

The

OLD RUN

Journal of the Middleton Railway Trust

No. 216 September 2012



200 Years of
Steam!

The
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No. 216
September 2012

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The Editor welcomes contributions - photographs, articles, news items and letters - relating to the interests of the Trust and the operation of the Railway. Items for publication are acceptable in any format and may be sent via CD, post or email. Photographs can be sent in any digital format or as prints, which will be returned. Opinions expressed by contributors do not necessarily reflect those of the Middleton Railway Trust Ltd., Middleton Railway Association or the Editor.

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Editorial

Despite the poor summer from a weather point of view, the Middleton Railway has had a good year, with both passenger numbers and income up on this time last year. The highlight must be the very profitable 200 Years of Steam Gala in June, but there have been many other memorable days. Reports in this edition about our presence at Railfest and the visit of a German TV crew to the Gala explain how such events help spread the word about our railway to the outside world. Continuing good publicity in the specialist press and elsewhere highlights to the preservation movement and beyond that we are unique, not only from the perspective of history, but in the friendly and inclusive way we treat visitors.

As noted in the last edition of The Old Run, Howard Bishop has decided to stand down as Editor. Howard first got involved in producing the journal in January 2003, and as a result, we've enjoyed almost 10 years of continuity of production of The Old Run, for which he deserves a vote of thanks. We look forward to seeing him down at the Middleton Railway whenever he visits Leeds.

I am always grateful for any contributions to the magazine. Deadline for the next issue is the **15th November 2012**. All contributions, articles and photos may be emailed to: theoldrun@gmail.com

Graham Findley
Editor

Front Cover - A shot of the Steam Elephant, taken on Sunday 24th June 2012, showing a member of the public enjoying the 'Driver for a Fiver' experience.

Andrew Johnson

From the Chairman

I think the best way to describe this report is sweet and sour. The sweet was very sweet, our 200th Anniversary of Steam Gala on the 23rd & 24th June. If you missed this event then you probably missed the best ever event put on by Middleton Railway. The three visiting locomotives, plus the target of steaming 200 engines over the weekend seemed to appeal to people's railway interests. We were fortunate to have the Dewsbury Bus museum provide us with a vintage bus service between Leeds bus and train stations and Moor Road. The first bus arrived on Saturday morning full, and so did the second and so on, it was quite unbelievable the support we got.

Not only did people support us from all over the country, but they went away happy, many taking the trouble to email and write to say what a great time they had at Middleton. This event was created and organised by quite a small number of our younger volunteers and all credit must go to their "out of the box" approach to the way they handled it. Few members will realise that over twelve months planning went into the event. To everybody involved a big thank you and very well done.

May I also take this opportunity to thank the companies that sponsored the event, those who came along with steam engines large and small to make it such a wonderful weekend. Thank you all.

Unfortunately I have to move from our high point of the year to a very low point. I mentioned in the last OR that we had been visited by metal thieves and some had been arrested with our property on their pickup truck. We thought, quite wrongly, that this was a good thing getting criminals arrested. What we were not prepared for was the request to pay £1000.00 to get our property back. Yes, you have read that right, three zeros. The pickup truck was seized by the

police and taken to their pound, run by a private company. The pickup truck had to be released as it could not be proven that it had been used in the burglary. Because there was no prosecution the police paid the charges associated with that vehicle. When the vehicle was released back to its owners our goods were kept behind. They then accrued a daily storage charge of £20.00 per day!

We fought against this and with the help of our MP Hilary Benn, we managed to get the cost down to £200.00. These costs were agreed with the police who went away saying they would arrange the release of our goods. We then got an email from the police giving us 27 hours to collect our goods, after that a storage charge of £20 a day would be added.

How I ask, can a bunch of volunteers organise a vehicle and a team to go and collect this stuff at 27 hours notice. The answer is we can't. I am not supposed to be political here, but, what criminal justice system????

Leaving that miserable episode behind us, to more pressing needs. The Santa Season will soon be upon us, and then 2013, we do still need more volunteers to come and help in the shop area for both Santa and next year, if you want to give it a go please come and enquire at the shop/ticket office.

Finally, in the last OR I mentioned about us looking at ways to save on postage, and in particular using email, thank you to the four members who responded, but, we do need a little more feedback please, if you forgot to respond! Also can I remind anybody who has not yet renewed their June membership to do so ASAP, we don't want to lose you!

Andrew Gill
Chairman

200 YEARS OF PLANNING

(or what happens when you get a 'good idea')



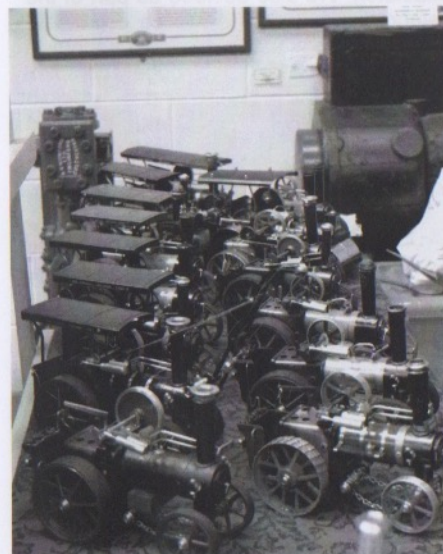
Following on from our endeavours at the MSC gala in 2010, Andy Hardy and myself volunteered to take on the organisation of the gala in 2012, this time a celebration of steam's bicentenary at Middleton and Blenkinsop's pioneering achievements. We had learnt some lessons from previous events and thought we had some good ideas about how to attract a wider audience.

LOCOS

Firstly, we had to deal with visiting locos, the core to any successful gala event (or so we thought) and obtain the funding for said locos. We went back to Leeds Brewery for sponsorship who kindly agreed to help us again while I also explored other avenues. Although many companies are currently struggling I did manage to secure the support of Greyhound packaging, a firm

based just down Beza Road. The Council's only stipulation was that we obtained a replica loco close to Blenkinsop's *Salamanca* and this was achieved via an exchange with Beamish Museum for No. 67, which visited them last September. We also wished to operate several other vintage locos and Furness No20 seemed like an ideal candidate. Initial concerns over its size were put aside after careful measurement and its visit marked the first tender loco in preservation on Middleton metals.

A third visitor in the shape of the VCT's Bellerophen was negotiated with the assistance of Ian Smith and so we had our gala line up. This was bolstered later in the year by the arrival of Slough Estates No3....seven locos in traffic, this was going to be big!



200 IN STEAM

Now muggins here decided this wasn't quite enough, this needed to be a celebration of steam not just a big gala - and the theme of 200 came to mind....why not have 200 steam locos operating over the weekend? I set to contacting various groups and individuals who I thought could help. Eventually two 16mm narrow gauge layouts were secured, several exhibitors of Mamod and Wileco toy steam models and even 00 gauge live steam operated by a Reverend from Pontefract....they come in all shapes and sizes, these enthusiasts! The latter only came about via a chance conversation at a model show in September 2011, another example of just how long the planning has been going on. I had to fit all this in and it took a great deal of careful planning, as whatever locos came out of the Engine House also had to be found a home. In the end, assisted by my cardboard train totaliser provided by Greyhound staff, we racked up over 400 steamings inside and out.

Part of this total was provided by Leeds and District Traction Engine Club who pulled out all the stops to bring me no fewer than 7 different vehicles over the weekend. Again, a huge challenge was faced trying to stable these overnight, unload them

and manoeuvre them around the site. The star of the show was undoubtedly a huge Aveling dating from the 1870s and probably Britain's oldest steamable road locomotive. I remember panicking rather when one of the lads phoned me up 2 weeks before the event to announce he was bringing two Fowler traction engines as well as his steam lorry and he was sure I could find space.....I wasn't..... but we did and what a magnificent sight it was. These full size exhibits were supplemented by models in various scales over both days and these provided entertainment for our younger visitors especially. The car park benefited from the considerable winter works and dealt well with the deluge a few days before the event.

BUS SERVICE

As the event grew closer Kris Ward suggested we should think about having a vintage bus service from the city centre to the railway over the weekend and that it could run via the Leeds loco building sites. With the help of the Dewsbury Bus Museum and his considerable knowledge of local history we mapped out a route one night...realising later that my car and a double decker bus may have slightly different



clearances, we went back for a second trail run! I must admit to being slightly sceptical about the need for a regular bus service but when the first bus of the weekend arrived full to capacity at 51 people I was overjoyed. The bus carried approximately 370 people over the weekend and cemented a positive relationship between the bus museum and ourselves for future events.

On top of these attractions we had a bar (organised by Mark Calvert) a food van (organised by Naomi Collett) and workshop tours (kindly manned by Malcolm Johnson and Dave Hector). All these attractions proved very successful, the bar last time sold 35 pints but this time we'd sold out of Middleton Pioneer after the first day and shifted around 250 pints over the weekend. Likewise, workshop tours have always proved popular but at one point we were running three an hour as we had sixty people waiting to see 'behind the scenes'.

You may have also noticed the 'uniform' of a rather fetching (and practical!) black top with yellow logo. The design of the logo (again thanks go to Naomi Collett) was used to 'brand' the event as a whole. It was Richard Stead's idea to commission the garment and proved hugely popular with members and public alike; it gave a really smart appearance to many people who were staffing the gala on the day. Of course the inspiration for the logo came from the famous Blenkinsop rack wheel that characterised the early locos at



Middleton. We also decided as part of the celebration to create a replica cog wheel and David Cook set to making a pattern. A hugely complex and skilled task, the end result was quite fantastic. It is now on display in the Engine House for all to see and tells

the story of not only our past but also our present efforts to preserve our history.

PUBLICITY

Trying to coordinate such an event was a huge challenge but due to many people's offers of help and support (I have mentioned just a few in this article) it all came off in the end. Advertising was vital and the website had well over six thousand unique hits by the time of the event and our presence at Barrow Hill in April and Railfest in early June (thanks again to Andy and Naomi!) undoubtedly increased our exposure to the public and enthusiasts alike.

It is almost impossible to put in to words how proud I felt on the Saturday morning when queues were out of the door, trains were full to standing and the whole team were working together. This is undoubtedly the biggest achievement of my time at Middleton and working with Andy and the whole team was a pleasure and privilege.

Special thanks must go to Andrew Gill who (after testing our plans thoroughly) was hugely supportive of such a young team organising such a big event. Understandably we had our critics and had the railways name in our hands but I felt that in the end most feedback was very positive. We are all volunteers and seeing other 'professional' organisations handling such events makes me realise just what a fantastic organisation we have and how lucky I am to be part of it...here's to the next 200 years!

John Linkins

The German Connection



In June 1812, the world's first commercially viable steam locomotive started work on our railway. All MRT members obviously know that! Two years later, the locomotive was seen by a Prussian government agent, who immediately wrote to Berlin, advising his superiors that it would be a good idea to send someone over from the Mines and Foundries Administration, to have a look at it.

Herr Krigar and Herr Eckhardt duly arrived, were also impressed by what they saw, and on their return to Berlin bearing technical details, they were ordered to construct two locomotives at the Berlin Royal Iron Foundry, to the same design. The first of these was completed in June 1816, and was very successfully tried out in the foundry yard.

Sadly, on its arrival at its intended workplace in east Prussia, it was found that its track had been built to the wrong gauge and, the workforce being extremely suspicious of the new technology, it eventually was converted into a stationary engine. The second locomotive, sent to work in west Prussia, could never be made to work efficiently there, due to steam

loss, and it was sold to become a stationary engine. However, despite their ultimate failure, these were the first steam locomotives built on mainland Europe, let alone in Germany itself.

As a long term fan of the German SWR channel's excellent Eisenbahn Romantik programme, I've heard it said in a few of their editions that *Der Adler*, sent from Newcastle in 1835 to work on their Nuremberg-Fürth Railway, was the first German steam loco. Last summer, I decided to put this right, clicked on their website's Contact button, and told them about their 1816 Berlin locomotive and where the design for it had been obtained. I pointed out that 2012 would be the 200th anniversary of our own first loco, that we were planning a big event to celebrate, and I wondered if they had 2012 completely planned?

To my delight (and surprise), after a brief exchange of e-mails, they announced that a production team actually would come to our 200th Anniversary Gala...

... and so they arrived on Thursday 21st June: Producer Susanne, Cameraman Joachim, Sound &



Cameraman Michael, and Assistant Magdalena. They'd linked the Middleton visit to filming at other railways, in South East and South West England, where the rain had poured incessantly. They probably were heartily regretting the decision to visit England by the time they reached us in the same sort of weather! Initially we all (including Kris Ward) went to the Round Foundry, and the team filmed around the remaining original buildings, in the pouring rain. By then, it was obvious that this was not a good day to go film the Hunslet locomotive-building area as had been

planned, so the remainder of it was spent indoors or on the train, though Steam Elephant got plenty of camera attention whenever the rain slackened. A couple of 1812 event descendants arrived also, and were interviewed – Paul Thompson (a descendant of Matthew Murray), and Piers Brandling-Harris (a descendant of landowner Charles Brandling – who had had the railway built, 54 years before its first locomotive started work). During the course of the weekend, other descendants visited – Piers' brother Julian, Geoff Nunns – whose ancestor was one of the



5 men who went to fetch Salamanca from the foundry (and is also thought to have been the 'model' for the famous Collier engraving), and Diane Dryden, a Murray descendant, and long term MRT member. We still await the visit of our last event descendant, Trevor Swift (descended from 1815-17 locodriver George Hirst) – but Trevor was on holiday in June.

On Friday morning, after filming the disembarkation of guest loco *Furness Railway 20*, the crew settled for another largely indoors day. Finally, after two days of pouring rain, the weather could not have been better for the Anniversary weekend (well, apart from one short shower). At last, the crew could film outdoors, and there certainly was plenty to film, with frequent trains working with different combinations of locos, goods specials, the wonderful Steam Elephant, a vintage bus service, road steam engines, etc. etc. Some still photos taken by Susanne can be seen on EBR's website at:

<http://www.swr.de/eisenbahn-romantik/-/id=98578/nid=98578/did=10001524/pv=gallery/1ry03wg/index.html>

After the programme's broadcast on 26th August, a video of it will be available to

view on computer. Their video list is at:

<http://swrmediathek.de/tvshow.htm?show=baef4e80-9bdc-11df-b44d-00199916cf68>

and the Middleton film is called '200 Jahre Dampfeisenbahn in Leeds'.

Our German friends certainly gave us far more attention than any British TV company ever has, this year or in the past. UK TV never bothered to visit the 200th event, not even our local Look North or Calendar teams, who were too busy chasing the Olympic Torch around the area. Susanne promised to send a DVD of the EBR programme, which will be shown at Moor Road. Hopefully, the TV broadcast and on-line video will find us some new international friends, and potential visitors (they have devoted fans in many other countries beyond Germany, including the UK).

Many thanks indeed to all the Middleton and other railways' workers, Dewsbury Bus Museum workers, and road engine workers, who so patiently helped facilitate the filming!

Sheila Bye

An interesting addition to the 2012 Gala was the introduction of bus services. The bus route provided a useful connection between Moor Road and the train and bus stations in Leeds city centre. On it's way to the railway the bus also took a little detour to visit some of the surviving engine works sites to make it an interesting round trip from Moor Road for anyone who had arrived by car.

Previous attempts to have a bus connection at galas have hit problems of red tape that gets thrown in the way, however a few conversations with friends in the bus preservation movement gave us hints on how these obstacles are overcome, it also got us in touch with the Dewsbury Bus Museum who would provide the bus.

A rough map was drawn up and one evening myself, John Linkins and Steve Hurley from the bus museum went around this route in a car to work out timings and check the route's suitability for the bus.

In the Holbeck area we had to double back and check a bridge height in case we'd used a double decker. Having driven round the area a couple of times at the speed of a vintage bus for our timing run some of the local 'self employed' ladies must have thought they were going to get some business. With the timing run done John produced the timetable and I produced a map and sightseeing leaflet to accompany the trip.

THE BUS

The bus provided was an ex West Riding Leyland Panther from 1967. This too has it's own connection to our local engine building industry. The bodywork was constructed by Charles Roe of Leeds. Charles Roe began in business in a yard close to the end of our Balm Road branch building trailers for J&H McLaren traction engines, as well as bodywork for that firm's venture in to

the commercial vehicle market. The firm also made bodies for Char-a-Bancs, forerunners of the buses we know today. A couple of interesting ventures in to the railway market were the bodywork for Hudswell, Clarke's Spurn Head rail bus and for the Model T Ford based rail buses used on the Derwent Valley Light Railway. A couple of Leeds trams were built by Roe, one of which was preserved at the Middleton Railway in the 60s (before the local youths got to it) the other survives at Crich.

Roe soon expanded and set up a works in Crossgates which was still making buses under the Optare name until a recent move to Sherburn in Elmet.

An article about the local bus making industry has been produced for the Leeds Engine website and can be found at www.leedsengine.info/leeds/histbus.asp

ON THE DAY

We had two drivers from the bus museum over the weekend. The unusual gala crew turn of 'bus conductor' was taken by Richard Linkins on the Saturday and myself on the Sunday. I did ride on the first couple of buses on the Saturday before spending the afternoon playing with, erm, operating miniature steam engines.



We weren't sure what to expect in terms of bus loadings, in fact Sheila Bye came with us to act as an 'extra' for the German TV film crew if we didn't have any real passengers. (the story of the German TV program will be covered in the next Old Run, by which time you should be able to watch the show itself on their online archive). As it happened we did have passengers, lots of them! There were plenty at our first call at the bus station, at the railway station we saw back of the queue before we'd even turned off City Square. We just managed to get everyone on and our first bus returned to the railway full to capacity. The second bus was also pretty full.

The role of the bus conductor involved going round the passengers with a bucket, we had a suggested donation of £1 to cover the costs of running the bus and the guide leaflet for the former engine works sites of Holbeck and Hunslet that we passed on the route. There are still some left over copies of this leaflet in the shop if anyone is interested in reading more about the sights along route the bus took.

It seemed that our planning paid off pretty well and the bus kept to its times well. One tweak we implemented on the Sunday was to run the bus every hour following feedback on the Saturday that the afternoon gap in the service was too long. We had expected far fewer people so we hadn't wanted to run too many trips and waste money covering fuel costs for empty trips. Only one of these extra trips didn't carry a dozen or more passengers and that

was around lunchtime. As it happened we still brought in one extra passenger who certainly wouldn't otherwise have come to the gala. With Steve Hurley driving and myself as conductor (ironically doing similar roles to what we both do for a living on Northern Rail trains) we recognised one of our work colleagues walking near the station. We were empty at the time and pulled over to ask if he fancied a ride, he ended up staying with us to the railway and buying a ticket. On his return that evening he and another mainline railway colleague requested an additional stop at the Duck and Drake pub in town so we had another bit of flexibility in the plan there too.

The loadings on the Sunday were a lot more evenly spaced out and by the sound of it this must have must have been much more pleasant, a couple of the Saturday evening buses back to town had been full to capacity. The Sunday loadings were a lot lower than those of Saturday though, perhaps something to do with the better public transport connections available on a Saturday.

The donations we took on the bus more than covered the costs incurred running it and when you consider that with well over 250 bus passengers over the weekend, even if only half of these wouldn't have made it to the railway gala without a bus link it still brought us a lot of business in. Hopefully buses might become a regular feature of our future galas.

Kris Ward

On The Buses



Preserved West Riding Leyland Panther PSU1/1R in Leeds on the 23rd June 2012 (Kris Ward)



The Leyland outside Moor Road station (Kris Ward)

Model Railway Exhibition



A nice shot taken at the Model Railway Exhibition on the 30th June 2012 (Chris Nicholson)



Two Middleton wagons make a fine sight (Chris Nicholson)

THE MODEL RAILWAY EXHIBITION

From humble beginnings in 2007 the Model Railway Exhibition is now a significant feature in the Middleton Railway calendar. Planning for the 2012 event started as the 2011 event finished. I now have a group of local modellers who are happy to bring along layouts, mainly for the pleasure of supporting the Railway. As the 2011 event closed various people asked to be included in the invitations for 2012 and there were also some invitations carried over for people who could not make last year. I generally start thinking about the following year's event around the previous December so that people can get us in their diaries. I try to include a variety of scales and gauges and I am lucky that the 'regulars' can muster this from within their own layout selection. I also try to pick up some local layouts from exhibitions in and around West Yorkshire. The event does not have a budget as such so I try and get people who will not require too many expenses!

INVITATIONS

I finally managed to get the invitations issued in the first week of January and actually invited 16 layouts as well as three traders. I generally expect a few refusals but this year everyone accepted! This took a significant number of e-mails and phone calls but after a few sketch plans that ensured we could get everyone in I was ready to spend the publicity budget that we don't have...!

Fortunately the Railway modelling community is fairly electronic so a few forum postings and e-mails to four of the mainstream railway modelling magazines in their free (hurrah!) exhibition listings ensured that the word was out there.

Normally the Friday before the event is spent emptying around 200 feet of siding space in The Engine House and cleaning the floor of oil. This year we were lucky(!) as the previous weekend was the 200 Years of Steam gala, so the cleaning (and some of the shunting) was already done. I was very fortunate this year in that there were sufficient committed volunteers at Moor Road who had been very involved in '200' who were also heavily involved in the Exhibition – they know who they are and to avoid missing someone I thank them all!

We generally do a final tidy up on the Friday morning before exhibitors and traders start arriving at lunchtime. Around half of them were set up by 21:00 Friday evening before we lock up and go home – unless you can't set the alarm in the Engine House.... Once this was sorted I managed to get home just the right side of midnight and special thanks to Andy Hardy for his efforts beyond the call of duty on the Friday night.

THE BIG DAY DAWNS

Saturday morning saw the last few traders and exhibitors arrive and set up ready for the 10:00 opening – sounds very easy but the last minute hitches of setting up always make for an entertaining hour or two at this stage...

A good variety of layouts were on show in 2012. The Conference Room upstairs features the lighter side of modelling thanks to some friends from The Tri-ang Society. This year both OO and Big-Big (O gauge from the late 1960s) was on display and my daughter Polly also brought along a selection of Tomy Thomas and interactive Duplo for children of all ages.

In the Engine House you could visit an Engine Shed based on Leeds in the 1950s/1960s, the West Coast main line in the present day, American



mining country, behind the British lines in 1918, the Emmett cartoons brought to life, the Midland Railway, Lothersdale in BR days, Scotland, Woodhead in the 1980s, Austria and in the shop you could just watch the trains go by in Andmidown Town. If all that was a bit too serious for you then vintage O gauge Hornby was also on show. Once you were bored with all that then there was a chance to browse the wares of Realtrack Models, DC Kits, Keith's Model Railways and The Leeds Transport Historical Society.

VISITORS

There was a good turnout of visitors on Saturday but Sunday was slightly quieter. Considering the deluge of visitors that we had had the previous weekend the fact that the overall income was only £100 down on 2011 was very good.

A special word of thanks at this point to Mrs Dobson for her efforts in feeding the exhibitors, also to Polly the trolley dolly...

Closing time at 17:00 on Sunday sees the exhibitors and traders out much quicker than they came in – just as well as the faithful few can't start shunting until they have all gone. There is just as much to do after the doors shut as we need to be ready for normal services to resume the following weekend. I am immensely grateful to those who stuck it out to the bitter end to see everything back to normal.

We locked the site up at 20:00 which was a 30 minute improvement on 2011 – the session from 17:00 to 20:00 does indeed prove the 'many hands make light work' principle. Thanks to everyone who contributed in any way to make the 2012 Model Railway Exhibition the success it was. If anyone has a layout they would like to show in 2013 then please contact me on 01274 613687 (evenings only) or ian.dobson9015@btinternet.com.

Ian Dobson



A busy scene in the yard on Sunday morning



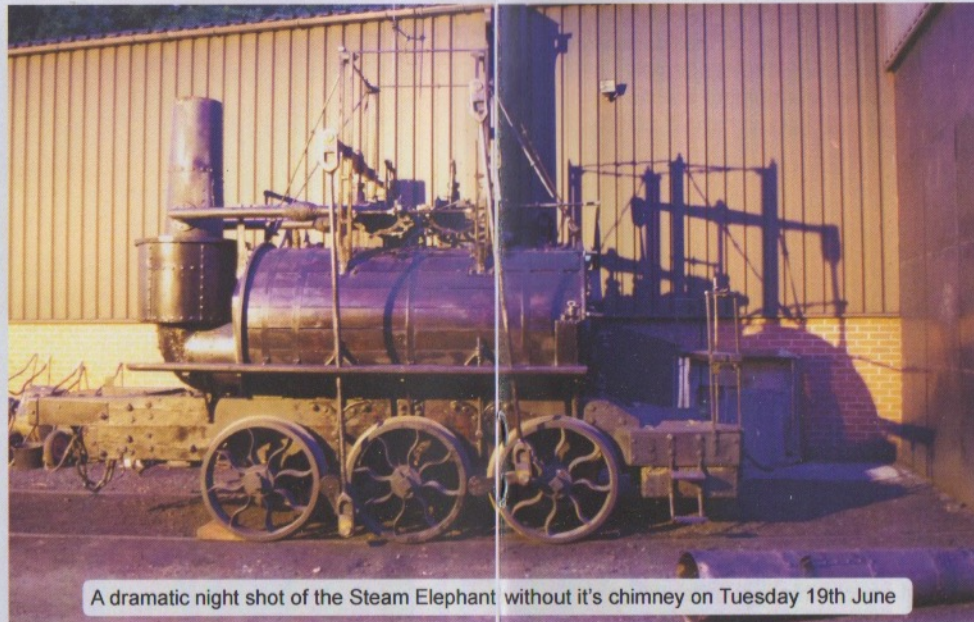
No. 20 awaits Bagnall 2842 from Balm Road



Andrew Plumb pilots a triple header, Sat pm

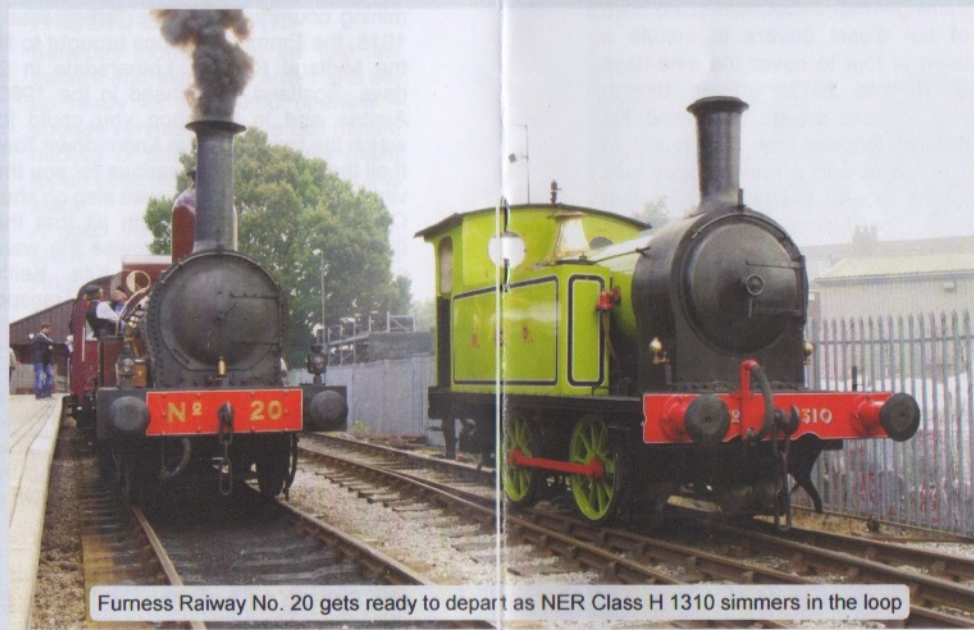


A genial Mike McPeake on board the Bagnall



A dramatic night shot of the Steam Elephant without its chimney on Tuesday 19th June

2012 Gala Glimpses



Furness Railway No. 20 gets ready to depart as NER Class H 1310 simmers in the loop



Bagnall 2842 ably deputised for Bellerophon



David Hebden has to duck to fit inside Slough



The car park was also full of steam engines!



The two Mannings double headed for the 1st train



Some of you may remember our contribution with Matthew Murray at the first Railfest in 2004 and it was a pleasant surprise when we were approached by the NRM for two of our vehicles to appear at 'Railfest 2012' – Courage (aka Sweet Pea) and the 'Middleton Colliery' wagon.

With the theme for Railfest 2012 being Record Breakers, Courage was requested as it is the smallest standard gauge working diesel and the NRM wanted it to top and tail with a small tank engine on their second running line, the wagon was requested to join Courage in this train.

After a few months of negotiations, the day came in May when the vehicles were collected and delivered to the South Yard – soon to be transformed into the Railfest 2012 site. Under the watchful eye of our Traffic Manager and one of our Drivers, Courage was unloaded and was soon travelling up and down the yard assisting with some shunting of vehicles, a

Mark 1 coach amongst other things, just proving how strong our little engine really is – to the amazement of some NRM staff members!

Now on site, some additional driver training was undertaken for three of our diesel drivers to enable a team of four to cover the nine days of Railfest 2012. Even though one of these drivers is an avid 'No Kettles' follower, he was found in The Depot with a rather happy look on his face at the tank engine that would be tailing Courage's train.

Whilst the Traffic Manager was concentrating on Courage, the Wagon and the Crew for Railfest 2012, I was busily enlisting fellow members to help man the Middleton stand in the Rail Arena marquee. With 18 members stepping forward to help and the H&S paperwork completed, we could all look forward to Railfest 2012.

And what an event! For those of you who went, I think you may have been as amazed as I was at the selection and variety of vehicles that had been

gathered for Railfest 2012. It was brilliant to see Courage moving alongside the Class 37 which was topping and tailing on the main running line with City of Truro. In the end it was decided that the Middleton Wagon would be used for one of the Artists in Residence – David Charlesworth – as his platform to view and paint some of the line up, so it was removed from the train and placed in front of Tornado and behind Princess Elizabeth.

From both Courage and our stand, we had many interesting and enjoyable conversations with visitors, volunteers and staff members. It was pleasantly surprising the number of people who were telling us about our



upcoming '200 years of Steam' gala and equally as pleasing the number of people who we talked to who wanted to come to the gala, and those who bought tickets from us in advance!

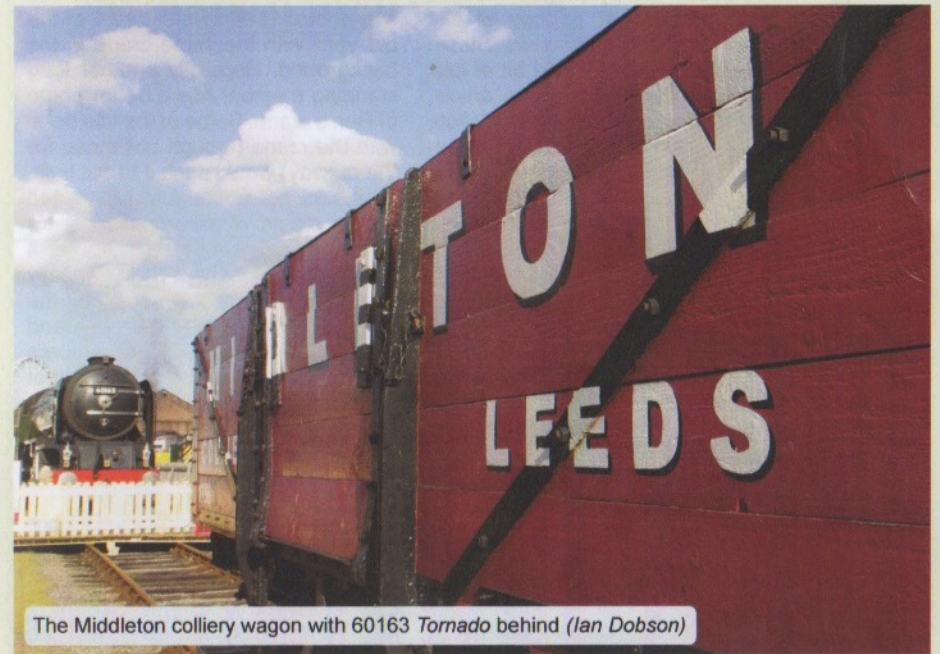
Both Courage and the Middleton Wagon are enjoying a prolonged stay at the NRM and can be found in The Depot in South Yard until September when they return.

So all that is left to say is a massive **Thank You** to all of the members who help make our presence at Railfest 2012 known in our rather important anniversary year!

Naomi Collett



Housed in the depot, awaiting their turn (Ian Dobson)



The Middleton colliery wagon with 60163 *Tornado* behind (Ian Dobson)



Hunslet 1786, *Courage* alongside Class 37 prototype D6700 (later 37119) (Ian Dobson)



Topping and Tailing at Railfest (Ian Dobson)

The other day, just by chance, I looked at and then bought a copy of Old Glory to read about Yorkshire Steam Crane Builders. My second bit of luck was to meet the author of the article, Alan McEwan, at an event in Bolton, where I obtained permission to re-publish the accompanying photo and article (*opposite*), which I hope will be of interest to long standing members like myself (I joined the MRT in 1969). The terrace of houses in Garnet Road have not changed much except for the addition of dormer windows to the roofs. What I found of particular interest is that King's Foundry had not yet been built, the land seems to be used as allotments and for keeping pigs. Also the crane hauling the boilers is what is remembered as 'Ben's Crane' - but when it was still steam powered. Now and again Ben would lift the

saddle tanks on & off our locos. The two photos (*below*) are views of the old yard with the same crane in the background. Hopefully another long standing member has a better photo of Ben's crane. Some of the lifts done with the crane (though not those for the railway) would push it to the limit, so it was not unusual to be alerted by the sound of the crane's wheels dropping back onto the track after it had been overloaded! So eventually it was no surprise for me to find the crane with the jib pivots broken and shunted to one side. Older members may be interested to know that Malcolm Midgley (Gumley) is enjoying his retirement in New Zealand & that Rupert Lodge has just emigrated to Perth in Australia.

Ben Cooper



INDUSTRIAL HERITAGE



Below Ltd shows crane shunting a long rake of railway wagons loaded with Lancashire boilers built by Clayton, Son & Co Ltd, Leeds.

By far the largest number of steam cranes of all types were designed and built within a relatively small area of Leeds, as Alan McEwen discovered.

BALMFORTH BROTHERS LTD PEELING FOUNDRY, RODLEY, LEEDS.

One of Yorkshire's lesser-known steam crane makers, Balmforth Brothers, was established in 1864 by William Balmforth, who formerly had been in partnership with Thomas Smith, one of Rodley's most enterprising and innovative engineers. William Balmforth's engineering business, though remaining modest in size, nevertheless gained a well earned reputation for building robust, yet small, steam cranes. However, due to a national demand by railway contractors and civil engineers for small standard gauge and narrow gauge locomotives, by around 1875, Balmforth decided to extend his product range by venturing into locomotive construction. The firm only built a small number, which were vertical boyled 0-4-0's with inclined cylinders, outside frames, and with round section connecting rods. Unsurprisingly, the designs of these components were exactly the same as those fitted to the firm's steam cranes. William Balmforth died c 1880, and the firm was then managed by his executors until 1897, when his two sons took control, thereafter changing the company name to Balmforth Brothers Ltd. The revamped firm of Balmforth Brothers Ltd is recorded to have built a number of small steam cranes for quarries and civil engineering contractors engaged in building reservoirs; the firm also specialised in building Scotch derricks. Balmforth Brothers Ltd crashed in 1916, the company assets being quickly acquired by Samuel Butler & Co Ltd who had also, at this period, taken over another engineering firm who possibly built a small number of steam cranes: Joseph Stowe of Stanningley. Balmforth's order book, goodwill and crane-making expertise were amalgamated with Stowes to form the foundation of Samuel Butler's crane building company.

LOCO NOTES

How things change in a couple of months! In June, we had our 200th anniversary gala with seven locos in steam. Two months later and we are essentially down to one steam locomotive to run the service! Hopefully, this situation won't last for too long but for the detail, read on.....

1601 MATTHEW MURRAY

Matthew Murray has been performing very satisfactorily but a steam leak from under the concrete in the smokebox was noticed at the beginning of July. Removal of the concrete confirmed our initial fears that the passage to the steam chest was once more holed. A similar thing had happened in 2008, leading to its premature withdrawal for repairs. On that occasion, we were able to effect what is known as a stitch repair of the cast iron. However, this time, our friendly metal-stitching specialist gave a thumbs-down to a similar repair as the surrounding metal was too thin. At the moment, the only practical solution that we can think of is to make a cover plate to provide a patch but we have to be able to satisfactorily attach it to the cylinder block and that is not going to be an easy task. The reality is that the cylinder block is life-expired and the only effective long term solution will be to replace it. For the present the loco sits rather forlornly in the workshop.

No. 6

We have so far machined one of the four crankpins using our home-built machine but pressure of other work has prevented both the other crankpins from being machined and the bearing brasses from being machined up to suit.

1210 SIR BERKELEY

Sir Berkeley saw some service during June and August but the

weather has not really been at its most suitable. Crews get soaked to the skin on wet days and well roasted on the sunny days! Due to problems with the Vintage Carriages Trust's other locomotive (Bellerophon) Sir Berkeley was unexpectedly requested to deputise for it and found itself at the Midland Railway Centre at Butterley at the end of August. However, it returned from there with a badly damaged axle and bearing and will need these sending away for specialist repair.

No.11

Again, there has been no significant progress with this loco in the last couple of months although time has been found to manufacture and fit the new bolts for the horn guides. These have to be a tight (hammer in) fit in the holes to ensure there is no movement between the guides and the frames and each bolt is essentially individual to the hole that it goes in.

No.1310 (NER H)

It would be good to report that 1310 was running well but this has not been the case. The steam brake has never been a good one and only works effectively at higher pressures. Following complaints from drivers this has been investigated. An immediate find was that, when the handbrake was wound fully off, it effectively prevented the steam brake from being fully applied. We now have a general arrangement drawing of the LNER Y7 which, although differing in detail, indicated that the hand brake column was fitted too low on the cab back. Raising this to the correct height eliminated this fouling, which was considered to be the problem, but tests did not show much improvement. A pressure gauge was then fitted to the brake cylinder and this showed that very little pressure was getting through to the cylinder. Attention then turned to the steam brake valve, which was from a Sentinel steam locomotive and

designed to work at much higher pressure. (1310 was not built with a steam brake and this was added after it came to Middleton.) It was considered that the valve was too small and throttling the steam supply so it was decided to fit another brake valve from our stock of spares. This one was originally from a Bagnall locomotive and acquired some years ago. Fitting this required the pipework to be modified and an additional support bracket to be made.

As if the brake problem was not enough, the regulator was becoming stiffer and stiffer to open. Investigation of this revealed that the lug on the operating rod was fouling on the actual valve when it was being opened.. This led to a lot of head-scratching as to why. Eventually it was realised that the regulator rod was not quite in the right position but there was nothing stopping this happening, which confused us even more. We do not have detail drawings of the regulator but a close study of the general arrangement drawing showed what looked like a collar on the shaft which would locate it in the correct position but there wasn't one on the shaft. We can only think that the contractor overhauling the boiler removed it and failed to replace it when it was put back together. This has been rectified and the regulator now works easily.

All this work was up against a deadline as we had agreed to requests for the loco to visit various places in the north east, starting with Beamish immediately after the August Bank holiday. From Beamish it will go on to Tanfield for their gala before a visit to Locomotion at Shildon. If all goes to plan, 1310 should be back with us by the end of September, just in time for its annual boiler inspection.

1544 SLOUGH ESTATES No.3

'The Slug', as it has been affectionately (?) nicknamed, has settled in well and has been a regular performer throughout the summer. It has needed little in the way of attention although its propensity to drip large amounts of oil and water over the Engine House or workshops floor have not endeared it to those who have to keep these places clean! The leaking rivets in the smokebox have now virtually all sealed themselves with only one still showing

signs of dampness. It is perhaps fortunate that 1544 has been a reliable loco given the various happenings with the other steam locos recounted above.

Sentinel No.54

The Sentinel continues to be the main focus of work in the workshop and good progress is being made. Needle gunning of the frames and wheels has now all but been completed with only a small area still to be tackled. The needle-gunning has been followed by the application of red oxide and black undercoat. The new rear frame stretcher has been made and fitted, as have the two new rear gusset plates mentioned in the previous Old Run. Once these were finally in place it was possible to lower the frames back down and connect up all the spring gear and axleboxes. This then allowed us to lift the loco again to examine the axlebox bearings. Whilst the left rear one was deemed satisfactory for further use, the right rear one had lost a large chunk of white metal lining which required it to be re-metalled and re-machined. This has now been done and the next task will be to finally assemble the rear axleboxes and then lift the front of the loco to perform the same exercise on the front axle bearings. New oil lubrication pads have been made and supplied by Armstrong Oilers (part of the North York Moors Railway). We have never replaced these before so they must date from the 1950's at the latest. Indeed Armstrong Oilers commented that they hadn't come across pads of this age for a long time.

The ballast weights have been retrieved from storage and a start has been made on cleaning these down and removing all the corroded bolts that had been left in when they were originally removed.

A start has been made on manufacture of the new footplate, required to replace that previously stolen. At the moment, some 50% of the platework has been cut out with more to follow. This will only be the first part of a long task to replace the footplate as there are a very large number of holes to be drilled in the platework. We do have a drawing for this but the use and necessity of many of the holes is not known and a lot

of head-scratching is going to be required! Elsewhere, contractors have re-started work on the boiler with a view to completing it in a reasonable timescale. The top flange of the outer casing had been replaced at the last overhaul but the workmanship was not of the best and it has been agreed with the Boiler Inspector that this will be cut out and replaced.

It is perhaps ironic that the old firebox was deemed to be nearly life expired and was replaced by a better one; the old box being sold on and has now found a new lease of life in 'Gervase', which is being restored on the Elsecar Steam Railway and has already been steamed.

Fowler 42200033

The pattern for the new brake blocks has now been completed and the new blocks will be cast shortly. Work is still outstanding on the vacuum brake system and this will have to be completed before the loco can be put to use.

5003 AUSTIN'S No.1

In regular use once more and the diesel loco of choice for shunting and line work.

D2999

No progress to report and this loco remains on display in the Engine House. Enquiries are being made to find someone who can manufacture replacement rocker pedestals.

138C.

In service and performing satisfactorily. Generally shares duties with Austin's No.1.

D577 MARY

Normally on display in the Engine House but does see occasional use on the Saturday service.

1786

Presently still residing at the National Railway Museum.

6981

The owner is continuing with the fitting of the vacuum brake controls in the cab, the design of which is based on that fitted to some similar Hunslet locomotives.

7401

This loco sees little use these days, primarily because so few drivers are passed to drive it. One of its batteries failed and the whole lot has now been replaced with a new set since which it has seen some service on passenger trains. It did disgrace itself by getting stuck in third gear but this was quickly rectified and the loco continued with its rostered duty.

D631 is serviceable and used as required. All other locos are stored, either on display in the Engine House or awaiting overhaul.

CARRIAGE & WAGON NOTES

Coach No.1867

Not long after its return to service a door droplight window became cracked. This has been replaced. The same door has also been causing problems with its door latch. It could either be adjusted so that it stayed closed but couldn't be opened from the inside or could be opened from the inside but wouldn't stay closed. Fitting a replacement didn't provide a solution and the door generally had to be locked before each journey. However, we think that we have now found a solution by swapping it with one of the other door catches! It would seem that the original catches are very slightly larger than the later ones and this size variation is sufficient to make all the difference. The tolerances on the other door are not as great and the newer catch works satisfactorily on it.

Coach No.1074

Work has progressed reasonably well on the fitting of the timber framing to the vehicle with the east side now being completed and some 50% of the west side similarly fitted. Once the timber is all fitted a start can be made on fitting the steel cladding, a few words covering a not inconsiderable task! We effectively have two teams working on this project with one on a Wednesday and the other on a Saturday although summer holidays have effectively slowed the job down somewhat.

In addition to the body framing, two new inter-vehicle gangways have been made and fitted to the vehicle. Unlike the other two coaches, this one is being provided

with gangway connections at both ends to enable its use as a replacement for either vehicle or the centre coach of a three car train.

AROUND MOOR ROAD

As usual, there is often much going on that is not related to locomotives and rolling stock, which doesn't tend to get reported.

WORKSHOPS

The last Old Run mentioned that we had embarked on a programme to overhaul our riveting guns. This has now been largely completed and we have four working guns available, enabling the riveting of the Sentinels replacement frame parts to be completed with relative ease (although those doing the job might disagree!)

Mention was also made of various grinders. The bench grinder continues to be a tale of woe and has now been repaired several times but continues to not function properly. We are presently negotiating for a replacement rather than a repair. Continuing the theme of grinders, we acquired a large general purpose grinder several years ago but it has never been wired up and put to use. This has now been done but, unfortunately there is a problem with the main shaft which will require rectification before it can be put into use.

Needle guns frequently get mentioned in the pages of the Old Run and they are an essential tool in the workshops. We have five of them, three made by Trelawny and these we acquired second-hand 35 years ago and two smaller ones more recently. However, over the years they have gradually deteriorated or stopped working altogether and we have been left with just one good gun. Two of them were sent away to get a quote for repair but the prices that came back were ridiculous at nearly three times the cost of a new one! As a result, we have dug deep into our pockets and bought two new guns, a large one made by Trelawny and a small one of Sealy manufacture. If we get 35 years of use out of these, we will have had our monies worth!

An increasing trend is for people to donate us tools and equipment. Sadly, these are often by relatives of people who have passed away. We are always very grateful

to receive these and we have recently acquired some good machining tools and equipment. We have also acquired even more micrometers and we have probably reached saturation point with these! If anybody has a need for imperial micrometers of various sizes, please get in touch. I'm sure that we can help in return for a suitable donation.

WATER COLUMN

When the plans for the re-modelling of Moor Road site were drawn up it was realised that the watering of locomotives whilst operating passenger trains would be a problem. As a result it was decided to provide a water column at the north end of the platform and a 4" diameter pipe was laid in to this point and connected to the water tank. However, other priorities have meant that nothing further was done about it and train crews have continued with the inconvenience of having to run the loco. to the water tower whenever it needs water. This operation generally leads to delays with the timetable and sometimes such delays cannot be made up. All this is now about to change as the provision of a water column is about to become a reality. The steelwork for the column has now been made and a valve has been fitted to the pipework outlet. All that is now required is to bring all the various bits together and commission it, hopefully before the end of September. This supply is larger than the existing one and should enable tanks to be filled more quickly. It will also save time for loco crews and make life that little bit easier.

LEEDS HORSE TRAM

Those that don't know anything about it will probably be asking what this is all about! A group of Leeds Transport Historical Society members have been restoring the last surviving Leeds horse tram, and needed more space. It's currently in the Engine House but will probably be moved into the workshops before the end of the year. A full article on this vehicle will appear in the next edition of *The Old Run*.

Steve Roberts,
Chief Mechanical Engineer



Monk Bridge Ironworks

by Glyn Davies, Mark Stenton,

Ron Fitzgerald and Rob Kinchin-Smith

Published for ArchHeritage by York Archaeological Trust

182pp, many photographs, drawings and plans. Price: £20.

ISBN 978-1-874454-56-5

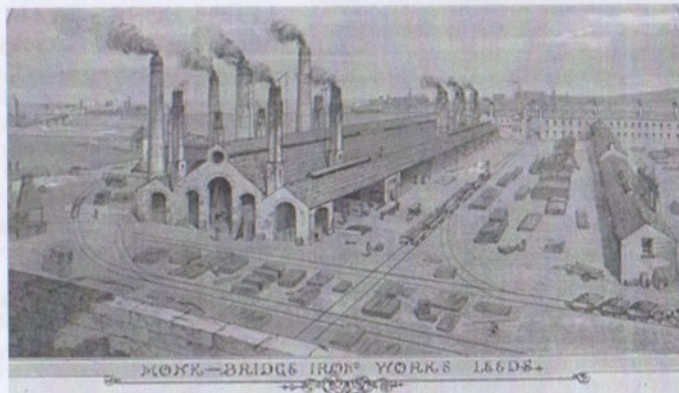
Although the Monk Bridge Ironworks may have had no direct connection with the Middleton Railway, it played an important part in the South Leeds engineering industry, including railway engineering. It was situated by Whitehall Road, not far from the Leeds terminus of the Middleton.

This A4 hardback volume presents the results of archaeological investigations of the former Monk Bridge ironworks site. It commences with a useful chapter on the growth of engineering industries in Leeds, emphasising the essential initial impetus provided by Matthew Murray and the Round Foundry.

Stephen Witham founded the first Monk Bridge ironworks in 1851 and in 1854 it was purchased by the locomotive builder James Kitson. To quote from the book's publicity flier: "Monk Bridge works [then] became part of an integrated and internationally recognised company [i.e. Kitson's] at the cutting edge of technology. Under the management of Kitson's sons the company established a very strong reputation for the quality and reliability of its products."

The site surveying and archaeological work, which was carried out in the mid 2000s, is extensively covered with text, site plans (both historic and recent), diagrams and photographs. A valuable "Discussion" chapter has headings covering iron production, reheating technology, and engineering (including the specialisation under the Kitsons of producing weldless iron and steel railway tyres). The book is a valuable read for the detailed archaeology and the conclusions drawn from it; and for setting the Monks Bridge Ironworks in the context of the development of engineering production in Leeds.

Henry Gunston



Dear Editor....

I attended the "200th Anniversary" celebrations last weekend and can only say how wonderful the event was! A first class event which I think must be the most well-attended Gala the railway has ever done. However, there was one omission from the line-up, which I would like to suggest might be looked upon favourably after so many years out of service.

I refer of course to Peckett 2003/41 "JOHN BLENKINSOP", which has been stood awaiting overhaul for many years now, since 1990. Is the railway in a position to consider bringing this old stalwart back to life once again? We purchased the loco in 1972 and ran it for over 17 years until she came out of traffic and I well remember she was re-tubed and back in service within weeks when the time came for that to happen, because we really needed the engine! I fully understand all the many and varied reasons for not repairing the loco up until now, with other locos taking their turn, but perhaps this loco has now reached the top of the queue and the 2012 celebrations could be the catalyst for starting her overhaul?

**Best wishes,
Ian Smith**



Ian Smith on the Steam Elephant, accompanied by the Editor!

Andrew Gill replies:-

Thank you for your comments regarding the Steam 200 Gala, I will pass on to Messrs Hardy & Linkins, the two main organisers.

With regard to your request, I will put it to those who make the decisions on restoration queues, but, with the last two restoration projects, Class H and the Sentinel being non-Leeds built locomotives, it may be the turn of a Leeds loco next.



Peckett 2003 of 1941, John Blenkinsop

Dear Editor....

In the 'Do you recognise these people?' on page 30 of the March edition, I think that the person standing on the footplate with his hands in his pockets and a camera round his neck might possibly be someone called Stephen Whitehead who was one of my school friends. I'm not 100% sure because (a) it was a long time ago and (b) it was several years after I last saw him, but he was certainly interested in railways, so may have gone to the Gala as a visitor. I'm guessing that the person third from the left is David Hebden and the one to the left of the RHS buffer (as viewed) is Ian Smith but they are only guesses - I didn't start going to the Railway until 1987.

Martin Plumb
Leeds



Mutual Improvement Classes

In order to provide some additional insight into various aspects of railway operations, maintenance and safety we will be running a series of MICs over the next few months. These should not be seen as 'lectures' but more as an opportunity to share experience, advice and the odd anecdote. Those wishing to progress in various areas as well as 'seasoned' footplate crew are all welcome.

Thursday 27th September

All About Diesels - 138C and Austins No. 1 - Steve Roberts

Thursday 18th October

Shunting and Operations - John Linkins

(This will be followed by a practical session on the 20th October)

Thursday 15th November

Staying On Track - Tony Cowling

All the above sessions begin at 7.30pm in the Engine House and will include a break with refreshments.



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View of the line approaching Park Halt, taken from the footplate of *Matthew Murray* on the 10th June 2012, only a couple of weeks before it was taken out of service (see Moor Road Happenings)

