*

---

**SHED EXTENSION** "The reinforcing steelwork is on order and delivery is expected before the end of September. Then begins the steady task of installing it preparatory to the pouring of the concrete. Anyone with experience of this work will be more than welcome to come and lend a hand!" These words were written in the last *Old Run* and, at the time it seemed oh so simple!

The reinforcing arrived on time and we set to with a vengeance, tying all the various bits together. It didn't take us long to realise just what we had let ourselves in for. The days turned into weeks and into months, and still we were tying together reinforcing! After just over two months of spending virtually every spare minute of each weekend and Monday and Wednesday evenings the end is at long last in sight. Tying the reinforcing together couldn't be simpler - you get a piece of wire and, making a loop, twist it around the two (or more) pieces to be joined. Then, taking a simple tool, nicknamed a 'twiddler' but officially an Archimedian Screw, you hook it on and pull it a couple of times. Hey presto! You have a strong tight joint. The job couldn't be simpler.

However, when you've to do it perhaps a 100,000 times (yes, that's right) you can see that it is going to take some time. True, we have found time to do a few other jobs such as deepening the earthworks because the contractor who did them had not quite got it right. We've also found time to do lots of shuttering and a bit of concreting to keep the job moving to some sort of schedule.



Above: Autumn 1993 - the tedious but necessary job of tying up the reinforcing wires. (What a pity the new building will hide the greenery at the other side of the fence.) Below: 31st December 1993 - a glimpse of part of the foundations. Immediately in front of the rubbish skip near the cars is one of the new pits. Photos: *Keith Hartley*



We had hoped to get help with the foundation works and, thanks to the good efforts of Stan Holdsworth, we received some very welcome sponsorship from **Tarmac** in the form of a small gang of workmen for a couple of weeks. These professionals shuttered out and concreted the two pits to excellent standards, saving us much in the way of work. However, there was a limit to the amount of manpower that we could have, and our allotted man hours were soon exhausted. The slower than anticipated pace with the foundations, due entirely to our misperception of the amount of work, means that we have fallen behind in the building schedule. In order to recover some lost time we have had to pay a small labouring gang to do some of the concreting for us. Even with their help we have fallen about a month behind schedule, and the steelwork, the erection of which should have started at the end of November, will not now be going up until the beginning of January. However, because the steelwork contractor could not store the steel at his works, it was delivered, as planned, at the end of November. At least we will be able to have a bit of a rest whilst the steelwork is being erected, as this part of the job is being totally contracted out. Mind you, this part is only planned to take just over a week! Then it will be back to the many other tasks.

Despite the extra costs incurred in doing the foundations, we are keeping reasonably well to budget. Total expenditure to the end of November amounted to £22,813 with the steelwork erection costs and some concreting still outstanding. The budget to have the steelwork complete on the foundations was £26,000 and this should not be exceeded by a great amount. There is still probably another £10,000 to spend before we have the finished building but we hope to have the finances available for this in the new year, subject to a successful Santa season.

**SHOP REPORT** As reported last time, shop sales are up on the same period last year. The extended running period has helped improve the figures somewhat and, at the end of November, the shop turnover was, at £9253, some 18% up on the same time last year. One interesting statistic to come out of the accounts has been the considerable increase in zero rated sales recorded this year. This is almost certainly due to the introduction of a till which has made the recording of such sales so much easier.

**SANTA TIME** The Santa season has arrived at the time of writing and we have had our first couple of days of operation. It is, at this stage, too early to make any judgement as to the success or otherwise of this year, but the signs are hopeful. We did not get any response from our membership to requests for people to be Santa, which is disappointing, and the burden of this very important job is being carried out yet again by a dedicated few. Indeed, problems with staffing generally are proving to be a real headache for those concerned with drawing up the rosters.

**TRAFFIC REPORT** Ordinary traffic income to the end of December was £8979 which is a very healthy (almost) 50% increase on 1992. This, to some extent, has been due to a 33% increase in fares this season but we have seen an upturn in visitor numbers, which is an encouraging sign. True comparison with 1992 is difficult, as



this year we have been running in October and November, and we have also had more special events where we have charged special event prices. These special events, which include schooldays, Thomas, etc., had brought in £8,111 up to the end of November, compared with £3,696 in the same period last year. A successful Santa season should double this figure so, hopefully, we will be able to look back on 1993 as being a very successful year.

**WINTER WORK** When the fires are dropped in the locomotives at the end of our New Year Thomas event, we will be able to sit back and relax a little until the start of the new season in April. *If only it was that simple!* Before trains can start running again in April there is a veritable host of tasks, both large and small, that need to be completed. Two locomotives will require major boiler examinations amongst other work, the coaches require quite a bit in the way of painting and sprucing up for another season and there is the never-ending track maintenance to carry out. All this before we can even start to consider forward progress in the shape of the shed extension and completion of *Arthur*. The existing stalwarts already have enough on their plate and more help is urgently needed if we are to make real progress. Help of all kinds is always needed and never more so than in the forthcoming few months. Why not make one of your New Year resolutions a resolve to spend some time helping with **Your** railway?

**HOPE FOR THE FUTURE?** The majority of the volunteer operated railways have one thing in common. That is the ever-increasing average age of their volunteers. It is a fact that the majority of such people had their interest kindled at the end of the steam era and are now in the mid to late forties.

It was very pleasing to note that on one day during November, the majority of people working at the line were actually well under the age of thirty! If the Middleton Railway is to survive into the twenty-first century we must achieve a downward trend in the average age of our volunteers. At long last we seem to be heading in the right direction.

---

## A.R.P.S. SIDELINES

---

*from John Crane*

---

**VOLUNTEERS** "We have been asked by one of our members to bring home to people that legislation that applies to paid staff also applies to volunteers. I hope that we can cover this topic more fully at a later date, but the argument that one can do something because one is a volunteer, rather than a paid member of staff, is both false and dangerous."

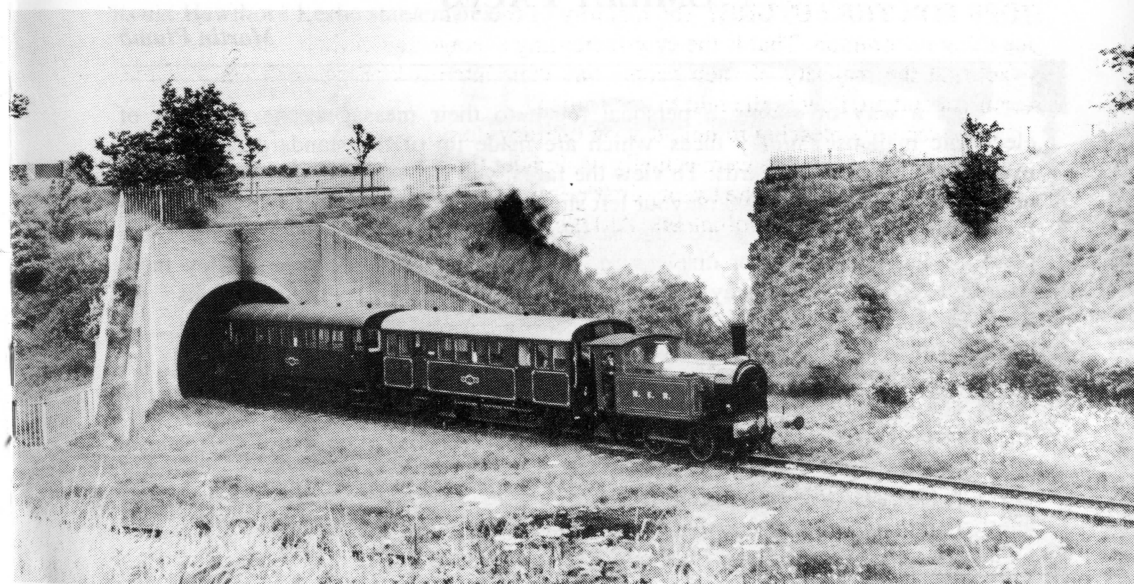
**A.G.M. & SEMINAR**, 8th & 9th January 1994, N.R.M. YORK [Unfortunately, our magazine is going to print too late to inform members in advance of this. The

seminar was entitled Operating or Wrecking, and details probably will appear in our next issue.] The Sunday was to feature various aspects of preservation including considering if operating is wrecking preserved railway equipment. The actual subjects planned included: Grant Support, Opportunities for Saving Important Items, the 'Prism' Fund (Preservation of Industrial and Scientific Material), Working Out What Are the Jewels in Your Collection and How to Look After Them.

**A.R.P.S. SUBSCRIPTIONS** There was a likelihood that these might increase due to the large amount of vital work being done, especially on legislation.

**FEDECRAIL INAUGURAL CONFERENCE** This will be held at Leuven/Louvain, Belgium, Friday 15th to Monday 18th April 1994. Formal conference sessions on Friday and Saturday will mainly centre around "the opportunities offered by involvement at a European Community level in terms of grant-aid and cross-national liaison and of the impact - sometimes negative - of EC legislation proposals. It is hoped that these sessions will be addressed by EC officials and by speakers from the individual Fedecrail member countries. Sunday and Monday will include opportunities to visit preserved railways in at least Belgium, Netherlands and Germany, and perhaps also France.

Further details and booking forms are available from Richard Tapper, 39 Grange Court, Boundary Road, Newbury, Berkshire, RG14 7PH, tel. (weekday evenings only please, 20.30 to 24.00) 0635 30464.



Above: 1310 hauls a train southwards from the tunnel, on 31st May 1993.

Photo: Tom Heavyside

The mound from which Tom's photo was taken has been an extremely popular vantage point for photographers ever since it appeared during the construction of the motorway c.1971.

---

## 1993 MAGAZINE COMPETITION

---

Sheila Bye

Once again, *The Old Run* was entered for the A.R.P.S. magazine competition. The issue entered was that for Spring 1993, and it earned 222 marks, coming 6th overall. The following are the collective remarks from the competition judges:

OLD RUN has significantly improved under Sheila Bye's guidance and is much neater & cleaner than hitherto. [At the judging, this comment apparently drew immediate protests from the competition organiser, our Chairman Ian Smith; formerly Editor of *The Old Run*!] Good, simple cover gives the right impression straightaway. A very good, tidy & well printed magazine, especially for such a small print run. I would like to see some sharper editing, though, to eliminate items over-running pages by just a few annoying lines. Workmanlike & capable, making good use of single column layout. Simple yet eye-catching logo.

---

## SMILEY FACES

---

Martin Plumb

As a way of adding a personal touch to their messages, the devotees of electronic mail use 'smiley faces' which are made up of the standard punctuation marks found on all keyboards. To view the faces, you have to turn your head through ninety degrees so that it rests on your left shoulder. The basic 'smiley' is :-), a smiling face which indicates that a message is intended to be light-hearted. On the other hand, :-( indicates anger or displeasure. I wonder if a vocabulary of smiley faces specific to Middleton Railway could be constructed? Here are a few suggestions:-

:~v Stop  
:-V STOP!  
:-? Right Away  
-\ The shift includes a 05.30 light-up  
':-( The fireman has lost one of his eyebrows. Perhaps that liquid wasn't Diesel after all!  
:-O This is a long Council meeting  
d:-)8 This driver may also be seen at other railways  
[:-( A needle gun operator  
[B-( A safety conscious needle gun operator  
:~# A driver of 'John Alcock' gritting his teeth in readiness for a gear change!  
:-)Z High Visibility vests must be worn.  
\*<:-) Santa Special

---

## KENTISH ENGINES

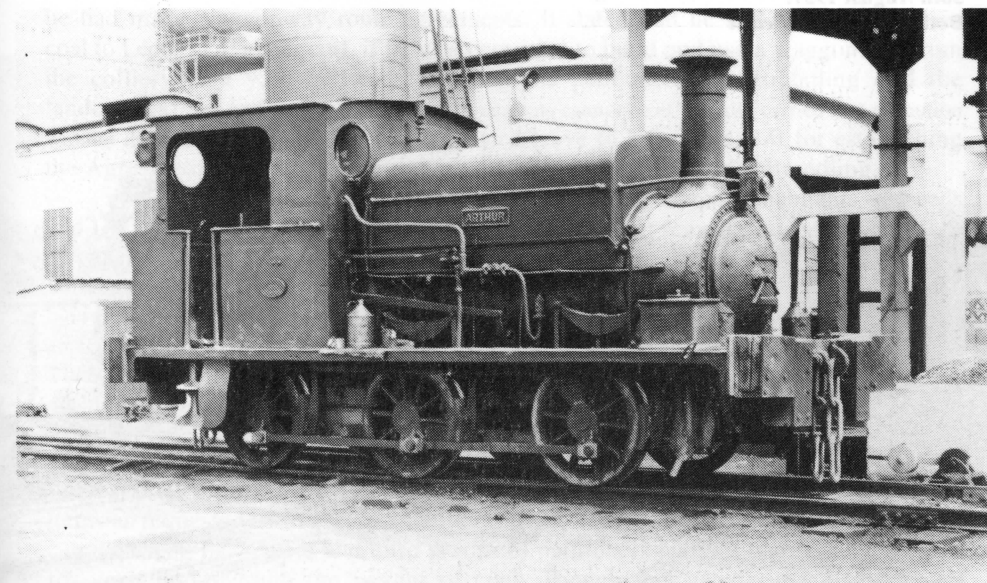
---

FROM THE COLLECTION OF JIM PEDEN

Steve Roberts

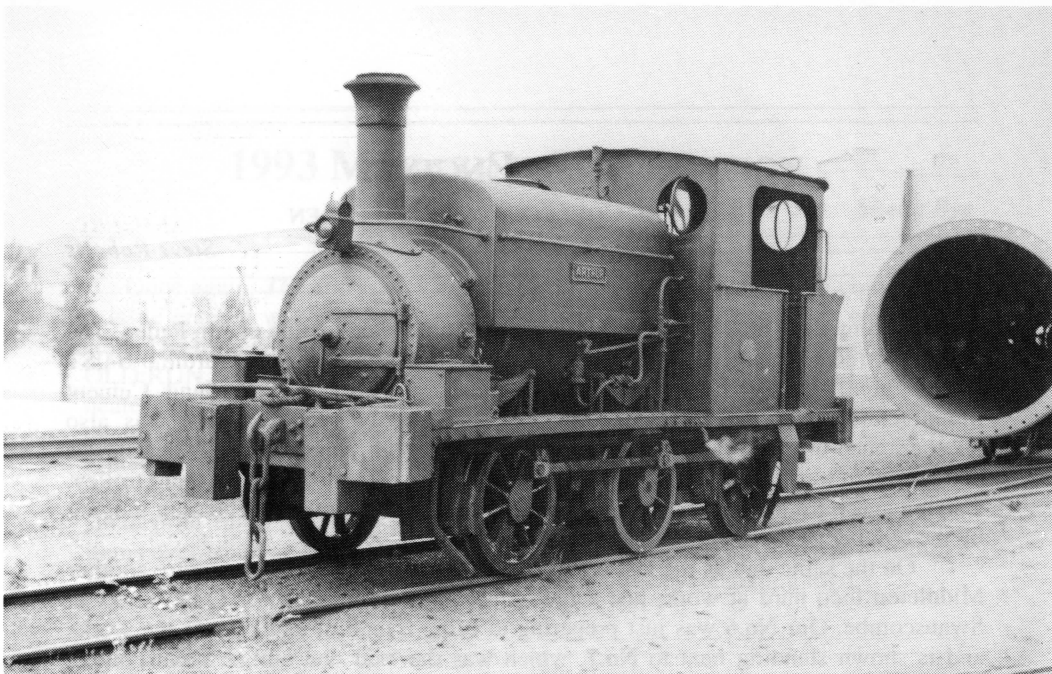
This month I am including more pictures from the collection of Jim Peden. The first photo (actually attributable to K.J. Cooper) shows our Manning Wardle 0-6-0ST *Arthur* gently simmering away between duties at Associated Portland Cement Manufacturers Kent Works, sometime during the early 1950's. *Arthur* was also photographed at Kent Works by Jim Peden on the 30th August 1957, when it was being used to tow part of a cement silo perched rather precariously on a small trolley. Towing awkward loads such as this seems to have been a regular occupation judging by the number of ropes carried on the loco!

On the same day as the last photo, Jim Peden also managed to capture another Middleton loco hard at work, just a few miles away at another A.P.C.M. works at Swanscombe. Our No.6 was just preparing to bring a load of chalk up to the works and is shown standing next to No.7, which was the 'odd one out' at Swanscombe, being built by Robert Stephenson & Hawthorn's in 1948 and somewhat bigger than its six Hawthorn Leslie stablemates.



Above: *Arthur*, photographed at A.P.C.M. Kent Works during the early 1950's.  
Photo: K.J. Cooper





Above: *Arthur* again, this time on 30th August 1957.

Below: No.6 (right) together with half-sister No.7 (left), at A.P.C.M. Swanscombe, again on 30th August 1957.

Both photos: J.A. Peden



## IN THE BEGINNING

Sheila Bye

I should really beg Charles Brandling's posthumous pardon for suspecting that his 1758 Act of Parliament originally might have been requested merely to prove the sincerity of his coal contract proposals. An Act of Parliament would certainly make his proposals seem to be 'gilt-edged' solid, but the origins of our waggonway/railway appear to have been much more complicated.

In an effort to check on the theory of a change being made to the original Bill, I wrote to the Parliamentary archives, in the vain hope that the original Bill might have survived the disastrous fire at the Houses of Parliament in 1834. It hadn't, but a kind gent in the House of Lords Record Office dug up something called the Commons Journal - a summary of each day's proceedings in the House of Commons, similar to committee minutes, and sent me photocopies of all the pages relating to our first Act.

*The Leeds Intelligencer* of 7th February was wrong in stating that a Bill had been presented before the House of Commons. On Wednesday 1st February, three **Petitions**, not a Bill, were put to the House.

The first Petition was from Charles Brandling and the land owners with whom he had made waggonway route agreements. It stated that he had agreed to deliver coal to Leeds at 4½d per corf, if he was permitted to build and use a waggonway from the colliery to a yard in Leeds, but that the petitioners [i.e. Brandling and the landowners] "are apprehensive that such Agreements cannot be effectually carried into execution without the Aid of Parliament". They requested leave to bring in a Bill for establishing the Agreements and vesting the right to the waggonway in Charles Brandling.

The second Petition was from the officials and principal inhabitants of Leeds and Hunslet. It noted that application was to be made for leave to introduce "a Bill to establish certain Agreements" between Brandling and the landowners "whereby the said *Charles Brandling* has undertaken to deliver Coals at all Times of the Year in *Leeds*, at the Price of Four Pence Three Farthings the Corfe". They considered that these Agreements "will be of great Service to the poor Manufacturer, and also to the Country lying to the Northward of *Leeds*". Therefore, they prayed that the House would "give Leave for a Bill to be brought in to establish the said Agreements and ascertain the Weight and Measure of the said Coals".

The third Petition was from the leading inhabitants of some of the aforementioned "Northward" areas: "*Knaresborough, Rippon, Boroughbridge, Aldborough, and Ripley . . . . and of the Parts adjacent*", and asked for a Bill establishing the same items as requested by the second Petition.

In fact, the second and third groups of petitioners perhaps had some just cause for concern regarding the weight of coal. Though the stated capacity of a corf remained throughout as 7680 cubic inches, the January newspaper advertisements had vowed that "by a late Experiment" they held by weight "Sixteen Stone and upwards",

whilst Parliament was later told that they held "14 Stone and a Half", and the Act itself decreed the weight to be "about Two hundred and Ten Pounds" i.e. 15 stone.

The Bill, it seems, had to suit all the Petitioners in a variety of ways:

a) Charles Brandling needed to cut his prices to capture a larger share of the market, and to do this he needed cheaper transport; to safeguard longterm use of the proposed waggonway, he sought an Act of Parliament.

b) The landowners also needed to safeguard the Agreements. Whether they were manufacturers or tradesmen, or merely householders, they would wish to see the proposed coal price properly established. They also no doubt wished to ensure that their annual payments were safely established and that, if payments lapsed, they could rid their land of the rails etc., and deny further access for Charles Brandling.

c) The various townships' inhabitants would wish to establish officially the promised highly beneficial coal price and, consequently, the waggonway Agreements also, since the price depended on the building and use of a waggonway. They obviously also wished to establish exactly what weight of coal was to be supplied for the stated price.

After the Petitions had been read and considered, they were referred to a Committee to be examined and reported upon. On Friday 24th February, Lord Downe, on behalf of the Committee, read their Report to the House of Commons. They had questioned three persons regarding the Petitions: John Hepworth, John Shepley (Steward of the Manor of Hunslet, and a signatory, on Brandling's behalf, to the Busk agreement explored in the Autumn Issue's Times Past), and Joshua Green (a Brandling agent, who twelve years later joined with Richard Humble in founding the Leeds Pottery).

A plan of the proposed route, produced by Green, showed that the waggonway was to cross "a Common called *Hunslett Moor*", and Shepley testified that "Mr. *Joseph Bilton*, Mr. *Charles Brandling*, and Mr. *Cooper*, are Lords of the Manor" and all three had signed the Agreement. I have never before come across Mr. Cooper, and believe that subsequently Bilton or Brandling may have bought his share/s; shares in, or full ownership of, lordships of manors were frequently sold, mortgaged or leased out, in the same way as buildings or plots of land.

Green was examined regarding the price of Leeds coal, which he said had been c.7½d a Corf for the past five years, and he confirmed that the corves were the same **dimensions** as those to be used as measures at the proposed new price (but apparently he said nothing about what **weight** they contained!). If the stated price was correct, the proposed new price would make a massive reduction of almost 37% in the price of coal to manufacturers and householders in the Leeds area. Green further stated that Leeds' annual coal consumption was c.360,000 corves (c.32,625 tons to 36,000 tons, depending upon which corf weight was correct). The coal was supplied by "different Collieries in the Neighbourhood of *Leeds*".

The House apparently was convinced, and it ordered "That Leave be given to bring in a Bill for establishing Agreements made between *Charles Brandling* Esquire, and other Persons, Proprietors of Lands, for laying down a Waggon Way, in order the better to serve the Town and

Neighbourhood of *Leeds*, in the County of *York*, with Coals"; excepting later substitution of "for the better supplying" for "the better to serve", this was the title of the 1758 Act. Lord Downe and three other Members were ordered to "prepare, and bring in" the Bill, and on Monday 13th March it was presented to the House of Commons, received its First Reading, and was passed to be Read a second time.

The Second Reading took place on Friday 17th March, and the Bill was handed to a Committee consisting of c.60 Members, including all those for the north of England.

Ten more Committee members were appointed on Monday 3rd April, and only two days later, Lord Downe reported that the Committee was satisfied that all parties concerned had given consent to the Bill and that the Bill's "Allegations" (reasons for it being needed) were true. The Committee had made several Amendments - later detailed as insertion of the word "Wastes" in several places, so as to cover use of Hunslet Moor, the Waste Land of the Manor of Hunslet.

The Bill received its Third Reading on Tuesday 11th April, and the aforementioned Amendments were severally proposed and agreed. It was then resolved that the Bill be passed, and the title was stated, now with the substitution of "for the better supplying". Lord Downe was ordered to carry the Bill to the House of Lords and ask for their "concurrence".

On Friday 21st April, a message was received from the Lords that they had agreed to the Bill without any Amendments on their part, and seven weeks later, on Friday 9th June, the Act became law.

Only a further three and a half months elapsed before the waggonway was completed and in use. The substantial decrease in the price of coal ensured that, during the next few decades, Leeds became a centre for the many industries which used coal as a direct source of heat or, increasingly, as steam engine fuel. These industries eventually included iron and brass founding, machine and machine tool manufacturing, steam engine and locomotive building, wool and linen cloth manufacturing, brewing, and glass, brick and pottery making.

## POSTSCRIPT

But what about the Hans Busk agreement? This was dated 28th January 1758, but the House of Commons Committee were told that agreements dated 2nd January had been made with all the landowners concerned. The waggonway route appears still to have been in some state of flux during January; the Busk agreement speculates that the Leeds terminus was intended to be somewhere other than Casson Close, its eventual terminus, and it also states that the waggonway was intended to be built from Hunslet Moor to Leeds, not from the colliery, perhaps implying that the Hunslet Moor section was in jeopardy at that time (perhaps this was after Joseph Bilton the elder's death, before an agreement was reached with Joseph Bilton the younger). I believe Hans Busk's land was very near to the Leeds terminus, and Charles Brandling perhaps was inching northwards, nearer to Leeds, as land became available to him.

This time, however, I am not going to speculate too heavily without further evidence!





Two nice shots taken last Summer at the top end of the line, near Park Halt:-  
 Above: 1310  
 Below: No.385 (left) and Mirvale (right)  
 Both photos: Keith Hartley



## TIMES PAST

### WINTER 1847

Sheila Bye

Saturday 27th February 1847, *The Leeds Mercury*, page 8:

**"EXTENSIVE HIGHWAY ROBBERY.-** Yesterday, a very daring and extensive robbery (amounting to about £170) was committed in the open day, at Belle Isle, near this town. James Heald, a man in the employ of the Rev. R.H. Brandling, owner of the Middleton colliery, came to the staith, near the Midland station at Leeds, in order as usual to receive the money to pay the wages at the collieries. When he had reached Belle Isle, on the waggon road, near Hunslet, on his return, at half-past three p.m. he was knocked down by three men, who severely beat him, and then robbed him of a canvass bag containing £117,10s. in gold, £50 in £5 provincial notes, and £3.1s.2½d. in silver and copper. Having got possession of the money, the men ran off. They were pursued by a person named Spink, and one of them, after a long chase, took refuge in a cottage at Beeston Lodge, where he was secured, and given into the custody of the police. The other two men, who had the money, unfortunately escaped. The man taken gives his name as Joshua Exley, 23 years of age. He is a grinder of tools, and lately resided at Sheffield. At present his residence is in York-street, Leeds. One of the men that escaped wore a smock on and a cap, and the other was dressed in black. £20 reward is offered for information that will lead to their conviction." [N.B. Leeds's Midland station at that time adjoined the south end of the Kidacre Street Staith. I believe the station building later was used as a bonded warehouse for the Hunslet Lane Goods Yard.]

Saturday 6th March 1847, *The Leeds Mercury*, page 5:

**"THE HIGHWAY ROBBERY AT BELLE ISLE.-** We last week stated that James Heald, a man who had been to Leeds to receive the money at the Rev. R.H. Brandling's staith, had been robbed of £170, at Belle Isle, on his road to Middleton. Joshua Exley, alias Headley, a Sheffield grinder, was pursued and apprehended. Since then three other men have been taken into custody, namely, Joshua Brook, son of the ticket-man at Mr. Brandling's staith; John Gill, flax dresser, Gildersome; and John Jackson, mechanic, of Pottery Field, in this town. All the prisoners are under remand for examination before the West Riding Magistrates to-day. Brook is charged, along with Exley, as a principal. The other two prisoners are charged with being accessories after the fact."

Justice was done much more speedily in those days. The trial (I think, of Brook and Exley/Headley; our Bradford Local History Library's Leeds Mercury microfilms only go as far as 1834, when the first Bradford newspaper started up, and I have to research further on at Leeds, where the photocopier is abysmal and it is best to copy by hand. Unfortunately, the trial account was long and my time was running short, so the trial and later accounts were only summarised, and the names were

carelessly missed out). James Heald, colliery labourer, was described as "the prosecutor", and the two accused were found "*Guilty; to be transported for fifteen years*".

The expanding new network of railways may well have been enabling the 'arm of the law' to become the 'long arm of the law', and within a few weeks one Inspector Child arrested Thomas Crossley, flax dresser of Leeds, in Sheffield, and William Pinder in Birmingham. Crossley was later discharged for lack of evidence, but Pinder had some of the money in his possession when he was taken. Back in Leeds, Inspector Child also 'felt the collar' of Thomas Robinson, of Holbeck, and he and Pinder were placed in remand.

However, the rest of the story belongs in the Spring Issue . . . .



A last look at the Moor Road Station area in 1993. Photo: Keith Hartley

**LATE AGAIN!** The Editor apologises, yet again, for the late arrival of *The Old Run* - once again due to late reports which, having arrived, got tangled up with Christmas. However, lateness of publication does enable us to have an account of the highly successful *Thomas* event, and some up to date photos (until the end of December all I had were some very interesting but decades-old archive photographs). Many thanks to Tom Heavyside for sending two rather more up-to-date photos, to Ian Smith, for producing a hot-off-the-press account of Thomas's New Year Party (even if he did forget to post it afterwards), and to Keith Hartley, whose three photos of that event arrived several days before Ian's account.

**AND FINALLY - A VERY HAPPY NEW YEAR TO ALL MEMBERS!**

## MIDDLETON RAILWAY TRUST LTD.

(Limited by guarantee and not having a share capital)

Registered Office: The Station, Moor Road, Leeds LS10 2JQ. (Telephone No.: (0532) 710320)

Registered Company No. 1165589

Registered Charity No. 230387

### Vice-Presidents

J.K. Lee B.E.M., Dr. R.F. Youell

### Chairman

I.B. Smith, 87 Cottingley Towers, Leeds LS11 0JJ. (& School Days Organiser) (0532) 711089

### Secretary

A.J. Cowling, 2 College Street, Sheffield S10 2PH. (0742) 683812

### Treasurer

S. Holdsworth, c/o Middleton Railway, Moor Road, Leeds LS10 2JQ. (0532) 710320

### Council Members

N.A. Brampton, 81 Bradford Road, Wakefield WF1 2AA. (0924) 374630

J.A. Cowling (Mrs.), 2 College Street, Sheffield S10 2PH. (Council Secretary) (0742) 683812

A. Gilchrist, 2 Highfield Crescent, Barlby, Selby, YO8 7HD. (Publicity Officer) c/o (0532) 710320

W.B. Hall, c/o Middleton Railway, Moor Road, Leeds LS10 2JQ. (Yard Manager) (0532) 710320

D. Hirst, 72 Farm Hill North, Leeds LS7 2QB. (0532) 748503

R. Lodge, c/o Middleton Railway, Moor Road, Leeds LS10 2JQ. (0532) 710320

A. McKenna, c/o Middleton Railway, Moor Road, Leeds LS10 2JQ. (0532) 710320

D.R.C. Monkton, 22 Red Hall Avenue, Leeds LS17 8NQ. (0532) 659441

M. Plumb, 69 Haigh Side Drive, Rothwell, Nr. Leeds. (Traffic Manager) (0532) 827106

S.J. Roberts, 7 Hayton Wood View, Aberford, Leeds LS25 3AN. (0532) 813626

M.A. Scargill, 31 Victoria Walk, Horsforth, Leeds LS18 4PP. (Membership Sec.) (0532) 585068

V.M. Smith, c/o Middleton Railway, Moor Road, Leeds LS10 2JQ. (0532) 710320

### Exhibitions Manager

D. Plummer, 44 South Broadgate Lane, Horsforth, Leeds LS18 4AG. (0532) 581851


### Sales Manager

V. Hirst (Mrs.), 72 Farm Hill North, Leeds LS7 2QB. (0532) 748503

### Subscription Rates

Full Trust Members	£7.50
O.A.P Trust Members	£4.00
Junior (M.R.A.) Members	£4.00
Family Associates of Trust Members	£0.75
Life Membership	£95.00





**Pilkington**

of Typefaces - Artwork & Graphic Design  
Desk Top Publishing Service  
Wide Selection

Letterheads  
Business Cards  
Compliment Slips  
Invoices  
Delivery Notes  
Statements  
Purchase Orders

Printers of:

- Brochures
- Leaflets
- Club Magazines
- Year Planners
- Desk Top Pads
- S/A Labels
- Posters
- Mail Shots

**BUTTERWORTH & PILKINGTON LTD**  
Albion Street, Morley, Leeds LS27 8DU. Telephone: 0532 532411. Fax: 0532 520106

## PAINTING & DECORATING?

For Interior and Exterior Work Contact:

# WILLIAM HOLLIDAY

5 LONGFIELD DRIVE  
RODLEY  
LEEDS LS13 1JX

TELEPHONE: PUDSEY 0532 579639

Published by The Middleton Railway Trust Ltd., Moor Road, Leeds LS10 2JQ  
Printed by: Butterworth & Pilkington Ltd., Albion Street, Morley, Leeds LS27 8DU. Tel: 0532 532411