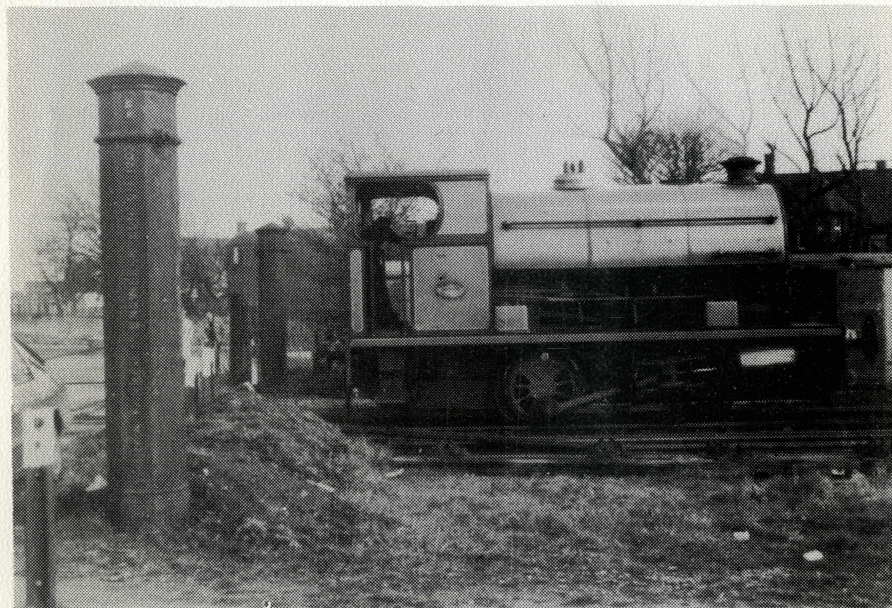


THE OLD RUN



**JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS**

January 1984

THE OLD RUN

No. 108

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The Editor invites all readers to contribute articles, news items, letters, photographs and drawings on subjects of interest! All contributions should include the reader's name and address. Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd, The Middleton Railway Association, or the Editor.

The next issue of The Old Run will appear in June and all contributions should reach the Editor by the end of April.

Details of rates and conditions for advertisements in The Old Run may be obtained from the Editor.

Cover Picture Few things remain of the old Middleton Railway at Tunstall Road. The gateposts, seen flanking Peckett 2003, serve as a reminder of a past era, being made by Saxby & Farmer in 1903. Four of the original eight posts still survive.

EDITORIAL

Firstly, may I on behalf of the Trust Council, wish all our readers a happy and prosperous 1984.

The last couple of issues of Old Run may have seemed a little odd in layout and appearance, and indeed one or two comments have been received by me about some of the layouts used. Because of these comments, I think a little word about the magazine's production may be in order.

The main problem with the magazine is always that of space - where does everything go? Colin Bye, who actually produces the proofs, has found that in many cases the laying out of articles so that each starts on a separate page led to large areas of white paper being left. This is obviously wasteful and so we are engaged in some experimentation designed to reduce this wastage. In the main, this will mean either that we 'follow on' articles as we did in the last issue, or we shall fill our 'blank' areas with items from our "Notes and News" items as we are doing with this issue. We can then decide upon a policy for future magazines. Or, of course, we can try some other combinations. All of this takes time and I hope that this short explanation will help readers to bear with us for a while longer as we try to produce the most economical magazine we possibly can.

Another idea being tried out in this issue is that of advertising, and three pages of these appear for the first time, in addition to those already on the back cover. Again, it's a good way of cutting costs.

Having been absent from the railway for a number of months, it was a revelation to return in December to find a complete change in front of me. The new complex at Tunstall Road is certainly far better than our old facilities at Dartmouth. There is also a new sense of purpose as all available members are working together fitting out the new shop. There, a counter has been constructed which looks most professional, and is a credit to the person who spent long hours to achieve that splendid result. Many other jobs are being completed in the same manner but, as always, more people are still needed. By the time this issue is out, we should be well on the way to having a full electricity supply, as opposed to using our generator set, and our facilities at the site will be virtually complete. All we need now are the members to use said facilities. Any offers?

Ian Smith

MIDDLETON 225 !

Two hundred and twenty years of service - and still going strong!

That was the proud claim of the Middleton Railway in its celebrations of September 1983. In June, 1758 an Act of Parliament was passed authorising construction of "A waggon-way in order for the better supplying the town and neighbourhood of Leeds in the county of York with coals". This was the very first example of legislation authorising the construction of a railway: a forerunner of the 19th Century parliamentary control.

The 1758 Act controlled the quantities and price of coal and was amended by further Acts in 1779, 1793 and 1803. It was on the statute book until 1980 and, pleasant as it would have been to have continued to run under such historic legislation, we would have been committing financial suicide if we had tried to supply "200 tons of coal per weekday at 34.8p a ton"! Ultimately, a Light Railway Order will take the place of the original Act, which has been removed from the statute book.

When it was realised that a celebration was appropriate, various ideas were considered. Leeds Tourist Office and Metro had operated an 'Industrial Heritage' tour on 6 Wednesdays during the school holidays, including Middleton. Whilst train loadings were not brilliant, they were a good pointer for the future. It was decided not to repeat this idea in September as this would only duplicate the hard work already done by Metro. Road-Rail-River was also considered but was ruled out because sponsorship was not forthcoming this time. Thus a third alternative came to the fore.

On 7th June 1958 the "Bicentenary Tour", a train of open wagons hauled by HC 1871/54 "BLENKINSOP" made a complete tour of the line so why not do a repeat? That tour covered several sections of the line that are no longer possible today, Hunslet Staithes, Broom Pit, and of course our pre-motorway alignment. The 1983 tour would again tour all existing sections of the line, but would only consist of the normal trainset, i.e. van plus wagon. For this reason, two trains would be run on two consecutive days to increase capacity.

Publicity was circulated to the "Railway Press" giving details of trips on September 10th and 11th. This date was chosen to commemorate the opening of the line, and was far enough away from our own gala (held July 4th) and other railways' attractions to be able to pick up sufficient bookings, we hoped.

What we did not foresee was the turmoil which was to descend on the railway when we received 'notice to quit' in August, changing everything. In a sense this was an added attraction for this weekend was likely to be the last on which we would be able to run a special train into Clayton's Yard. Late publicity was inserted in "Branch Line News" stating that this would be the last public opportunity to travel into Clayton's and as a society which measures railtours in inches rather than miles, this was an attractive proposition to them.

Tony Bell dealt with pre-bookings, which were not very encouraging, and then our "removal men" commandeered the open wagon for use in the transfer of machinery from Clayton's to our new centre.

When September 10th came, we had no real idea of what was likely to happen. There was good coverage on Radio Aire, Radio Leeds and the local press, and it was anticipated that some latecomers would seek a place. The weather was terrible with wind and rain - no-one would have used the open wagon even had it been there!

The first train - 12.30 from Tunstall Road was packed with a number of members from afar using their membership cards, in addition to members of the public from as far away as Cumbria and Cornwall. The second Saturday train, the late running 13.15 was also full, and although we arrived at the halt too late for the 14.00 normal service train, the rain ensured we had no-one waiting.

On the Sunday, with the weather a little better, not so many people turned up. The spin off resulting from all the publicity did ensure a bumper day on the normal trains however.

We were honoured by the presence of Fred and Susan Youell on the last ever train to Dartmouth Yard.

It is some time since Fred, our founder and first Chairman, has visited us and he was fascinated by the many changes which have taken place, such as the new station and permanent way, which he had a great hand in laying in the early years. As we ran to Middleton park we were witnessing travel over an alignment used for rail transport for a world record 225 years. Halting short of Robinson and Birdsalls yard due to two BR wagons awaiting unloading, we were witnessing MRT (alone among British preserved railways) serving local industry with freight.

This historic railway which, twenty five years ago had been derelict and facing closure, was continuing to adapt itself to the needs and opportunities of South Leeds. As Fred remarked "It has all been worthwhile, very, very worthwhile".

J. Bushell

NOTES & NEWS

OFFICIAL OPENING OF TUNSTALL ROAD

It has been suggested that during the early part of this year, probably at our official opening ceremony, some form of period costume be worn to illustrate our historic associations with the City of Leeds.

There are many themes which could be used - the most popular being 19th Century dress as this is perhaps easiest to come by.

Anyone who is interested in this idea is asked to contact Chairman Joe Lee who is coordinating the event and has suggested that he come as an early Bobby, or perhaps an aviator!

SALES MATTERS

John Chaplin has asked that the magazine make the existence of members' badges known to the membership once again. New stocks of these badges have been received and at 40p each are well worth it. They can be purchased at the line or direct from John, at his address which can be found at the end of the magazine.

Also, the new shop will be fully operational for Easter. We shall need more volunteers for this, a minimum of two people now being required where only one was needed in the old shop. John would be grateful to receive offers of help to staff the new shop. The conditions are far more civilised than in the old containers, with wash and toilet facilities available on site for the first time so life will not be so hard as it was in the old shop.

If anyone is interested in volunteering for a day's duty in palatial surroundings, can they please contact John Chaplin and he will be only too pleased to give full details.

OPEN ALL YEAR

The most immediate change in our sphere of operations now that we have moved to Tunstall Road is that, for the first time, we now have all the locos and rolling stock on show to the public. The Trust Council has decided that the site will be open to the public every weekend and Bank Holiday (Christmas and New Year excepted) from 10.00 a.m. to 5.0 p.m. (dusk if earlier). No admission charge is being made but donations are suggested. It is not intended to alter our existing operating pattern of passenger services from Easter till the end of September at present, but this will be reviewed in due course.

THEFTS AND VANDALISM

We now have a completely fenced in site at Tunstall Road and have arguably the most secure site of any operating railway. However, we probably also have the worst 'environment' and despite the fencing and locks on everything we have suffered somewhat from thefts and vandalism at Tunstall Road before and after we moved down there. The old shop was broken into during August and all the stock stolen. Fortunately we were insured against this so the loss was relatively little. The container being used as a store by the Community Programme was forced open and all hand tools removed during September. The Midland brake van has been broken into several times but fortunately losses have been minimal. The new fence was cut during the night of 21st October and locks forced on the brake van, tool van and C.C.T. and attempts were made to break into other places. Fortunately nothing was stolen, although the Fowler diesel had its windscreen wipers broken off.

DARTMOUTH YARD - THE END

As noted elsewhere in this magazine, the Middleton Railway Trust is no longer resident in Dartmouth Yard, having moved out on the 1st October. Immediately after our stock had vacated the yard the track was lifted for scrap.

It should be noted that members of the M.R.T. no longer have any rights of access to Dartmouth Yard except along the track into Robinson and Birdsalls which remains in use for goods traffic as required.

WELCOME BACK

The origin of the Middleton Railway Trust was as a direct result of the desire of the Leeds University Union Railway Society's desire to run its own railway. However, over the last few years LUURTS involvement with Middleton had declined to such an extent that it was non-existent. It was very pleasing therefore, to welcome a working party from the University on Sunday 31st October, when eight students spent the afternoon at the railway doing a variety of jobs. It is hoped that this will be the beginning of a re-juvenated association between the two organisations.

TUNSTALL ROAD SHOP

Work on the basic shell of the station building was completed during September and fitting out is currently taking place. Whilst the plumbing and electrical work is being done by the C.P. workforce, the provision of counters, etc. is being done by our own members. It has been agreed that, to reduce costs, the walls will be left unplastered and the blockwork has been finished to suit painting. We are hoping that work on the building will be sufficiently complete so as to permit its use for the Santa Specials in Mid-December.

Ever mindful of the need to combat vandalism, arrangements had been made for a specialist firm to supply steel shutters for the windows. However, we have had considerable problems with the standard of workmanship, and so far we have had to reject the shutters provided TWICE. Hopefully, the third set of shutters will prove acceptable.

Problems have arisen with the electricity supply due mainly to our total rejection of the quotation given by the Yorkshire Electricity Board for the connection. We are currently negotiating on this, but we are in a cleft stick situation as we urgently need a suitable electricity supply. The generator set is currently (no pun intended!) providing the power source but its capacity is very limited.

At the time of writing, work has yet to start on the main drain connection, but it is anticipated that this will be commenced by the beginning of November. Our main problem is that the foul sewer is some 12 feet below ground level and will necessitate considerable safety precautions to prevent collapse of the excavation.

With the need to move out of Claytons yard, fencing of the Tunstall Road site became a priority. Work was sufficiently complete to allow our locomotives and stock to be moved in on the 1st October and the fence was finally finished on 23rd October. The fence has cost us considerably more than we had budgeted, but this is something which we have had to accept because of its necessity and urgency.

Costs have always been of concern to us on this project and it was always known that, if things went according to budget the £20,000 grant would not be sufficient to cover the cost of the loco shed as well. With this in mind, an application for a further £10,000 was submitted to the Inner City Committee for the year 1984/5. However, the committee felt that we had had our fair share of the money available and that no more could be provided. After examining the costs so far and carefully

appraising the budgets for the loco shed, the Trust Council has decided that the initial phase of the loco shed shall be confined to six bays (55 feet) and that subsequent extension will be dependent on further money becoming available from whatever source. The detailed plans are presently awaiting Building Regulations approval, which it is hoped will be forthcoming in time to allow work to start before the New Year. Problems with resolving the surface water drainage are the only points still holding up the approval.

In addition to the work being carried out by the Community Programme employees, our own members have of course been very actively at work on the site. The old shop has now been moved and is currently being used as a materials store. The hut from Claytons yard has been temporarily re-erected to serve as a base until the loco shed is built. Work is progressing on many different things and tidying up is being carried out as labour permits.

It may be of interest to members to know how the grant is being spent, so details of expenditure to date and future budgets are given below

Shop - foundations	650
shell	3210
fittings	2720
Professional fees	420
Fencing	2500
Plant hire	780
Tools & equipment	400
Drainage	2000
Loco shed - foundations	1640
steelwork	1610
cladding, etc	3785
Miscellaneous	1775
Labour 'top--up'	1300

	22790

CHANGE OF ADDRESS

The move from Claytons has of course meant that the Garnet Road address is no longer correct. Arrangements have been made with the Post Office to hold all mail so addressed as an interim measure. A new post box is being provided at Tunstall Road Station and the new address will become operative as soon as it has been approved by the Post Office.

For the present, any correspondence should be addressed to specific officers, as detailed at the end of OLD RUN.

MEMBERSHIP NOTES

The festive season will soon be with us and I'm afraid that for many of you it will be time to renew your subscription to the Trust. Those of you whose membership does fall due for renewal should find an appropriate form enclosed with this Old Run.

Postage accounts for a large slice of membership costs and in an endeavour to cut down this ever increasing bill membership cards etc. will only be sent out with the next edition of the Old Run instead of on receipt of your subscription as at present. If you do, for some reason, wish your membership card to be sent out before the next Old Run would you please make a note of this on your renewal form. A S.A.E. would be appreciated in this case.

The following members have recently made donations to the Trust and their generosity is greatly appreciated:- S.Hitchcock, R.Wiseman, A.Mills, C.Mapals, B.Harris, D.Holden, V.Smith, G.Streets, J.Mann, K.Hartley, B.Lawson and C.Jepson.

May I take this opportunity of wishing you all a Happy New Year.

Ann Roberts

TREASURER

After several years service, George Lunn decided, for personal reasons, to relinquish the post of treasurer from 22nd August. As an interim measure John Chaplin has agreed to act in this capacity, probably until a new treasurer is appointed at the next AGM. Anyone who would like to be considered for this post should get in touch with the Secretary or any Council member.

SECRETARY

Mrs. Brampton has intimated that she would like to retire from the post of Company Secretary if a suitable replacement can be found. As in the case of the Treasurer, anyone wishing to be considered for this post should get in touch with the Secretary or any Council member.

1984 AGM

The 1984 AGM is to be held on Saturday 17th March, commencing at 15.30. Venue is the ATC hut at Parkside. Nominations for Council Posts, items for discussion and apologies for absence should reach Peter Nettleton by Saturday 3rd March.

It is hoped to have another slide show after the meeting, as we did last year.

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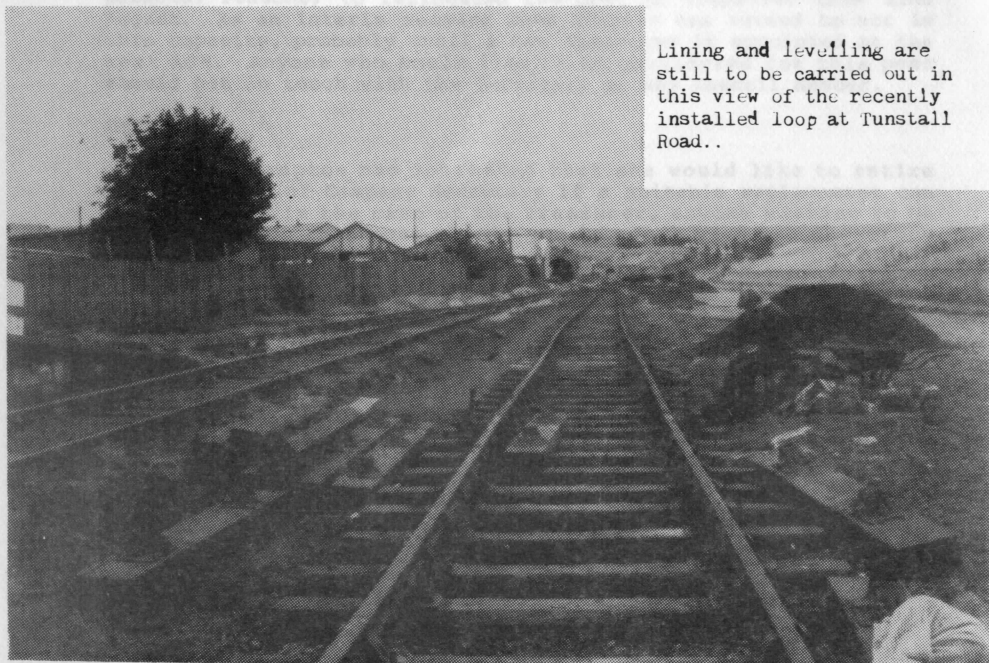
GARNET FISHERIES

33-35 GARNET GROVE
LEEDS 11 OFF GARNET ROAD
WHEN WORKING AT, OR VISITING THE
RAILWAY WHY NOT PAY US A VISIT FOR
A DISH OF FISH AND CHIPS
PROPRIETOR BOB SCARTH



One of the ex. Kirkstall turnouts is laid into its new position at Tunstall Road. The crane is standing in the loop.

◀ CENTRE



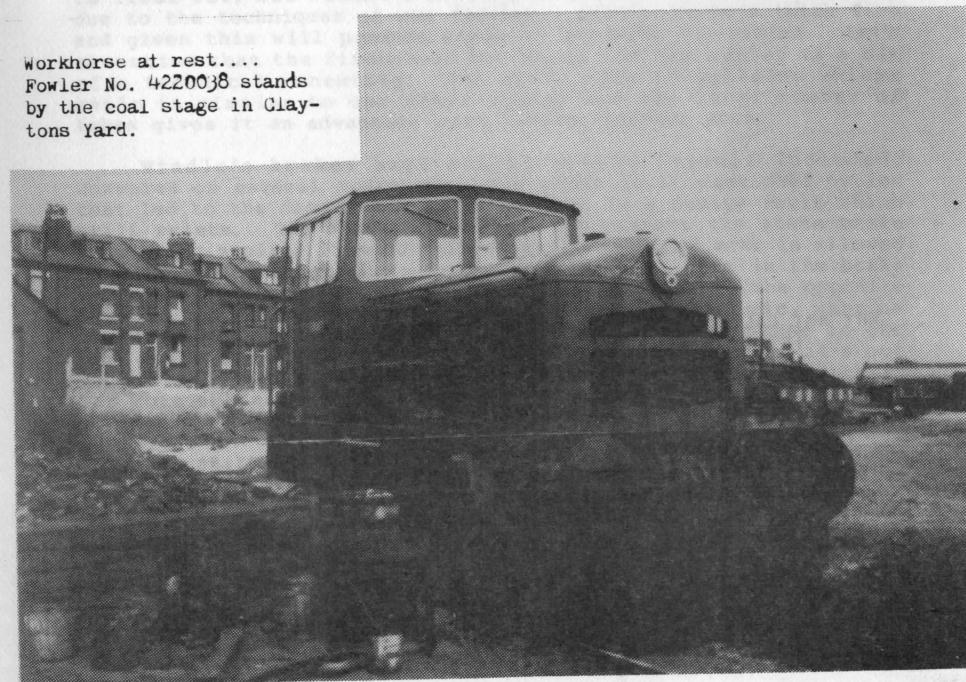
Lining and levelling are still to be carried out in this view of the recently installed loop at Tunstall Road..



Newly repainted Thomas Hill Diesel No. 138C - first of the three recent additions to the diesel fleet.

SPREAD ▶

Workhorse at rest....
Fowler No. 4220038 stands by the coal stage in Claytons Yard.



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'RAILWAY' SURROUNDINGS, ENJOYING A PLEASANT DRINK AND GOOD
COMPANY AT THE SAME TIME.

LETTERS

In Defence of the Beast

After reading Ian Smith's light hearted look at Windle, I feel that someone ought to come to the defence of this maligned machine.

Ever since Windle arrived at Middleton in 1961 myths have surrounded it. Originally it was rumoured that the loco was in too bad a condition to be steamed and, although nobody knew what was wrong with it, this was the main reason for it not being used for 15 years. It finally fell to Jim Lodge to kill this myth and prove that there was nothing wrong with Windle.

Myths also surround the Giffard injector. When first put to use in 1976 it worked very well. It was only in later years that problems occurred and this was eventually traced to a misaligned cone. This was rectified and the injector works well. The fitting of the second injector was to comply with D.ofE. requirements, not because of the reliability of the Giffard.

Windle's steaming ability is also an exaggerated tale of woe. True, the short chimney can prove troublesome when the fire is first lit, but Windle's ability to produce steam is probably due to the techniques of our firemen. Windle likes a thick fire and given this will produce steam in adequate quantities. Ian's assertion that the firebox is too small for the boiler is a bit of a technical nonentity. The grate area to cylinder volume ratio is similar to our other locos, and the large number of tubes gives it an advantage with heating surface area.

Windle's brakes have caught people (myself included) unawares on several occasions. The minor fault mentioned by Ian that led to the demise of the tank wagon is a design fault which still exists. The handbrake column can prevent the steam brake from being applied if more than a small amount of wear is allowed to build up although there is plenty of travel left in the brake cylinder. The driver's brake valve also operates in the opposite direction to all convention. One well known academic, when he was informed that he was trying to drive with the brake in the 'on' position, was heard to utter the immortal phrase 'it's not logical'. These words sum up Windle, but for all its faults it has more character than any other Middleton loco. Long may its eccentricity continue.

S.J.Roberts

MIDDLETON 225 - The Driver's View

Archivist John Bushell has given the "official" view of the events of 10/11th September. However, there are two sides to every story and this is the 'other' side - what happened at the sharp end on 11th September.

Having volunteered for driving duties some time before the event was planned, I was more than happy on learning that I would be driving the last train into Dartmouth Yard. I tend to be a little historically minded on these occasions, and was looking forward to the day.

As we all know, things do not usually go quite as smoothly as they seem, and this particular day was no exception to that. Things began to go wrong from the start when, on the morning, I missed a bus and thus arrived at Dartmouth almost 30 minutes after lighting up time. Fortunately, Fireman Phil Jones was already at work and, after throwing some insults in my direction about being late, proceeded to light a fire. Unfortunately, the wood was wet (not very surprising as the wood store was long gone by this time) and the paper was not much better. This resulted in the fire going out! After exchanging glances and not a few curses, Phil and I decided upon drastic action. Whilst he scoured the yard for anything remotely dry to burn, I nipped down to the local newsagent for a copy of News of the World. This large paper was then used for lighting up (well, I can't think of a better use for it!) along with the few bits of dry wood acquired by Phil. Also found by Phil was a large amount of roofing felt which, once alight burns quite fiercely. Thus steam was raised for our historic outing! Once the fire caught, we raised steam fairly swiftly and after coaling and watering proceeded to pick up our train, plus "HENRY" and "WINDLE" which were to be displayed at Tunstall Road. These two locos provided the first diversion when we realised that, as the special had to cross Burton Road, we couldn't leave them in their usual resting place, Whitakers. That meant they had to go in the loop.

Now, at that time, although complete, the loop had still not been fully ballasted and looked from the footplate like a long roller coaster. Well, the crane had used it several times so we considered that if the crane was OK then so were we. In any case, as one member put it "If it rolls from side to side, close your eyes and imagine you're at sea!" Thus P2003 became the first steam loco to use our new loop. We left our exhibits opposite the platform before running back to the head shunt and thence into the platform.

The first train, following BR practice, left a little late. Guide for the trip was John Bushell, Guard Keith Hartley gave the right away and we eased back over Burton Road with John's voice being heard describing the area to Susan Youell and other passengers. From Whitakers we ran to the point, then down to BR where we stopped in the loop for photos. A whistle at a passing DMU was obligatory of course - the passengers faces as they saw our little train had to be seen to be believed! After a suitable length of time designed to increase Kodak's profits, we made our way back up to the main line where a cry of "OY!, wot you doing 'ere?" was heard as we crossed the road. The speaker was the treasurer of the Yorkshire group of the Deltic Preservation Society, to which group I'd given a talk many moons ago. He shouted to the effect that we weren't making as much smoke as 55009 and 55019. No one who knows me says things like that! A few lumps of coal, wood and God knows what else went into the firebox to produce some lovely effects as we hit the tunnel! As we continued to the top, Phil, on looking back, gave his efforts as 9 on the Smith scale (used to calibrate the amount of smoke left in the tunnel as we go up the line) which wasn't bad at all!

We then ran down and into the Yard, where the fun began. We first of all ran into the back road as far as we could go, then went into Robbies where we came upon two loaded wagons blocking our path. I looked across at Phil, who immediately said "Why not indeed?" and set the stage for an epic battle between 2003 and these wagons. We waited to allow those interested to alight for photographs before attempting to move the wagons. That was a mistake.

A combination of weed and wet rail caused the loco to slip violently so a new approach was tried. Earth was shovelled in front of the loco's wheels and we tried again. As we again slipped violently I was reminded of an earlier occasion, with "WINDLE" when I'd boasted to Glyn Hiscock about the load she was about to move "She'll move that, no bother!" Then, as now, the result was the same - lots of wheel turning but no movement of train.

For our third attempt, I dropped the train back a fair way, had Phil sand (well, ash anyway) the rails on both sides for a fair distance and, with a short prayer, opened up again. This time we moved away, slowly and steadily. However, once off the ashed rails, the loco again slipped and as time was getting on, it was decided to call it a day. We had moved the train further into Robbies than before so we called it a draw! The customers appreciated it, though, so everyone appeared happy. The run down to the platform was uneventful and we then embarked our passengers for the second train, leaving a little later. This train carried our founder, Fred Youell, a most welcome guest indeed. After running down to the catch points at BR, we reversed until we stopped halfway up the loop. At this point we stopped for Kodak again. Indeed, I also took a couple of

historic shots here. We proceeded into Robbies, but on running onto the crossing, Phil and I heard an almighty Bang. I automatically stopped the train and got off to make an inspection. Unfortunately, John assumed that this was a normal photostop and allowed everyone to alight as well! Thus, when I was ready to restart the train, there were no passengers. Still, a runpast was appreciated by the many cameramen there. Once the passengers reboarded, we ran up to those damned wagons before going back into the Yard proper.

This time, it being the very last trip, we decided on something different. After running up the Back Road, we then proceeded over the double point and stopped the train in front of the site of the hut, by now re-erected at Tunstall Road. I need hardly add that those points were secured before the train ran over them! Once at the 'hut', passengers alighted for their final photographs. I was able to chat with Fred Youell, and indeed took a slide of him with John Bushell in front of the last train to Dartmouth Yard. It was a historic and sad moment in our history. To think that no more railtours would run into the yard, and soon no trains at all was a little sad. On the other hand, our new facilities at Tunstall beckoned invitingly.

All too soon, we left the yard, giving a long whistle of farewell as we turned the corner. It was the end of an era.

At Tunstall, people left the train, all saying how much they had enjoyed the day. That made it worthwhile in itself. The rest of the day was busier than normal, because of the publicity, we'd been given about the event so everyone finished the day happy.

One thing marred the event, and this was the ridiculous timings given. Trains were due to leave at 12.30 and 13.15, which was crazy, given the nature of the event. A 45 minute itinerary is adequate to do the line if you do not indulge in photostops etc. This type of trip demands at least an hour, and 90 minutes is not overlong. On the Sunday, the second trip left Tunstall Road at 13.30, (arriving back at 14.40), which only allowed a 15 or so minute period for passengers to alight and board before departure. I could certainly have used more time to give customers another run past or photostop. That apart, the event was judged a great success by all concerned and whilst it broke no financial records it did, like "50 Years of the Diesel" last year, focus attention on the line for its last weeks of running, thus increasing patronage at a time when it would normally be running down.

Ian Smith

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LOCO NOTES

With the amount of work necessarily caused by the vacation of Dartmouth Yard, no work has been done on the locomotives other than of a routine nature to enable them to remain in traffic. The prospect of any loco work being done before Christmas is remote, but hopefully by that time the way should be clear to start the proposed programme.

Work that it is hoped to carry out is as follows:

No 2003 Routine maintenance and preparation for visit of boiler inspector. If circumstances permit, vacuum brakes will be fitted. This loco should be available for traffic at Easter.

No 53 Windle Although nominally serviceable, continuing problems with leakage of the firehole door ring has reduced it to the role of standby loco. The problem will only be fully cured when the ring is re-riveted, and arrangements are being made to carry out this work so that Windle will be available as a second engine in 1984.

No 2702 Matthew Murray At present resembles an Airfix kit gone wrong as all the various components were heaped on the footplate for the move out of Claytons. The Trust Council have agreed to spend the necessary money on the Bagnall's boiler repairs, and various schemes for this are being investigated to establish the cheapest practical method of carrying out the work. No date can be given for the loco's return to service, but it is hoped that it will be during 1984.

No 385 Awaits rivetting of stays and caulking as time permits. We are having problems in getting our insurance company to accept the insurance of the boiler due to its unknown age and foreign construction, although its condition is not the cause of their concern. Until this is resolved, which it will be, No 385 seems destined to be a non-runner.

No 59 Work will be carried out on the Sentinel as time and resources permit. Money is available from the M.R.A. for the new steel plate for the cab and bunker sides. The outer shell of the boiler is to be lifted from the frames to permit welding of the flanges. Most of the studs require to be renewed but no problems are envisaged with the boiler. It has been decided to reinstate the boiler feed pump and the necessary parts are to be obtained for this. A brief inspection of the engine unit has not revealed any major problems in this area. It is hoped that No 59 will be back in traffic in 1985.

The diesel fleet has continued to give reliable service and has been a real asset with all the work involved in the move. Currently Nos 1786, D631, 138C and 4220038 are available as required. The latter locomotive in particular has been a real workhorse of late, and is rapidly becoming first choice for nearly every job not requiring a steam loco.

All the other locos remain stored with no further work being carried out.

PLANT & MACHINERY

The diesel crane has been required to perform almost daily for the last few months and has given almost faultless service. We are still experiencing trouble with fluid leakage from the hydraulic transmission despite attempts to cure it. Some work is becoming necessary on the crane, and it is hoped to carry out a minor overhaul shortly. However, we must keep it available for service as progress on the new shed is dependent on this.

Our generating set let us down badly just before we had to disconnect the electricity supply at Dartmouth Yard. One of the main bearings seized due to oil starvation. This in itself was a minor problem as spare parts are readily available. However, all attempts to dismantle the engine according to the instruction manual proved abortive as the flywheel defied the attempts of all and sundry to remove it. The bearing was eventually replaced but not without considerable ingenuity as, even now, the flywheel remains unmoved!

A NEW LOCO FOR MIDDLETON

Late November saw the arrival of another diesel loco, from the Immingham firm of Norsk Hydro Chemicals, formerly Fisons.

The new arrival is another Fowler 0-4-ODH of class 422, this time built a little earlier, NO. 4220029/65. It is virtually identical to 4220038, with the same power plant, a Leyland Albion engine. As with 4220038, No. 29's actual horsepower is unknown, as these engines can develop anything from 200 to 275 horsepower. The loco's bodywork is very much in need of repair, far worse than any other diesel on the line, even beating "MARY" for poor condition. For this reason, her owners, Vernon Smith and Joe Lee, originally intended that she be used for spares for No. 38, but full inspection revealed her engine to be as good as, if not better than, that loco's and thus 4220029 will be restored as a loco in her own right. The current plan is, I am informed, to withdraw 4220038 for repair and repainting, and then to fully restore 4220029, which will in the meantime be retained in working order.

MOTORAIL 1802 - Part II

The last but one issue of 'Old Run' typed up more compactly than expected so I filled the spare page with a quick article.... 'Motorail 1802'. Since then, I have tried to find out more about the enterprising Mr. Edgeworth.

Born in England in 1744, he inherited large estates at Edgeworthstown, County Longford, was a member of the last Irish Parliament, and died in 1817. He wrote and worked prolifically on education and mechanics, and among his inventions were a velocipede (an early bicycle), a pedometer, a land-measuring machine, a sailing carriage, a turnip cutter and "a one-wheeled chaise" (a light carriage). Between all this inventive activity he found time to marry 4 times and father 22 children.

During his youth, Richard Edgeworth devised a semaphore telegraph so that he could receive more quickly a Newmarket race result. Many years later, when rebellion and invasion threatened, he tried to interest the government in his invention. After some delay it was accepted in 1804, and a line was built between Dublin and Galway, transmitting messages in only 8 minutes. However, interest in the system lapsed as invasion fears declined.

In the year of his death, he published an 'Essay on Construction of Roads and Railways', of which more later perhaps, if a copy can be traced.

Sheila Bye

DATES FOR YOUR DIARY 1984

STOP PRESS

At a recent Council meeting the following dates were arranged in connection with events proposed at the Railway:-

Sunday 29th April	Official opening of the new Shop and Ticket Office.
Sunday 10th June	Olde Tyme Railway Day - visitors and guests invited to attend in period costume of 1812 era.
Tuesday 19th June	Schools Steam Day.
Wednesday 20th June	Schools Steam Day.
Sunday 1st July	Transport Extravaganza.
Wednesday 8th August	Playgroups Steam Day.

It is anticipated that a Santa Special will again be held in December - dates to be arranged and published in future edition of The Old Run.

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Leeds LS5 3AT.
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