

THE OLD RUN

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The Editor welcomes contributions relating to the interests of the Trust and the operation of our and other Railways, especially if Leeds built equipment is in use. Items for publication, including images (please send in resolutions higher than 1Mb) are acceptable in any format and may be sent via email, post, CD or USB stick

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Editorial

It is only right that I should start my first issue by giving thanks to Jenny (and Tony) Cowling for their work over the last nine years in editing The Old Run. I am speaking with experience elsewhere when I say that the task is not an easy one—particularly when a press date is looming and content on hand is thin! On behalf of all the Trust membership sincere thanks for all you have done with The Old Run (and your other continuing efforts at the Railway) and may you continue to be seen at Moor Road for many years to come.

In case you have been lucky enough to avoid me at the Railway I offer the portrait to the left as a guide to recognising me, or indeed avoiding me. Thanks to Rob Fraser for the image, taken at Aberystwyth in August. It does qualify for The Old Run as the locomotive over my left shoulder is Hudswell Clarke 1366 of 1965, which was ex works a matter of just weeks before me. 1366 to Horden Colliery and me to a Hospital in Bristol! I've been a member of the Trust since 1987, my first cleaner turn on P2003 is not recorded on HOPS (6th December 1987 apparently, top and tail with 385 on Santa Specials). My early trainee guard turns in 1994 saw Dr Fred Youell as an always interactive passenger and I remember accompanying him round to the Timber Yard (now the Builders Merchants) to try and persuade them to give the Railway their offcuts to use as rail keys. We came away empty handed that day but I doubt it was his last attempt...

I'm very pleased that my first issue has been made relatively easy by people submitting items on time, and lots of them. Whether this continues when we have fewer events happening for the next issue remains to be seen. A magazine is only as good or interesting as the articles the Editor is sent, so if you think anything is missing perhaps you could rectify the omission by submitting something, please? I hope you enjoy this issue and please get in touch if you have anything of interest for future issues, or indeed want to respond to anything in this one!

Ian Dobson

Front cover: Sir Berkeley and 68153 depart Moor Road on Sunday 6th October 2024 heading a train as part of our Autumn Gala weekend. Seen on the footplate of 'Sir B' are Geordie Brown and Traffic Manager Matt Berry who did much of the planning of this successful event (Photo: IRD)

Back cover: On Saturday 27th October 2024 'Mary' waits for the VIPs to board before a trip up the line for the guests attending the 'Harwarden' handover ceremony. (Photo: IRD)

From the Chairman

It seems just a moment ago that the 2024 season was starting and now it is drawing to a close.

On balance this has been a very successful season; there have been few operational issues, lots of very happy customers and some exceptionally good events and others which show great promise for the future.

The year started with a very successful 'Community Day' which attracted a record number of participating groups and was graced by the attendance of both our local MP, and now Secretary of State for Northern Ireland, the Rt. Hon Hilary Benn and the Lord Mayor of Leeds. The next major event was the 'Model Railway Exhibition' and this ranks as one of the most enjoyable and best attended ever. This was followed by Classic Car Sunday – a new event for the Railway and one which will be repeated in 2025 – on Sunday 1st June.

The outdoor Food Court on Saturday afternoon. It was busy!



The Railway entered August with a flourish, 'A Taste of Yorkshire': the first time in many years that the Railway has staged a food and ale festival and a tremendous success. It presented some of the best of Yorkshire foods and drinks, was hugely enjoyed by all who attended and went off with virtually no problems. The success of this event is a tribute to the planning and hard work put into its creation by John Linkins and his team and to the support provided by the Commercial team and the other volunteers who helped in different ways from crewing the trains to setting up and putting away the tables and chairs used by the stall holders. I

am delighted to announce that John will be organising a similar event for 2025 – put the 2nd and 3rd August in your diaries now!

The next major event was the welcome return of Star Rails – this time the cosplayers were provided by the Mos Eisley Misfits who offered a much wider range of characters than the previous providers and put on a really good show. Though visitor numbers were a bit lower than hoped, feedback from those who came was excellent and has given us the confidence to repeat this event on the 28th September 2025. We have some excellent publicity material to help promote Star Rails 2025; the challenge will be to create a better promotional video than that used on Instagram for the 2024 event! Thanks go to Robert Taggart and Gavin Johnson who kept faith with this event over the years despite knockbacks including the disbanding of the cosplayers used back in 2019 when the event was last staged.



Star Rails: On a footplate far, far away...?

The final event of the 2024 season was the first ever Autumn Gala organised by our new Traffic Manager, Matt Berry. It went with few problems and the feedback from visitors was very good. It was a pleasure to see the Sentinel out in the sunshine and running, in our Mechanical Engineer's words, "Like a Good Un".

To cap all of this, once again the Middleton Railway triumphed in the Yorkshire in Bloom Tourist Attraction Category. For the fifth time in succession the Railway secured a Gold Award and this year we went one better and were joint best in category – sharing this distinction with Mount Grace Priory. Securing this award is a tribute to the continuing hard work of Mick Jackson and his team who have created and looked after the floral displays and to the work of Mick, Janet Auckland and Ian Smith who put together a particularly impressive booklet in support of the Trust's application to participate in the competition. As written before, the floral displays created by Mick and his team and the work done to create an attractive environment at Moor Road are primarily for the benefit of our visitors but it is pleasing for their work to be recognised by this award.

We are now looking forward to the Santa Special season. In a few weeks' time present wrapping will be under way and the Café and Display Hall will be decorated in readiness for adults and children coming to visit Santa on our Railway. The Santa Special season is a special time on the

Middleton Railway. Surrounded by much larger heritage railways who offer a more overtly commercial event, we offer a traditional family focussed event with carefully chosen presents - no 'one size fits all' here, but an event which goes for the personal touch rather than Disney style production values. Go out and tell your friends about Christmas on the Middleton Railway and encourage them to come along and join in.

Whilst there is much to do before 2024 draws to a close, our plans for the 2025 Season are finalised and the 2025 leaflets will soon be printed. In addition to the events mentioned above and regulars such as 'Teddy Bear's Picnic' there will be two new events of note. On Saturday 16th August we will be holding a Children's day which will have as its centrepiece morning and afternoon performance of a play written for families with young children and on Saturday 19th July we will be celebrating 'Pea's' 90th Birthday. Thanks to a lot of work by Geordie Brown its original livery has been established and so during the Winter months it is planned to overhaul the locomotive and restore it to 'as built' condition and livery. We are hoping that this event will be celebrated with children from Windmill Primary School who will put on a birthday concert for 'Pea' making the birthday of what is the smallest working standard gauge locomotive in the British Isles a family affair.

Everything I have written about has depended on volunteers giving freely of their discretionary time to help the Middleton Railway survive into its fourth century and my thanks, as ever goes to them. Without their efforts there would be no Middleton Railway.

Given the competition from much better known and larger heritage railways and other tourist attractions and the unfortunate fact that our history did not locate us in one of Britain's premier tourist areas, we have to be that bit better than our competitors to survive. We have to be 'on top of our game' at all times - making sure toilets and coaches are clean, café and shop well stocked and trains running to time with the rostered locomotives. In truth our band of volunteers does a pretty good job of this but we could offer more to our visitors with greater numbers of volunteers helping in all areas of the Railway from maintaining locomotives to serving coffee in the Café and carrying out backroom tasks such as applying for grant funding – tasks which could be done from home. If readers of this article who are not already volunteers feel that they can contribute to the Railway's survival in some way please contact the Railway and let us know how you might be able to help ensure that future generations can enjoy our Railway and what it offers as much as we do.

Finally I wish all readers of 'The Old Run' a very happy Christmas and the best possible New Year.

Charles W Milner, Chairman

Andrew Johnson submitted this image, taken in September in the Running Shed.

It's a reminder of how easy it is to recreate the past at Moor Road—and how easy digital technology and enhancement makes it!



Gala Glimpses

On 5th & 6th October 2024 the Annual end of season gala was held.

Top right: Sentinel amongst the autumnal greenery outside the Carriage Shed (Photo: Matt Berry)

Middle: Sir B at Park Halt with the afternoon goods train (Photo: Tony Cowling)

Bottom left: Sentinel awaits departure from Moor Road whilst Austins and Sir B await their turn in the loop (Photo: Matt Berry)

Bottom right: On the Sunday morning the SRO took the brave decision to send the Sentinel on the morning line check. It looked very lonely when it set off but all was fine, of course! (Photo: IRD)



A taste of Yorkshire

The Middleton Railway's inaugural food and drink festival 'A Taste of Yorkshire' took place on August 3rd and 4th this year. This event may hold the record for having the longest planning stage of any we have ever hosted; the initial idea and contacts being made back in 2019 with a planned date set in 2020. The intervening years saw a global pandemic, a new job, house and baby all come along rather inconveniently and get in the way! I was, however, determined to hold the event in 2024 and began booking traders and planning this year's event in February. This might seem like a long period of time to plan an event but there was a lot to consider. This included the site layout, number of traders, advertising, costs and the relevant permissions to sell alcohol. I must, at this point, convey my huge thanks to Dave Dixon, a relatively new volunteer I recruited to help with the planning of this event. Dave was an invaluable source of ideas, contacts, practical support over the weekend and 'don't do that you flipping idiot!!' common-sense moments. Without his input I am sure things would not have gone so smoothly.

I learnt during this process that dealing with traders can be a very challenging job, many are doing this in their 'spare' time while others are solo outfits who are rushed off their feet. Therefore, getting all the relevant paperwork and payment from them was sometimes quite slow. I am pleased to say in the end that we got a good variety of traders with additional ideas for next year. The breweries were actually quite easy to source and came from across the county. Having been let down at the last minute for cider, the team from Masham Cider stepped in and did a fantastic job with their bar in a horsebox. Music was provided by a range of artists who came via 'Beard and Barrell' who also had a bar and run an events company. This gives us access to a wide range of musicians for next year and also stage/lighting should we need it.

Promoting and preparing for the event was as big a job as running it. I made fairly relentless use of social media to promote the event, we gave out 4000 flyers at local events, venues and across the rail network in the north. A friend of mine based in London linked us up with several media outlets including The Telegraph where we featured in a small section of their Saturday supplement. Other volunteers handed out posters in the local area which all helped raise awareness. Physical site preparations included clearing the SLATE centre for parking, emptying and cleaning the Engine House, re-arranging the car park and a deep clean of the coaches. As the weekend approached, we did a 'site walk' to talk about how the event would run and iron out any issues.



The event required a large number of volunteers (around 20 each day) to carry out a range of jobs including staffing the car park, supporting the traders and cleaning duties. I am eternally grateful to all those who stepped up,

many of whom were relatively new, and got involved. I hope that volunteers enjoyed the day as there certainly seemed to be quite a 'social' feel to the event. Final preparations on the Wednesday and Friday before the event included a lot of laminating and putting up signs, setting out tables and chairs as well as a million other jobs. One thing I was delighted about was that no one pulled out at the last minute and almost every pitch was taken, inside and out.

On Friday afternoon traders began to arrive. Hot food vendors pitched in the car park while smaller stalls were up on the mezzanine and in the conference room. Bars and a performance area were set out in the Engine House as well as a children's area. This latter feature was really popular and our young visitors flocked there all weekend long. I was unsure how many people would attend so I left plenty of space around the various stalls to ensure people could move about and, importantly, evacuate quickly in case of a fire. The weather forecast for the weekend was promising and on the Saturday, especially, people made good use of the outdoor

seating area we created near the Picton shelter. This meant the shop area seemed quite empty and some commented that this space could have been used to house more traders. The issue being, if it had rained, you can be sure the place would have been rammed to the rafters so I will be keeping this layout next year.



A cider bar in a horse box? Yes, we had one of those. A genius idea!

As Saturday dawned and we began welcoming our other traders you could see the event really taking shape. It was great to see the Engine House set up for something so different. Advance ticket sales were strong so we were hopeful of a good turnout. What we couldn't really have imagined was just how busy the Saturday would be. At no point did it feel like we were 'bursting at the seams' but having 3 coaches in traffic was certainly useful and the SLATE centre overflow car park was definitely needed. The outdoor seating area was busy into the evening with people enjoying the sunshine. Feedback from visitors was positive with few complaints and even one medical emergency on the Saturday did not put a dampener on things as it was so well handled by our security and medical team. It was great to see the site so busy and families really enjoying themselves. This was an opportunity to open our doors to a new audience and this was certainly the case, with many visitors commenting that it was their first visit to the railway. One unique aspect of the event was that we opened into the evening, offering a discounted late entry price to encourage people to attend after 4pm.

Trains ran until 8pm and the music continued to past 9pm. The evening was less well attended than the daytime so this will be reviewed for next year but it was certainly a nice opportunity for volunteers to socialise and enjoy the fruits of their labour. We all enjoyed music from 'The Mechanics' to end the evening.

Although Sunday was quieter than Saturday, we still had a good number of visitors and probably welcomed around 700 over the 2 days. Many of the traders were very happy with their takings, some selling out of products completely. Overall, the event was a huge success. Most of the costs were covered by trader pitch fees so income over the weekend went directly back into our coffers. The total income for the event just topped £8,000 and so is definitely worth repeating next year. I have taken on board a range of feedback and already begun considering next year's event, including whether to open on the Saturday evening. A small committee of people to organise the weekend will be set up in the new year so if you are interested in getting involved and developing some new skills, do get in touch. Organising events is a very rewarding part of what our railway does and really is important for our future success. Though I do now need a long sit down in a dark room!



John Linkins

Yorkshire in Bloom Award

The Middleton Railway, for the fifth time of entering, has been awarded a 5th Gold Medal in the Tourist Attractions, Stately Homes and Pay on Entry Gardens Category.



Even better than that, the Middleton Railway was the joint winner in this category sharing the award with Mount Grace Priory. This is an amazing achievement, as this was a large category containing many much larger and better resourced organisations than our Railway.

This success is a tribute to all the hard work of Mick Jackson and his team, who have continued to develop and enhance our floral displays as well as keeping the grounds and entrance to Moor Road Station looking clean, well managed and welcoming.

It is also a just reward for the work that Janet Auckland and Ian Smith put into the creation of the booklet which must accompany all entries into Yorkshire in Bloom. They also looked after the judges when they visited the Railway this year. Congratulations to all involved.

The work Mick, Janet et al have done has not just won the Railway a prestigious award; it has made the experience of our visitors that much more enjoyable and hopefully will lead to more return visits and to more people saying good things about the Railway, encouraging friends and family to visit.

Charles Milner

Above: An example of Mick's handiwork (admittedly from 2023) which shows the wonderful environment created for visitors and volunteers alike.

Right: Mick accepting the 2024 Gold Award on behalf of the railway.



The Role of the Almoner at the Middleton Railway

My name is Fran Bailey and I have been the Almoner at the railway since May 2021. For those who are not sure what this entails, I will try and explain what I do. I keep in touch with working volunteers who:-

- Do not manage to get down to the railway now
- Are not able to get to the railway at the present time
- Are at home recovering after an illness or who are in hospital
- Have not been seen at the railway for some time and someone is concerned for their wellbeing

I also make contact with the family of working volunteers who have passed away or to the family of a volunteer who no longer comes to the railway. On behalf of the railway I send acknowledgement or greetings cards for a variety of situations.

To keep in touch, I usually ring volunteers on a regular basis for a chat and a catch up. As anyone who knows me will testify, I do like to chat! I thoroughly enjoy the role I have taken on. An important aspect of this role is that the contacts I make are confidential. I report to the Middleton Railway Council each month but only agreed information features in these reports. Everything else is between the volunteer and myself.

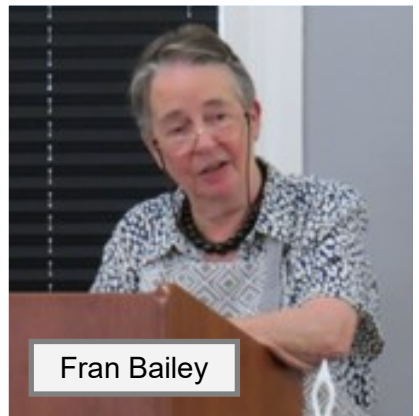
It would be a great help if volunteers let me know as quickly as possible if someone has not been seen at the railway and is usually there, or they know someone who is ill. I can then make contact straight away and find out what has happened.

I can be contacted on almoner@middletonrailway.org.uk or I am usually at the railway most Wednesdays and weekends.

On 24th August an 'Almoner Get Together' was arranged to enable me to meet up with the volunteers who cannot usually get down to the railway on a regular basis and who I usually ring for a chat. It was also arranged so these past volunteers could meet up with each other as they may not have seen one another for quite a while.



*Participants at The Almoners Gathering on August 24th.
Photo: Tony Cowling*



The afternoon began with us gathering in the shop/café to meet up and see the changes ie the newly updated shop. Our Chairman, Charles Milner, then accompanied everyone on a train ride to the park and back. Afterwards, there was afternoon tea in the conference room followed by a lively chat.

My thanks go to Janet Auckland who helped me to organise everything. Janet, Charles and I enjoyed a very happy time catching up with everyone

during the afternoon tea. Thanks also go to Ian Smith who compiled a very interesting selection of photos spanning the years at Middleton Railway for us all to enjoy.

Fran Bailey

The People Page

This may or may not become a regular feature—but it fits in well with Fran's Almoner Report. The Railway is probably only as strong as the people who volunteer or support it in other ways so I thought it would be good to offer the opportunity to share photographs that are not just of trains. We'll start with a couple more from the Almoners Gathering in August...



Left & Below: Catching up and enjoying cake. A good day had by all it seems...

If you have contributions for a future 'People Page' please let the Editor know



Left: Commercial Manager Janet and Driver Jack Auckland recently celebrated their Golden Wedding. Congratulations to them both. May they have many more happy years together - at Moor Road and at home... (Photo: Ian Smith)

Many congratulations are also due to Steve and Ann Roberts who celebrated their Golden Wedding Anniversary recently.

A presentation has been made to Sheila and Colin Bye in recognition of their many years service to the Railway. Further details in the next issue.

The Return of The Star Rails Event

In September Star Rails, our sci-fi themed event returned to the Railway after an absence of five years. This time running for only one day on Sunday 29th.

Any of our members with an interest in the science fiction world will know full well what our Star Wars themed event was all about, but for our earth-based members who aren't as starship inclined, the event involves costumed characters from popular Sci-fi movies patrolling our 'stations' and museum, supplying entertainment and photo opportunities to children (and grown up children too in some cases). All in the name of charity.



*The Mos Eisley Misfits gather on the platform at Moor Road
(Photo: Gavin Johnson)*

The characters were provided by The Mos Eisley Misfits, who are regulars at most of the sci-fi and comic conventions in the North of England. They were collecting for their chosen charity 2wish—who provide bereavement support for parents after losing their child suddenly and traumatically (www.2wish.org.uk).



Chewbacca and Han Solo alongside Brookes No.1. Photo: Jane Barker (Mos Eisley Misfits)

We also had a variety of stall holders selling various Star Wars and comic themed clothing, souvenirs and posters. We even had a stall selling chocolate stormtrooper helmets and space themed gin.

The event was a great success and all the visitors to the railway loved it, especially our younger visitors. The most popular attraction by far were the two giant "Wookies" – Chewbacca and Romarpia. They were 7-feet tall hairy creatures that despite their huge, imposing size brought delight to children and parents alike.

After a day spent traveling the line and patrolling the

museum, our railway began to have an effect on the Star Wars characters. When the Sentinel made a surprise visit, to do some test runs in preparation for its star appearance at the upcoming gala, it caught the eye of space creatures and visitors alike. One member of the Mos Eisley Misfits saying "We've turned your volunteers in to Sci Fi fans today, and your beautiful engines have turned us into train enthusiasts!"



*The Sentinel catches the attention of a Stormtrooper.
Photo: Gavin Johnson*

We can't wait for next year to do it again and if any volunteers wish to help with the organising committee please get in touch with Gavin Johnson or Robert Taggart.

A huge thank you to the shop staff who worked tirelessly looking after customers and characters alike, and to the various loco crews Saturday and Sunday who made it all possible with the train service, shunts and preparation needed in the Engine house.

Gavin Johnson



Romarpia chats with a young visitor. Photo: Jane Barker (Mos Eisley Misfits)



Left: Two visitors have succeeded in getting the Landspeeder to outrun 1310 in the Engine House. Photo: Richard Pike

Shop Notes

The major happening in the shop has been the arrival of a coffee machine. While there are those who regard the beverage as a symptom of all that is wrong with the world, the tide of history has been running strongly in the other direction for some decades. Fans (eg, me) of the film "Billy Liar" will recall the occupation of Rita. Anyroad, Middleton Railway. Leeds, now offers seven varieties of coffee.

Early September saw the annual Heritage Open Days. A record number of listeners (and viewers) heard (and saw) the illustrated history talk, the numbers boosted by the fortuitous arrival of a 28-strong coach party of Rail Trail visitors. A few days later another coach party - also 28 strong - arrived; 27 were from Germany while one was Dutch. Despite earlier (weak) signals that they were happy to be addressed in English, their guide invited us to talk to them in German! Besides a talk they had both a ride in the train (steam traction) and two series of photography sessions from the trackside of the train in motion. These were from a safe distance of course. Achtung, bitte !

At the time of writing the most recent event is the Gala, which ran over a weekend. Saturday's weather was sunny; Sunday's was not. Curiously, the number of visitors on the two days was (a) pleasingly high and (b) almost equal. There are among the volunteers two schools of thought about the effects of the weather. One holds that good weather prevents people from coming by tempting them away to the coast. The other holds that poor weather prevents people from coming by keeping them indoors. Both groups are doubtless now engaged in some reflection.

But now the nights draw in, the clocks will be soon changed and rolling down the track is.... The Santa Express!

Richard Stead

Special Events 2025

These are the events planned for next year. If you would like to help with the planning of the event or at the event itself please contact

volunteer@middletonrailway.org.uk

and we'll put you in touch with the right person

1st January: Mince Pie Specials

5th April: Community Day, Stalls from local Community Groups

19th to 21st April: Easter Weekend, Children's games and Easter Egg Hunt

4th & 5th May: Teddy Bear's Picnic & Bluebell Walks

24th to 26th May: Spring Bank Holiday Weekend

1st June: Classic Car Sunday

14th & 15th June: Model Railway Exhibition

5th & 6th July: Steam Punk Market

19th July: Sweet Pea's 90th Birthday

2nd & 3rd August: A Taste of Yorkshire

16th August: Children's Day

23rd to 25th August: August Bank Holiday

6th & 7th September: Autumn Gala

13th & 14th and 20th & 21st September: Heritage Open Weekends

28th September: Star Rails

Then Santa in December (6th/7th, 13th/14th, 20th/21st and 23rd/24th)

STOP PRESS: On Saturday 26th October the Railway played host to VIPs from The Bahamas Locomotive Society (BLS), National Trust Wales, The Vintage Carriages Trust, The Lord Mayors of Leeds and Bradford, the Mayor of Tameside and Railway Historian and author Mark Smithers. This was to hand over 'Hawarden' to the BLS (who will transfer ownership to the Middleton Railway Trust in due course) and for Mark to hand over the 'Julia Sheffield' nameplate for display in the museum.

The top photo shows the assembled guests in front of Harwarden and the lower photo shows the Lord Mayors Cllr Beverley Mullaney (Bradford—left) and Cllr Marshall Katung (Leeds—right) in front of an immaculate Mary at Park Halt. Further details of the day will follow in a future issue.



News from Moor Road

Loco Notes

HL3860 'No.6'

After being rested over the summer months, Swanscombe No.6 has been back in service, sharing the duties with the other steam locos.

Since its return to service it has suffered from a slight leak from the right hand side water pipe where it fastens to the injector. It has not been one that has caused any problems other than annoyance, as it was only a drip. We have tried several times to seal the joint with both copper and rubber washers but to no avail, so during September we took the pipe off for a closer look. This showed that the pipe was not quite round at the end and, because of this, we came to the conclusion that the sealing washers weren't making full contact. The old collar was therefore removed, the pipe effectively made round and a new collar brazed on. Once this was done and the pipe refitted the tank was filled to check everything. At first all appeared to be good but as the tank filled the drip reappeared, this time even worse. The pipe was removed once more and was subject to an NDT test. This showed a pinhole in the pipe just away from the newly fitted collar and undetectable once the pipe was in place. The hole has been brazed up as a temporary measure but a new pipe will be on the job sheet over winter.

Other work on the loco has generally been concerned with minor maintenance, such as re-packing the regulator and steam brake and fitting new copper joint washers to the steam pipe which supplies the vacuum ejector. The loco has also undergone a B exam. It is currently planned to use it during the latter part of October.



1210 'Sir Berkeley'



The last old Run told about the problems that we were having with the main steam pipe in the smokebox. In the end it was decided that machining of the flange was not really an option with the equipment that we had and the face would have to be filed and scraped flat using a surface plate and engineers blue to achieve this. For those that don't know what this entailed, it involves covering the surface plate (which is flat) with a thin layer of what is referred to as Prussian blue and rubbing this over the flange being worked on. This leaves a blue mark on the high spots of the flange and these are then filed or scraped until a small amount of metal is removed where the high spots were. The process is then repeated and repeated again until, eventually, there is a blue mark over most, if not all, of the surface. This indicates it is pretty well flat. It

can be a long, slow and boring process. This work was done during August and the loco tried out, with success so the loco was once more available for service.

The regulator was reported to be passing steam in the closed position and on investigation it was found that if the handle was not fully pulled onto the 'closed' stop, it would not be closed. The regulator was therefore removed for investigation. It was found that there was quite a bit of play between the regulator rod and the valve so it was decided to rectify this as a first step. This actually made the situation worse, as was to be expected, so the regulator rod was heated up and twisted slightly. Because we had done this it was necessary to check the rod for cracks using magnetic particle testing. All was well so the regulator was re-assembled and the gland was repacked. Another problem reported was difficulty in achieving the required vacuum for the brakes. This was traced to two leaking joints in the vacuum pipe and once these were tightened, the problem went away.

The loco was used over the gala weekend of the 5th & 6th October but on the Sunday it was reported that there was a problem with operation of the driver's side injector, which had to be isolated. Examination of the loco once out of steam showed that boiler water was leaking past the clack valve and preventing the injector from picking up water. The clack has now been stripped down and it was found that the actual valve was in poor condition. This has now been ground in to make it a better fit on its seat but the loco has yet to be tested to ensure that all is well.

It is planned to lift the loco over the next few weeks to attend to the right hand leading axlebox, which is still running a lot warmer than it should be.

SENTINEL No.68153

This loco has spent the summer on display in the Engine House, for two reasons. The first is that we have generally been running with three coaches and experience to date suggests that it would be a struggle with that load. The second reason is a lack of crews with experience of the loco, which is sufficiently different to require them to be separately passed to operate it. However, it was requested for the gala where we could provide crews with previous experience of it so it was brought out of the Engine House for a steam test. On this test it was found that the loco wouldn't move under its own steam so had to be failed. The symptoms indicate that one of the cylinder exhaust valves was stuck in the open position so would be passing all steam in the cylinders up the chimney. The various valves were checked and this was indeed the problem. The loco was then tried again, this time with success, allowing the loco to take up its planned turns over the gala where the number of coaches had been reduced to two to allow it to operate. Under these operational conditions the loco performed well and proved itself eminently capable of running a two coach train to time.



There are a few niggling jobs that require attending to, mainly slight leaks around the engine but the steam brake valve also needs attention as, in the 'off' position it is blowing some steam to exhaust. The valve presently fitted is the one which the loco came with in 1961 but we do have a couple of spares so it might be time to swap it for one of these.



HE2387 'Brookes no.1'

Currently in service and has generally been the first choice loco over the summer period. Apart from taking up the brakes and undergoing a B exam it has required little in the way of attention. We are once more starting to see leakage from the injector steam valves so these will require some attention when the time allows. The brakes were recently adjusted to take up wear.

The last Old Run mentioned problems with fitting the right hand side crosshead to the piston rod and it was generally tight when moved back and forth. The two were separated once more and the whole assembly revisited. The piston rings were adjusted slightly to increase the gap and the slide bar alignment slightly altered. Once this was done, the piston rod and crosshead were reassembled and tried up and down the cylinder, this time with success. This then allowed the bumping points of the piston to be established and marked on the slidebars. It will be appreciated that, in service, we do not want the pistons to hit the cylinder covers as this would cause significant damage. In service the piston moves 22" whilst moving back and forth but the piston

HC1544 'Slough Estates No.3'



actually has 22½" of actual travel before hitting the ends so that allows a nominal ¼" at either end and it is important that we set things up so that this is the case, or at least, nearly so. In service, the piston rod heats up so it is usually arranged to provide slightly more clearance at the front than the back when cold to allow for this. Both connecting rods have had the big and little end bearings checked for wear and the rods have now been fitted. The next job will be to move the chassis up and down for a full wheel revolution to check that all is well. The opportunity will also be taken to check the valve settings whilst this is being done.



David Hector drilling a hole in the frame stretcher.

Photo: Ross Needham

The new frame stretcher is attached to the valve chests by 34 bolts or screws and it was found that they were not accurately drilled. For example, two holes on one side were 14" apart whilst the equivalent ones on the other side were only 13¾" apart. For this reason it was necessary to position the frame stretcher in place and then carefully mark off the required holes for drilling. This was mainly done by using a piece of close fitting EN24 steel which had been machined to a point and hardened. The steel was placed in the hole and hit with a hammer, making a mark exactly in the centre of the hole which could then be used as a reference to drill the hole in the frame stretcher. Some holes couldn't be marked in this way and it was then necessary to make a template to mark these out. Fortunately, all these holes were not close fitting, being clearance holes so there was room for slight error. Once all the holes were marked out the frame stretcher was lifted out and transferred to the large radial drill for them to be drilled. This was a relatively easy job and it was soon possible to refit the stretcher be-

tween the frames once more and check the drilling. Inevitably, some of the holes weren't perfectly aligned but all were close enough to allow them to be reamed out to provide a good fit for the bolts. Having trial fitted all the bolts it was necessary to lift the stretcher out for a final time and clean all the mating surfaces. Because exhaust steam travels through the passageways from the steam chest to the blastpipe the final joint has to be steam tight. To achieve this, the joining surfaces were liberally covered in steam seal, a graphite and manganese sealant usually used for sealing pipework. The frames were then jacked apart slightly to enable the stretcher to be lowered into position without it scraping off all the sealant. Once in position, the jack was removed and all the bolts and screws tightened up to hopefully create a rigid and steam tight joint. Only time will



The frame stretcher now finally in place and bolted up.

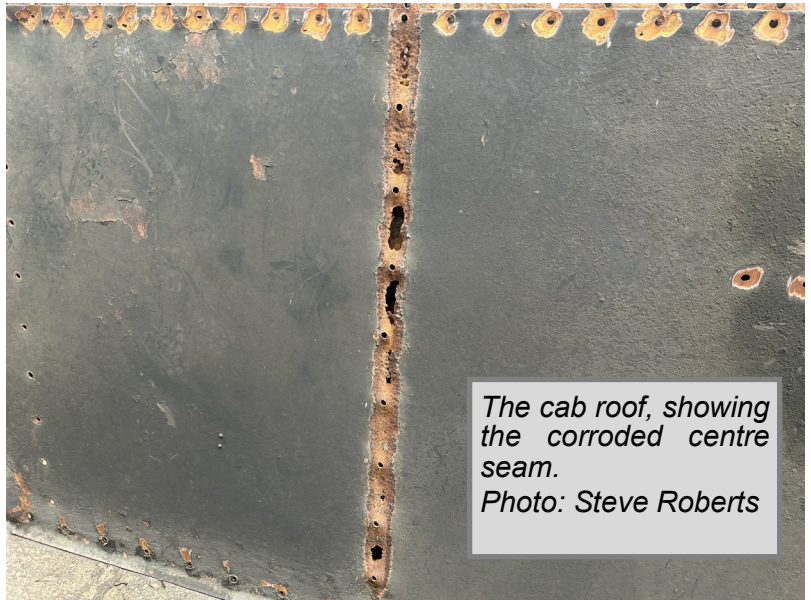
Photo: Steve Roberts

tell if we have been successful as it cannot be tested until the locomotive is back in steam. The next job will be to re-fit the front buffer beam. Work started on expanding the tube in the boiler during July but the work soon came to a stand when it was found that our 2" expanders would not expand the tubes sufficiently in the smokebox to create a steam and water tight

joint. New expanders were ordered from Wicksteed Engineering but we discovered that they were producing a large order for a customer and delivery was going to be several weeks. These eventually arrived towards the end of September and work has now restarted on this task. With 115 tubes to expand at both ends it is not going to be a five minute job.

The water tank has now gone away to a contractor for repairs. These are currently ongoing but it is not an easy job, due to the condition of the steel plate which is quite corroded in the supposedly good areas. The work is so far about 50% complete.

The cab roof was known to be in poor condition and in need of replacement. This has now been removed. The existing roof was in two pieces with a riveted seam across the middle. It is basically the area around this seam which has corroded badly. Why it was made in two pieces is not known as suitable single piece sheets are available and would have been in 1924 when the loco was built. It is intended to make the replacement in one piece. The rest of the cab is in fair condition apart from the bunker which hopefully can be fettled without significant replacement. The main problem areas are a length of steel angle at the base and a length of half round beading at the top which have been forced off the platework by corrosion. This work is currently ongoing.



*The cab roof, showing the corroded centre seam.
Photo: Steve Roberts*

Finally, the boiler inspector came and examined the boiler during May. He was satisfied that it was in sufficiently good condition to allow a further period of service subject to a few expected works such as re-cutting all the washout and fusible plug holes. As a precautionary measure he requested an ultrasonic inspection of the firebox shoulders to make sure there was no internal cracking. This was duly carried out by a contractor with no faults found. One other job remaining to be done was the recovery of a lump of metal that had been accidentally dropped into the boiler whilst removing the old tubes. Doing this involved turning the boiler upside down, allowing the lump of metal to fall so that it could be easily removed through the safety valve opening. Once all was found to be satisfactory it was time to order the boiler tubes which arrived towards the end of June. These were soon all inserted ready for expansion into the tube holes, a job that is currently ongoing.

Fowler 4220033 'Harry'

After stripping down and finding no fault the vacuum exhauster was refitted during September. However, it is still not producing sufficient vacuum so further work and investigation is required.



Peckett 5003 'Austin's No.1'

Available for service. It has not yet been possible to bring the loco into the workshops for a much needed repaint and other minor work. It has, however, had a good clean so is looking a bit better than it was.



Brush/Beyer Peacock 'D2999'

The overheating problem mentioned in the last Old Run has been overcome and, as suggested, was due to an air lock in the engine. Once the air was cleared all was fine with no further evidence of overheating. It is currently available for traffic.

Hudswell Clarke D1373 MD&HB No.45

In service and running satisfactorily. with only minor routine attention such as brake adjustment being necessary.



HE6981

Work has continued on fitting a new silencer. This is proving to be quite complex and not a five minute job. The second hand silencer obtained for it has proved to be in relatively poor condition and requiring much in the way of patching. Support brackets to support the silencer have been made and work is ongoing to make the necessary pipework and flanges.

D577 'Mary', D631 'Carroll' and LMS 7051

All currently on display in the Engine House and available for use if required. LMS 7051 was used over the gala weekend and performed satisfactorily. D577 was used on the 26th October when the official handing over ceremony for Hawarden took place and the opportunity was taken to try it on a 2 coach train, with some success. Those with memories will remember that it failed at a gala due to problems with the fluid coupling setup. It was found that the amount of fluid in the coupling was significantly below the specified level so it was filled up to this. Once this was done, the loco would pull well but it was impossible to get it out of forward or reverse gear with the engine running. The coupling fill level has now been reduced somewhat and, although it reduces the torque transmitted from the engine, it does allow forward and reverse gears to be selected when required; a reasonable compromise.

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



Carriage & Wagon Notes

Coaches 1074, 1867 and 2084 are currently in service and each had a 3 monthly 'B' exam during September.

Coach 2223

With the continuation of the running season and the requirement for those involved to act as train crew all too frequently the progress has continued to be slow. The interior has had more coats of varnish applied. Most of the windows now have glass in them but there's still the few that don't, principally because we seem to be good at breaking the panes, with three failing in this way.

Most of the door locks have now been fitted and work is presently focussed on fitting the opening quarterlights.



Work has also been ongoing on the electrical system; in particular the end connectors which couple all the coaches together and allow the guard to control the lights.

Around and About

Volunteer numbers

The number of volunteers attending at weekends and on Wednesdays is starting to become a significant cause for concern, with numbers down to single figures on many of the recognised volunteering days. We do not have an obvious reason for this. On paper, we have over 70 active volunteers of all ages which is probably more than we have ever had. However, the days of people regularly attending most weekends seem to have gone with many only doing so for an occasional rostered operating turn. This is starting to have a significant effect on the work that we need to be carrying out. One particular area in urgent need of more help is with civil engineering, in particular the never ending task of keeping vegetation away from the line. A few years ago we had to employ contractors to do this at a cost of about £35,000. It is something that we can ill afford to be doing again. It is no solace to know that it is a problem being felt on many other heritage railways. One positive we have to report is that a couple of volunteers have started a Wednesday evening working party. This is something that we had in the 1980s and 1990s when most of our regular volunteers were busy working during the day. As people retired, the Wednesday evening sessions were replaced by the daytime ones that we have today. It would be good if the numbers on Wednesday evenings could increase so, if you are at work during the day and would like to help, please get in contact with Steve Roberts or Andrew Parsley for more information.

Outside Volunteers

In view of our own small numbers, it is fortunate that we have been able to receive assistance from a number of outside organisations who have staff volunteering schemes. Cummins Distribution, who have a depot in Leeds came to help for a second year, having first visited in 2023. About 15 of their staff visited the Railway in June and did a day's work on a number of



projects from painting fencing to lineside vegetation clearance. We have also had visits from two teams from Leeds City Council during September. These teams were also involved with painting but this time it was the platform fence and varnishing of the new coach ceiling. Others did some Permanent Way work, renewing three crossing timbers and a couple of sleepers whilst another team was busy building up the ground in the Permaquip shelter with ash and laying the required

sleepers. These visits from outside organisations are greatly appreciated and we are hopeful of getting more in the future.

Lastly, one of our regular volunteers took advantage of his company's volunteering scheme to do a day's work at the railway. It is something that others might consider if their employer offers such community volunteering days.

Permaquip Ballast Packer Shelter

The shelter is now all but complete. The rails and sleepers have been installed but the rails are yet to be attached to the sleepers. The only other outstanding task is to cast a concrete plinth to carry the door guide track which is fitted at ground level to both guide the doors and give additional security. It has been a long, slow job but, hopefully, the next edition of the Old Run will say that it is now in use.

Level Crossings

Work on the two footpath crossings has now been completed if we exclude rectification of vandalism, which remains a problem. The warning signs have been sprayed with paint at footpath 201, as has one of the whistle signs. The ORR are aware of the ongoing problems and will hopefully accept that it is a situation beyond our control as we cannot continue to spend precious resources of money and manpower in maintaining them.

Moor Road crossing remains out of use whilst we consider the various options available to us. Although a formal risk assessment has not yet been carried out, it is almost certain that we will have to install wig wag flashing lights if we are to continue to use the Balm Road branch. The cost of doing so is not yet known but will be well into five figures.

JCB

The JCB is now back in service but very little of the planned maintenance work has so far been carried out. We cannot afford to be without it for a long period during the operating season as it is needed to keep the platform coal dock filled.

Steve Roberts

Museum developments



During the next few months there will be an upgrade to the Wi-Fi to cover the full length of the Engine House. This will then enable reliable use of the Wi-Fi for meetings anywhere within the building and the introduction of interactive video clips. The videos clips relating to the exhibits within the museum include the locos in action and also audio descriptions. These will be done with the aid of QR codes that can be scanned by most smart phones. For a few weeks a display has been running in one of the cabinets on the mezzanine representing most of the films that had Leeds built items featuring predominantly. For each film there is a QR code taking you to a You Tube version of the film trailer. We know that they work as one day someone played the trailer for Bridge on the River Kwai.

The QR code above should take you to some information on 'Sir Berkeley' if you want to try this at home...

Recently those walking through the museum will have heard workshop and railway sounds emanating from the speakers. These have been downloaded and are used with permission from the BBC.

Andrew Gill is currently working with a piece of software that will enable us to display our archive photographs on a website that will be searchable. You could possibly look for 1310 at Park Halt on the 29th February. This is an ongoing task that he is working along with David Dixon.

With assistance from Richard Pike and David Hebden the name plate wall and various exhibits have had improved illumination. These include the engine in the Fowler, Harwarden's smokebox (well demonstrated in the photo above right) and 1310's inside motion.



Andrew Johnson



Whilst on the subject of museum pieces, Richard Pike (one of Mary's owners) writes:

"A couple of months ago we received a phone call from Nigel Hanson at Severn Valley Railway. During a clear out of one of their PMVs used by a chap who looked after their wagon fleet they discovered amongst a pile of wagon plates one of the original worksplates for D577 'Mary' along with both of the Beswick Lime Works owners plates. Arrangements were made and John Linkins collected them during a visit to their Branch Line Gala. We are now in possession of all of the original plates bar one missing worksplate."

Waggonways in stone

Thanks to Gordon Bell for these notes around stone waggonways, both in Devon and very much nearer to home in West Yorkshire (with a tenuous link to the Middleton Railway). We are familiar with steel rails and possibly know about the history of iron railways—but stone..?

Dartmoor has literally thousands of prehistoric remains, including the world's longest stone row at 3km. There are also several steam railways and disused lines and tramways for you to follow. Eric Hemery's 'The Dartmoor Railroads' is a good place to start.

Probably the gem is the Hey Tor, or Haytor, Granite Tramroad. There is 16km of 4ft 3in of track, twice that in rails, of course. The rails are L shaped granite sections 0.9 to 2.4m in length. Built for George Templer's granite quarries to deliver stone to the Stover canal and opened in 1820. The granite was claimed to be cheaper than iron.

Trucks were horse drawn, but the friction must have been considerable. A pivoting wooden frog deflected the wheels at turnouts. Volunteers maintain the railbed.



Editor: All interesting stuff and I confess that I have seen these remains on Dartmoor, in similar weather conditions to those seen in Gordon's photographs—it's not always sunny in the West Country!

Now turn over for details of where you can find remains like these in West Yorkshire...

I recently came across what is claimed to be a related tramway at Ashday, halfway between Elland and Brighouse. OS Explorer 288 122 225. It is adjacent to the caravan park (a naturist resort(!)). It is the same gauge, but used a groove in the setts rather than L shaped pieces. There is a presumption that it may have been built by the same workmen.

Copied from an information board at the site:

The Ashday Waggonway was built around 1770 to carry stone down to the canal for transportation. It was a deviation from footpath 110 and incorporated two inclines. This led to the successful upturn in the fortunes of the Calder & Hebble Navigation and transformed it in the space of a year from being in deficit, to being able to pay a 10% dividend. The way was built to move Elland Flags from around 1770 up until the time it was no longer a viable proposition following the shrinking of the industry when roofing slates and tiles became a cheaper alternative. The area of Southowram was considered to be a source of high grade flagstone. No details have been found as to how the horse drawn wagons operated here, but there is an almost identical wagonway in Devon built for the transportation of granite which was the Hay Tor Waggonway in Devon (see previous page).

The rails of these waggonways consist of stone blocks with grooves cut into them to take the unflanged cartwheels. The gauge of both was 1.35m (4ft 3in). The horses followed behind the carts on the downward inclines acting as brakes, and then pulled the empty carts back on the return journey. It is highly likely that both waggonways had the same method of operation. It was also in parts rope hauled. The unflanged wheels made turning the wagons around at each end of the tramway a lot easier. It is interesting to note that nearby dry stone walls in the vicinity have a West Country style topping.

An area on the hillside originally housed the stables for the working horses. This later became a smallholding named Far Binns (spelling can vary). There were originally 3 dwellings but now hardly anything of these remain. The three parishes of Southowram, Elland & Brighouse meet nearby at the point where the footpath and bridleway join. The extraction of stone flags ceased circa 1820. Later fireclay was mined in the area and this continued up until circa 1956. A few remnants of metal rail and fish plates have been found from the narrow gauge rails used to transport the tubs containing the fire clay.

Hopefully this potted history will be of some interest. Please note that other than the rights of way over footpath 110 and bridleway 140, the adjoining areas of land are privately owned and have no rights of access for the General Public. The land is also unstable, having mine shafts and workings under the hillside.

Gordon Bell

Editor: A quick Google (other search engines available) of 'Ashday Waggonway' took me to 'Malcolm Bull's Calderdale Companion' website which suggests that the more extensive remains of the Waggonway were only brought to light following the Boxing Day floods of 2016.

But I promised you a tenuous Middleton Railway connection... Well, 'Brookes no.1' used to work at the Lightcliffe Works of the Nonslip Stone Company. They manufactured paving slabs until the Works closed in 1969 (Brookes left for preservation at Delph in 1971). Lightcliffe is only a few short miles away from Ashday so it is very reasonable to assume that the same source of granite that was being quarried and transported by this Waggonway was being moved around by 'Brookes no.1' nearly 200 years later.

On a related note, am I alone in remembering seeing pavement flagstones lettered 'Brookes nonslip Halifax' (or similar) in burgundy lettering, in Scarborough of all places, up to the 1970s/1980s please?



Conway's Last Working Day

January 11th 1969 dawned dull and cold; a wet dense mist hung over the Welland. Two engines were being steamed at Gretton Brook Shed of Stewarts & Lloyds Minerals. All so different from the fourteen or fifteen engines which would have been steamed there on a weekday little more than a year before. One of the engines was No. 56, the first of the big Robert Stephenson & Hawthorns tank engines built in the early 1950s to enable the deep lying deposits of iron ore to the northeast and south of Corby Steelworks to be exploited. The other was No.44 Conway, the first of the seven Kitson & Co built Manning Wardle design quarry locomotives built in the 1930s to support the expansion of ironstone quarrying around Corby to meet the needs of the newly rebuilt integrated iron and steel works.

As needles in pressure gauges crept towards the red line and fires were built up, cars started arriving from all corners of the country. Once the cars were parked men, for the visitors were almost entirely men, got out of the cars and wrapped in parka, duffle coat or mac stood about in huddled groups talking quietly. The mood was sombre and reflected the gloom of the weather. Some visitors wandered across to the long line of cold dead steam locomotives standing near the shed awaiting their fate to take a final photograph. Many of these engines were already stripped of name and works plates and looked uncared for and unwanted. Other visitors simply drank in the atmosphere and remembered happier days – photographing these once well maintained locomotives as they hauled trainload after trainload of iron ore from quarry to works.

Some activity was provided by one of the few Yorkshire Engine Co. built eight coupled diesel hydraulics in captivity as it marshalled a train of 23 British Railways 13 ton open wagons. Cameras, Pentax, Minolta, Rolleiflex, even a Ross Ensign, were taken out of camera bags; light meters pointed hopefully at the engine and with a few 'extra stops for luck' pictures were taken. Surprisingly some were not clear film cameras.

Eventually the two steam engines left the shed yard and coupled to the train – Conway at the North end, No.56 at the South end. The visitors boarded the train – the more agile scrambling into the wagons, the less agile making use of a flight of portable steps. Once all were aboard, and with Conway leading, the train set off into the gloom.

It moved out into a Northamptonshire countryside scarred

by nearly a century of ironstone quarrying but still verdant and tree girt, or so it would have appeared, were it not shrouded by the mist. The train ran over the Midland Railway main line as it passed through Corby tunnel, across the junction with the recently closed branch to Rockingham Quarry before turning East through Brookfield Sidings and onto the double track line leading towards Park Lodge Sidings. Passengers at the rear of the train were treated to the strange phenomena of hearing a locomotive working hard at the front of the train but could see no sign of it; the train disappearing into the mist. In the front wagons passengers were sustaining themselves with cups of tea or coffee, some fortified for the occasion by the addition of Captain Morgan's brown milk, found their cups enriched by black floaters courtesy of Conway. Sandwiches turned grey under the relentless hail of soot and cinders.



Conway ready to depart from Gretton Brook. Photo: Charles Milner

Through a single track road bridge, past Park Lodge Sidings and the branch to Park Lodge Quarry and then on a further section of double tracked line to Harringworth Sidings where the train paused whilst the locomotives took water. And then on further into the mist, passing junctions to various small quarries, passing the jibs of giant draglines as they loomed out of the mist, passing sidings filled with loaded or empty wagons. The train paused to allow a crew member to jump off and start pinning down the wagon brakes and then the train drifted down the long bank to Wakerley Tipping Bank. The descent was a bit faster than planned and Conway slid into a long line of loaded ore wagons at the tipping bank with an almighty thump. Time for more photographs; apertures opened wide and pictures taken in the hope that in years to come there would be a way of recovering something from dark grainy negatives.

Once the passengers had re-boarded, Mr. Jones, the locomotive superintendent, decided that it was time for the locos to do some useful work so 18 loaded ore wagons were coupled to Conway. In the words of Mr. Jones, it was done to give the loco "a bit of a bark". The heavy train made its way through the January mist to Corby with nary a slip or tremor despite lack of sand and wet greasy rails. Just the once, when No.56 crested a bank and eased off leaving the full weight of the train on Conway, did Conway slip and then it was very quickly corrected.

The two engines moved inexorably through the gloom towards Gretton Brook for the last time: exhaust leaving the engine's chimneys in thick dark columns which spread out to merge with each other and with the mist to leave a grey pall hanging over the countryside as a transitory memory of what had passed. Railfanning in its purest saddest form.

At the end of the trip at Brookfield Sidings the ore wagons were detached and the locomotives took water before the final mile was run to Gretton Brook Shed. Conway was detached from the train on the fly and made its own way to the Shed whilst No.56 delivered its train into the spur for passengers to detrain and then ran back to the shed with a mournful toot on his chime whistle.

The visitors started to walk back to their cars. Some paused for a moment in groups chatting and breathing in the sight and smells of steam at Gretton Brook for the very last time. Some stopped to reflect on the superlative driving they had just witnessed and would never witness



Conway heading into the mist towards Harringworth
Photo: Charles Milner

again. And some just stood silent as mourners stand at the graveside, remembering better times.

Fires were dropped and the glowing embers extinguished then No.56 and Conway, using the last few pounds of steam on the clock, shuffled into Gretton Brook shed. It was all over. Conway, which had helped usher in the modern era of steel making and ironstone quarrying at Corby, had spent its last working day.

Postscript. Of the once so well maintained fleet of locomotives at Corby five of the 56 class engines survive though none retain the Stone's turbo-generators and electric lights provided for night time working and of the combined total of 15 quarry type Manning Wardles, all three Manning Wardle built locomotives survive, three of the seven Kitson built locomotives survive and just one of the five Robert Stephenson & Hawthorns built locomotives survive – the latter sadly converted to a 'Thomas' replica. Sadly none of the survivors is in working order though several are under overhaul. (*Editor: Conway is now of course, safe at Moor Road—perhaps one day...*)

Acknowledgements: This article draws heavily on 'The Ironstone Quarries of the Midlands, Part 6, the Corby Area by ES Tonks, on Industrial locomotives of Bucks, Beds and Northants by the Industrial Railway Society and on 'How do You Fancy' by Trevor Poulding which appeared in Vol. 3 of the industrial Railway Record, Issue 31, June 1970.

Charles Milner

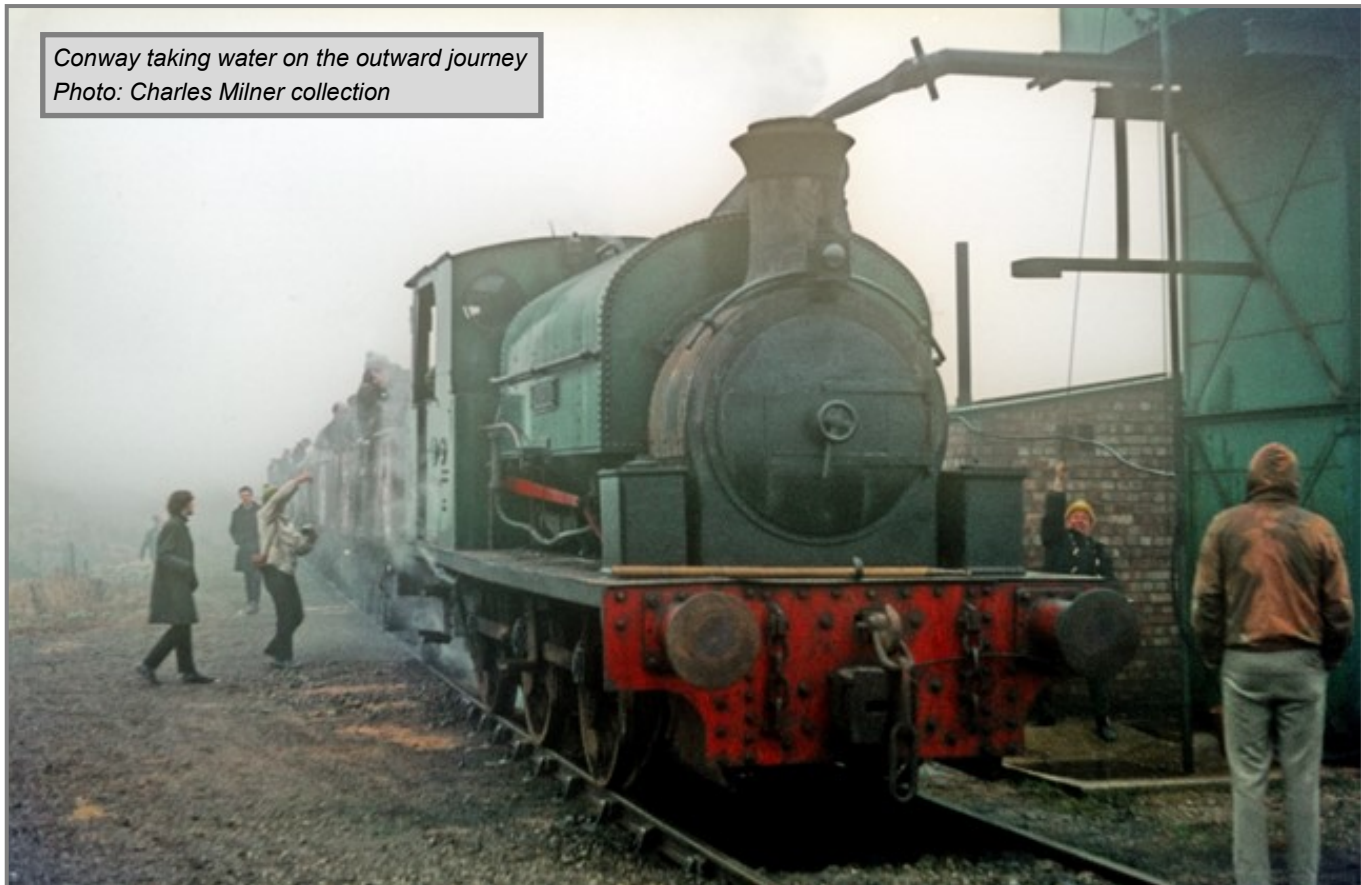


No.56 Back at Gretton Brook
Photo: Charles Milner Collection

Editor: No.56 has had a nomadic life in preservation, spending time at the Kent & East Sussex Railway, North Woolwich Railway Museum, Great Central Railway (North—Ruddington/Nottingham) where I rode behind it in 1994. It moved to the Epping Ongar Railway in February 2021 and awaits restoration there at present.

Visitors to the Worth Valley Railway in the 1970s probably remember red no.57 'Samson' - the next in the Corby number sequence. No.62 also spent time at North Yorkshire Moors Railway in the 1980s.

*Conway taking water on the outward journey
Photo: Charles Milner collection*



From the Northamptonshire fog to the frozen wastelands of South Leeds. 3rd December 2023 to be precise, when we actually got snow! Brookes No.1 prepares to depart with the first train of the day. It's also an opportunity to remind everyone that the Santa trains are a vital source of income for the railway. If you can spare even a few hours on any days the trains are running then the people in the shop or working the trains would love to hear from you. 'Every little helps' is really appropriate at this time of year.

Thanks.



Rail 200

With the 200th Anniversary of passenger railways being celebrated in 2025 here's a look back at when Middleton locomotives have featured in earlier Railway landmark parties...

It all started with 1310 and The Sentinel attending the 'Rail 150' celebrations at Shildon Works in 1975 but neither was actually in steam for that event and neither featured in the locomotive cavalcade either.

30 years later though, in September 2005 'Matthew Murray' travelled to the recently opened 'Locomotion' in Shildon and is seen above in action on Brake Van rides on the demonstration line there. On the right is Timothy Hackworth's Soho Works dating from 1834, 22 years after Salamanca and the other Murray locomotives...

In 2012 The National Railway Museum at York held their second Railfest event and 'Sweet Pea' was invited as the world's smallest standard gauge diesel locomotive (left). Over the course of the event it was used on passenger shuttles in top and tail mode with Peckett 'Teddy'.

Top photo IRD and lower photo Howard Bishop



Situation vacant—Middleton Railway Trust Financial Comptroller

There is grant funding available which would help further the Trust's long term ambitions. Seeking out this funding and then carrying out the work to see if the grant funder's objectives match what the Trust is planning to do to maximise the chance of a successful application for funding takes time.

Similarly there are opportunities to reduce Trust costs and boost revenue by careful analysis of expenditure and income streams to enable informed decisions to be made about changing the way the Trust currently does thing. This also takes time.

The Trust's Treasurer simply does not have enough time to take on this vital long term work whilst still looking after the day to day financial affairs of the trust. It would greatly help the Treasurer if he were to have a deputy, a Financial Comptroller, who would specifically look after some of the day to day financial matters so that he could send more time on longer term financial planning.

Specific responsibilities of the Financial Comptroller include:

- Maintaining and reconciling the Shop/Café cash float.
- Banking cash
- Entering invoices onto accounting system - including coding to department
- Preparing list of creditors for payment.

Delivery of this role means coming down to Moor Road roughly once a week during the operating season; other work can be done from home

Exciting stuff? **NO**

Absolutely essentially the survival and development of the Trust ? **YES**

If any reader would like to take on this vital role please contact the Treasurer at treasurer@middletonrailway.org.uk and arrange to talk through the role with him.

And finally, a plea from Traffic Manager Matt Berry...

Our wood supplies for lighting up locomotives is starting to get low. If anyone has any wood that they want to get rid of (and assuming you haven't burnt it on Bonfire night!) please feel free to donate it. Unfortunately we can't accept:

- Treated wood
- Anything covered in thick layers of paint
- Chipboard (veneered or otherwise)

Thanks in advance

Matt



The Middleton Railway Trust Limited

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