

# THE OLD RUN

JOURNAL OF  
THE 1758 MIDDLETON RAILWAY  
LEEDS



NUMBER 153    WINTER 1995/6

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Many thanks indeed to the members who provided articles, reports and photos for this issue. ALL members are invited to contribute to their magazine articles, news items, letters, photographs or drawings on relevant subjects.

Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd., the Middleton Railway Association, or the Editor.

Material for the Spring Issue should reach the Editor by 1st March 1996, at the latest, please.

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Cover picture: the second centenarian resident at the Middleton Railway. Nr.385 joined her Steam Power Trust '65 comrade in achieving her hundredth birthday: 1310 back in 1991 and 385 this year. She is seen here on Gala Saturday, 23rd September, in company with her proud part-owner, Dr. Ing. Prof. F.W. Hampson, better known as 'The Bishop'.

## A NEW PRESIDENT

Sharp-eyed members will have noticed that last quarter's issue published the name 'Gerald Egan' under the title 'President'.

Some of you will no doubt be saying "Gerald who?", and I apologise for not being able to get more details ready in time for publication.

Gerald is well known to many Leeds folk, since he was the very last Station Master at Leeds City Station. He makes many appearances in the *Yorkshire Evening Post* and also on local radio, extolling the virtues of both Middleton and his other railway, our friends at Embsay. It has been felt for some time that we needed a President, and who better than a railwayman to fulfil that role?

We welcome Gerald to the team, and wish him many years of successful Presidency.

## FROM THE CHAIRMAN

Ian Smith

When I wrote my last column, I really thought that we couldn't possibly top the events in September. Fortunately, I have been proved wrong, and two events in November have really confirmed that the Middleton Railway is beginning to make a real impact in the preservation world.

On Monday 27th November, I attended the 'Ian Allan Railway Heritage Awards' ceremony in London. During the proceedings, Ian Allan announced the winners in his annual 'Independent Railway Of The Year' award and, to my great surprise and pleasure, Middleton got a mention. We are runners up in a new section of this competition, for 'Most Improved Railway', and will receive a certificate to that effect. What is particularly nice about this award is that it is given 'Egon Ronay' style, by people who visit secretly and score from prepared lists, but without telling the railway of their visit. This of course means that no special arrangements can be made beforehand, and what the judges see is 'real life'. That we have been recognised as a much improved railway reflects great credit on all those who have worked so hard to improve our public image. Well done to all!

The second event (actually the first, but it's embargoed until January!) is that the Railway has been given a Commendation in the A.R.P.S. Annual Award Competition. This award is given to those societies which, in the opinion of the judges, have made "an outstanding contribution to railway preservation". The worthy overall winner is a locomotive restoration project, but Middleton, along with the Foxfield Light Railway, has been given a Special Commendation. Our award is for "perseverance under difficult circumstances to achieve eventual success", and



specifically mentions our new workshop facilities. Again, this is a credit to those members who spent long hours building that shed and, indeed, are still working to fit it out. Once again, a big "Well Done" to all concerned!

For my part, I intend that we should exploit this success by making sure the press gets to know but, more importantly, by working together with Membership Secretary Mike Scargill to recruit more working members to "Join a Winning Team!" The idea is to sell our success to gain more members, and I hope that all members will support the campaign by attempting to recruit more working members to help those few who are creating our current success. Just a few more workers will make a tremendous difference.

On that theme, however, there is a major point to be made. Because our working membership is so small, there is a tendency for those pitifully few "experienced" members to do everything themselves. After all, it's always quicker to do it yourself . . . . ! This is indeed the case **BUT** - if we are to keep any members who do join, then members must make the effort to be patient and show them how things are done; otherwise we will surely lose the vast majority of them and go back to the hand-to-mouth existence we all know and love (!). This is surely not in the best interests of the Middleton Railway, and I implore our regular members to be patient with newcomers. It will certainly not be easy in the short term, but in the longer term, with more members working, life will become easier for everyone.

**Finally, on behalf of myself and the Council, I would like to wish all members a Happy Christmas and a Peaceful New Year.**



A quiet moment on Bank Holiday Monday, 28th August 1995, with two of our vertical boiler fleet near the Fred Youell Building, Sentinel 68153 and Cockerill 1625. Photo: Keith Hartley



The September Gala's spectacular multi-loco special steaming away from Parkside bend on its way to Park Halt, headed by 1310 and with Nr.385 bringing up the rear.

Photo: Cedric Wood

## LOCO NOTES

Steve Roberts

It was somewhat amusing to read in the last *Old Run* that the reason for the non-appearance of these notes in that issue was due to my move down south! True, I have moved house but, to be precise, it has been a mere 150 yards north! [Sorry about that - the press should always check their facts before publishing!] It is, however, fair to say that my house move, coupled with working (temporarily) in Surrey and Wiltshire effectively meant that, for once, Middleton had to take a back seat. However, life is now a bit less hectic and I am again able to put pen to paper (or more precisely finger to keyboard) to report on what's been happening with our loco fleet.

Six months seems to be a long time these days and much has happened in that time. As has been briefly reported previously, there have been several new arrivals on the loco front. In fact, so many that a descriptive list of loco numbers has had to be posted in the shed to help crews identify which loco they are rostered to! The end result of this is that we have an apparent abundance of working motive power, although we must not become complacent in this respect. We still need to plan for the not too distant future, otherwise a steam motive power shortage may be upon us by the millenium.

In detail, the state of the loco fleet is:

**385** After spending the bulk of 1995 in the workshop for minor repairs and a repaint, it emerged literally just hours before its 100th birthday celebration at the September steam gala. It has since been in regular use and will be available for the Santa trains and New Year. As usual, it is performing satisfactorily and is a reliable member of the fleet.

**1310** has been in traffic throughout the year and has proved to be a popular loco with crews. Following the end of the main season, it has been stopped for winter maintenance. Hopefully, time will be found to rectify the leaking regulator which is the reason for it having a jet of steam emanating from under the front bufferbeam in almost every photograph of it that appears in print! Like an increasing number of Middleton locos, it has been on holiday this year, when it paid a short visit to Drax power station for the open day there.

**1882 *Mirvale*** Our ever reliable Hudswell (surely one of our best acquisitions!) has performed almost faultlessly throughout the season. Minor attention has been necessary to the injectors due to displaced flap cones, besides the broken brake valve spindle reported previously. The broken spring on the reversing lever has also been attended to. In this case a modified design was introduced to enable us to use a spring from stock.

An urgent request was received from the East Anglian Railway Museum for the loan of *Mirvale* and, as a result, the loco departed on a low loader for deepest Essex during November. At a time when we have spare loco capacity, it is a benefit to us that our locos can earn some much needed money elsewhere.

**54** Our Sentinel (I can no longer refer to it as *the* Sentinel) has been in regular use since its return from its wanderings, and has generally been performing satisfactorily. Comparison with the other, recently arrived machine, has shown that the latter is considerably superior in terms of power and water consumption. The two locomotives have virtually identical boilers and cylinder units and, although the gear ratio of the two machines is different, it is indicative of a not insignificant loss of steam on our locomotive. The likely reasons for this are steam leakage past the valves or pistons. Certainly the valves were reground during its major overhaul, but the basic engine unit was left untouched as it was thought to be in good condition. Perhaps we will find time to investigate the problem during the closed season, depending upon all the other jobs that have to be done.

One job that has to be completed is the new pattern for the chimney base. Chris Rogers had been working on this until just before his sad passing this summer. Unfortunately, no one else has yet felt able to take up this project, which is relatively close to completion but requires the core box finishing off, together with a bit of fettling of the main pattern. Any joiners out there willing to take this project on would be more than welcome!

**9599 *William*** The other, newly arrived, Sentinel has been in regular use since its arrival and has generally proved to be a capable, if somewhat noisy machine,

rivalling our own in this respect. It does require some modification of technique, compared with its L.N.E.R. counterpart, but loco crews have generally been the master of it. *William* (the loco is named after William Stanier, incidentally) has been 'winterised' but is available as a standby if it is so needed.

**1625** After several false starts, this Cockerill vertical boilded locomotive has made its debut in traffic. An initial steaming ended in failure when neither the injector nor the water pump would work. The water pump problem was relatively easily solved as it was discovered that a blanking plate had been inserted into the clack valve. Its removal more or less solved the pump problem and, after a few other minor adjustments, it now works. The injector, on the other hand, was a bit more puzzling but in the end was easily solved. On dismantling the injector, it was discovered that, although the cones were in fair condition, the flap valve on the combining cone was situated in the bottom half of the injector. As this valve relies on gravity to close it, it has to be situated at the top, otherwise it will never close and the injector cannot create the necessary vacuum to entrain the water and deliver it into the boiler. The problem was simply solved by removing the cone and refitting it the other way up! As the complete injector can physically only be mounted one way up, this does beg the question that the injector can never have worked on the loco in the condition it was in! We wonder whether the loco has spent its last few years running with just the wheel driven water pump to put water into the boiler?

Having succeeded in getting two reliable means of putting water into the boiler, the loco has been able to put in appearances on the passenger service. However, although it has the power to haul the trains, it has not been totally successful with regard to its steaming abilities and has proved an embarrassment to some crews! This, together with the fact that it is very noisy, has not, so far, endeared it to our stalwart locomen. Whether it sees regular use next year, or whether it is just used on special occasions, remains to be seen.

**1601 *Arthur*** There is, yet again, very little to report on progress with *Arthur*. There are always so many other, more urgent, jobs to be done. What is really needed is someone to take an interest in the loco and start to progress it as their particular project. However, having said that, some progress has been made. New brackets have been fabricated for the injector steam valve handles, and a new turret has been made for one of the water gauge fittings to replace an original which had had a rather dubious repair sometime in the past.

**91** Is available for traffic and has been used regularly. It suffered a hot axlebox at the end of October. The axlebox brasses are fairly worn and the probable cause was due to the oilway groove, which distributes oil across the bearing, being virtually non-existent due to this wear. The loco was brought into the running shed, jacked up, the axlebox removed and the brass cleaned up and a new oilway cut, an almost routine job these days.

**7401** But perhaps not for much longer! It is likely to emerge in 1996 carrying the guise of 7051, but we must wait and see. **J.A.**, as it is still more commonly referred to at the line, has been progressing steadily and is a working locomotive, once more,



although it is far from finished. As reported last time, the opportunity of easy access for cleaning and painting between the frames and surrounding areas, created by removing the engine, has been seized, and these parts of the loco look resplendent in their new coats of paint. Following on from this painting, the engine was fitted into the frames. The new engine fitted on the existing mountings with no problem. It was also fortunate that the flywheel from the old engine fitted the new with no alteration or problem, enabling an easy coupling up of the drive coupling to the clutch and gearbox. Once the engine was in place, it was possible to accurately establish the position of the various other components. The radiator support framework has been modified slightly to clear the various ancilliary components and the compressor and exhauster have been repositioned slightly nearer the front of the loco. Some modification has also been made to the throttle linkage, and it has been necessary to fabricate a new exhaust system. Things were sufficiently far advanced in November for the loco to venture out of the shed and run up and down the yard, under its own power once more. The only problem of note was with the compressor which, due to a sticking valve, was reluctant to produce any compressed air until attended to.

Work is now progressing on the long task of repairing the bodywork and rubbing down, prior to repainting, over the winter. It is rumoured to be destined to emerge as L.M.S. 7051, but until the final paint is applied, this remains conjecture. Watch this space, as they say!

**2387 Brookes No.1** Contrary to my comments about the boiler in the last loco notes, the owner has decided that a new boiler barrel is the best option and work has proceeded along these lines. The internal pipework has been removed and the dome is being taken off for re-use on the new barrel. As much work as we can satisfactorily undertake is to be carried out at Middleton provided that satisfactory progress can be maintained. The work carried out so far has been steady but good progress is being maintained. To facilitate this work, the loco has been moved into the old workshop until the back road into the new workshop becomes available.

**67** The ex Manchester Ship Canal tank arrived at Middleton, almost unannounced, during October. The first your author knew about it was when he walked up the yard one dark evening and noticed an unfamiliar silhouette! Since its arrival, some work has been done to start stripping down and various parts, including the cab and side tanks, have been removed preparatory to carrying out a full assessment of its condition and the work necessary to return it to steam.

**10252** Another loco to arrive almost unannounced is a Sentinel Diesel, ex Courtaulds Fibres. The loco, which received a brief mention in the last *Old Run*, is in running order and has come to us for 'appraisal'. No formal agreement presently exists, and we must eventually decide whether we want it, or not. It is not presently vacuum fitted, so it cannot be used on passenger trains, but it is proving useful as a yard shunter.

As usual, **D577, 138C, 1786** and **Rowntree No.3** are available for traffic and used as required.

All other locos are stored, awaiting repair.

## NOTES AND NEWS

Steve Roberts

**FENCING** The fencing that we obtained from Bentley Colliery towards the end of last year had spent the first few months of 1995 stored, as there were many more urgent jobs in need of doing. However, a spate of vandalism round about Easter caused an urgent rethink to our priorities, and it was decided that we should erect the fencing as quickly as possible. Planning permission was obtained to erect the 8 foot high panels along the footpath on the western boundary and for the car park to be fenced with the 6 foot panels where this is adjacent to the highway.

It was felt that the 8 foot panels should be installed as a first priority, as the length adjacent to the footpath was where all the break-ins were occurring. In order to avoid the need to provide new fence posts (and avoid digging the holes!) it was decided to use the existing concrete posts from the chain link fencing. Arise, snag one! The new fencing was in 9 foot panels but the concrete posts were spaced every 10 feet. This was overcome by deciding to weld the panels together and use our own design of brackets to fasten the panels to the posts. This system has proved to be satisfactory and the job has been a relatively easy one to carry out, once we had overcome the 'learning curve'.

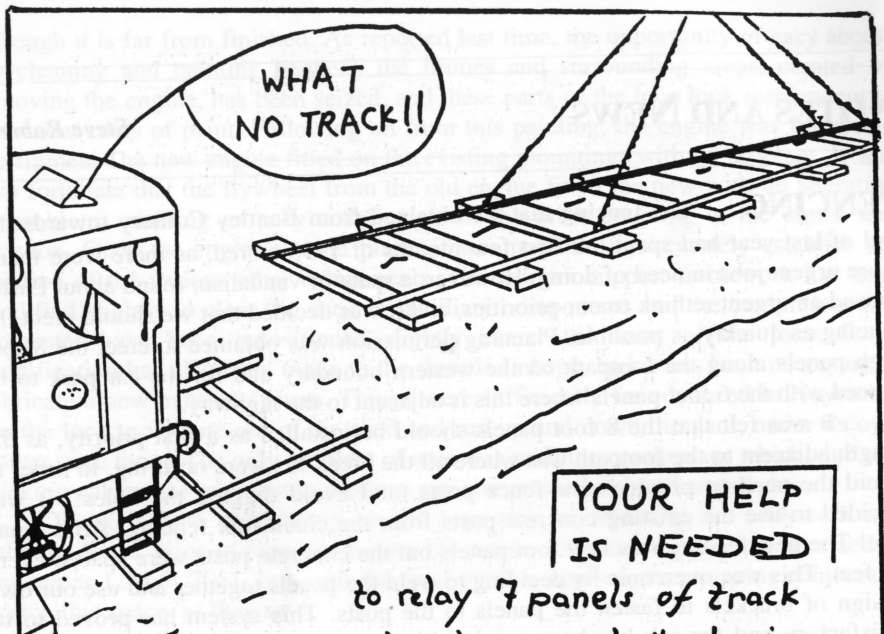
It has, however, proved to be a more protracted job than we anticipated. It would be nice to report that the job was now complete but, at the time of writing, there are still the last five panels and a pair of gates to install along the 8 foot section and all the 6 foot panels are still to install.

However . . . . . Through the generosity of Vickers at Barnbow, we have been able to have all the 6 foot fence panels shot blasted (the 8 foot panels would not fit in their shotblasting machine) and these are being painted prior to erection, making the task much easier. We are also hopeful that a sympathetic fencing company will erect these panels at a fraction of the normal cost and, hopefully, we will have a newly fenced site before Easter next year.

**MORE CONCRETE** As part of our policy to upgrade the running line, Council agreed to the purchase of more concrete sleepers for this winter's relaying. Secondhand concrete sleepers are much in demand by the various minor railways, but we have managed to locate sufficient for our needs this year. These have come from an oil depot at Thame via Trackwork Ltd. Two artic loads, totalling 170 sleepers, arrived on the 17th November, and were off-loaded using a forklift kindly loaned by Marsland Timber. This number of sleepers will be sufficient to relay a further seven panels of track, bringing our total length of concrete to 380 yards.

It is planned to start this relaying work during January and, as ever, help is required for this. Laying track is not particularly hard work if there is a good sized gang and, being relatively unskilled, it is ideal work for the new volunteer.

[If you have a wish to help, please see the adjoining advertisement for details!]



WHAT NO TRACK!!

**YOUR HELP IS NEEDED**

to relay 7 panels of track  
with concrete sleepers at the beginning  
of 1996 to meet the start of operations next  
spring

We require:

- 1 Chargehand-----
- 1 Crane Driver-----
- 1 Diesel Loco Driver---
- 2 Slingers/Banksmen----
- at least 3 Groundsman (No special--  
skills required for this)---

Dates: JAN Saturdays 13<sup>th</sup>, 20<sup>th</sup> & 27<sup>th</sup>  
FEB Saturdays 3<sup>rd</sup>, 10<sup>th</sup>, 17<sup>th</sup> & 24<sup>th</sup>  
MAR Saturdays if required

Contact: Douglas Lovely Tele 0113-2667082

*D. Lovely*

## IN THE WORKSHOP

With the completion of the electrical works in the new workshop, we have slowly started to move tools and equipment into the new building. This work is being done slowly, as time permits. So far, the Colchester, Sentinel and Swift lathes have been moved, along with the horizontal and vertical milling machines and the screw cutting machine. The opportunity is being taken to thoroughly clean them down and, in some cases, repaint them.

The forklift has come in for some attention after suffering a steering failure. One of the ball joints in the steering mechanism failed. After a false start at an attempted repair, a commercial vehicle ball joint of similar size was purchased and modified to provide a satisfactory solution. Although we have not had this machine for very long, its enforced stoppage has been very noticeable, and we were glad to have it back in service. It has proved to be a very useful piece of equipment.

The Middleton acquisition machine has also been operable over the last few months. We have obtained an engine lifter and a 3 ton hand operated lifting frame, both of which are proving very useful, as well as a small forge and various blacksmiths' tools, including an anvil. Two traversing hydraulic jacks have also been acquired, although one of them is in need of repair. Other items of equipment obtained include a small bandsaw, a belt sander and a heavy duty vacuum cleaner.

We may not be a giant in the world of railway preservation, but our workshop equipment probably rivals even the largest operations. We're very proud of this fact.



Nr.385 takes a well-earned minute's rest, as befits a centenarian, during Gala Saturday, 23rd September 1995. Photo: Keith Hartley



**TWO POPULAR EVENTS DURING SUMMER 1995. PHOTOS: KEITH HARTLEY**



Postman Pat and Lenny the Letter, making friends on 23rd July.



These Teddy Bears also made many friends, with whom they shared their marmalade and honey sandwiches at their Picnic on 20th August.



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## WEAVING THE WEB

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Martin Plumb

Middleton Railway is now represented on an Internet service called the World Wide Web.

For the benefit of readers who have not yet donned their wet suits and "surfing the Net" or those who are suspicious of anything which includes three consecutive words beginning with the letter 'W', I will start by explaining some of the terms.

Many people will already have discovered, via the popular (and not so popular) press, that the 'Internet' is the name given to a collection of computer networks which have been linked to form a world wide network which connects a vast number of computers. Various services operate over the Internet. For example, it is possible for people to 'log in' to remote computers, transfer files and communicate using electronic mail (e-mail) messages. However, the World Wide Web (WWW) is arguably the most fashionable and talked-about service at the moment.

The 'Web', as it is known to people who steer clear of tongue-twisters, is a service which allows people to place, on the Internet, documents which can then be accessed by other computer users with the aid of programs called 'web browsers'. The documents can contain text, pictures and pointers to other related documents. To cut a long story short, there is a vast amount of information out there and, were it not for some powerful 'search engines', it would be almost impossible to find a document covering a particular topic. The search engines are computers which generate indexes of the pages available on the Web, so that an inquisitive user can ask for information about all the pages which contain a particular word or words, eg 'Railway'.

Realising that I needed some practice in generating pages for the Web, I set about producing some information about Middleton Railway which eventually contained a brief history, some details about, and pictures of, the operational locos, a timetable and a recipe for finding Moor Road Station. The Web caters for multimedia applications, and so it should be possible to include audio and video footage, but I don't think the world is yet ready for the sound of a rough *John Alcock* gear change!

I was helped by my son, Andrew, who is able to carry out tasks with great enthusiasm, especially when it gets dangerously close to his bed time! Most of the effort went into scanning photographs of the locomotives and then tweaking their contrasts and brightnesses. *John Alcock* gave us some trouble (surprise, surprise!) because the only good picture of it we could find was one which featured Andrew on the footplate holding a large key and a group of other children standing in the 'six foot' adjacent to the cab door (see *The Old Run* No.136 p.13).

Fortunately I had a cunning plan. Having successfully used a software package at work to remove the Leeds Metropolitan University from a photograph of the Civic Hall for one of my colleagues, I decided to try a similar technique with this one. Unfortunately, I very quickly discovered that the replacement of the side panels of

the loco and the ballast where Andrew and the other children had been standing was much more difficult than simply drawing sky and clouds over the LMU! I thought I had managed it until Andrew pointed out, a few days later, that there was an isolated child's head stuck to one of the buffers! Had he not spotted it, that may have caused alarm to web browsers of a nervous disposition! Incidentally, would anyone like a picture of *John Alcock* outside the Civic Hall?

I began to wonder if the whole exercise had been a waste of time when the World Wide Web Working Group within the School of Medicine at Leeds University made the surprise announcement that members of staff would not be allowed to place non-academic pages on the Web. It was concerned that a proliferation of pages about popular things such as football would cause such an increase in the traffic on the network that people trying to do real work would be inconvenienced. Although sympathetic to that point of view, I decided that Middleton Railway should be a special case because it forms part of the University's history and so, armed with photographs of the Leeds University Union Railway Society and the Fred Youell Building, I attended a meeting of the group. Unfortunately, I wasn't persuasive enough and, though they listened sympathetically, the group decided that the floodgates would remain tightly closed and they sent me packing! In return, I made a note to roster them all for cleaning turns at the Railway!

It was almost by accident that I stumbled across some Railway Preservation pages on the Web which had been compiled by someone called Mark Dewell at the University of East London, in collaboration with the Association of Railway Preservation Societies (ARPS). Mark was so moved by my sob story that he kindly offered to place the pages on his computer. Readers with access to a Web browser can find Mark's Railway Preservation page at:-

<http://www.uel.ac.uk/pers/1278/Rly-Pres>

I must now endeavour to keep the pages up-to-date since ones which provide out-of-date information reflect badly on the organisation concerned.

In conclusion, it may only be a matter of time before parents all over the world can discipline their children by walking over to a computer and threatening to click on the option which causes the sound of a *John Alcock* gear change to emerge from a set of gigantic speakers!

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## E-MAIL ROSTER REQUESTS

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Martin Plumb

Members who are able to send and receive Internet e-mail messages can now obtain a reasonably up-to-date copy of the train crew roster which appears in the shed, by sending a mail message to:-

[maiser@medphysics.leeds.ac.uk](mailto:maiser@medphysics.leeds.ac.uk)

The message should contain the single line:-

**send roster**

and the roster will then be sent in a return e-mail message.



The service is intended primarily for footplate staff who wish to find free slots or check things such as light-up times, but it could also be used to check when a particular locomotive will be used. Please note that changes made on the roster in the shed take a while to appear in the electronic version, since the two of them are connected by a lo-tech interface which involves a piece of paper, a pen and a bicycle known to my children as the 'Inter Village 12.5'!

Anyone wishing to roster themselves for a footplate turn should enter their name on the roster in the shed if at all possible. Failing that, they should contact me by telephone (see back cover) or email:

**m.i.plumb@leeds.ac.uk.**

## INFORMATION UPDATE ON ISSUE No.152

The Autumn Issue produced quite a flurry of interest, despite its lack of up-to-date reports of the Railway, and further information on three different articles came from three M.R.T. members - to all of whom the Editor is greatly indebted.

### The Cockerill vertical boiler locomotives

Mr. Colin Foster sent details of the Trois Vallées preserved railway in Belgium, near the French and German borders. It is well worth a visit and has an excellent museum at Treignes (appropriately pronounced 'trains'!), which has in its collection a loco very similar to No.1625. Mr. Foster believes that Cockerill's built over 800 of this type of locomotive to a general design which was in use for over 80 years. The museum information board said that the design was very popular for small works with restricted yards, tight curves and limited clearances.

### The Patent Steam Carriage's House

Dr. Gordon Crapper (a member of our Railway's Council around 1970) quickly sorted out my problems with John Blenkinsop's list of payments for our Railway's first engine shed. To help very new members, who may not have the Autumn Issue, I reprint the 'bill' as it appeared:

	Yds	f			
Arching	7619	3 a 1/	"	19	4
Walling	388	0 a 10d	16	3	4
Chimney pipe	38	0 a 1/4	2	10	8
Slating	143	8 a 6	3	11	11
5 Arches		a 1/	"	5	"
Walling	86	0 a 6	2	3	"
				25	13 3

Gordon interprets this as follows: "I think the 76 on the first line must be a misprint. The 3 is 3 square feet, one third of a square yard, and hence costing 4d. Similarly, the 8 is 8/9ths of a square yard, rounded down to 5d. Then the sum adds up correctly.

Speculating on the size of the building, it seems best to start with the roof. The area of slating is  $143 \times 9 + 8 = 1295$  square feet. Supposing a  $45^\circ$  pitch of roof, this

gives a plan area of 916 square feet. Thus the building could be 20' by 45'9" or 10' by 91'6", for example.

There is an enormous amount of walling, 3492 sq. ft. at 10d and 774 sq. ft. at 6d. - is the latter 19th century breeze block?! If the walls are 20' high, this gives 174'6" plus 38'8", a lot of wall. This would suggest a long narrow building, but only 5 roof trusses, if that is what they are, would surely mean a shorter one.

Then we have arching, in area measure,  $19 \times 9 + 3 = 174$  sq. ft. I wonder if this could be tapered bricks, which are needed to build a stable arch? There is far too much of this for simple door or window arches. A 10' semi-circular arch only needs 16' of curve, so we have enough for it to be 10' deep. On the other hand, there is not enough of it for the whole building to be raised up on arches, above the natural ground level.

This is all very confusing. Could we have a shortish wide building - was double track a possibility - on a sloping site, with one end supported by a brick arch?"

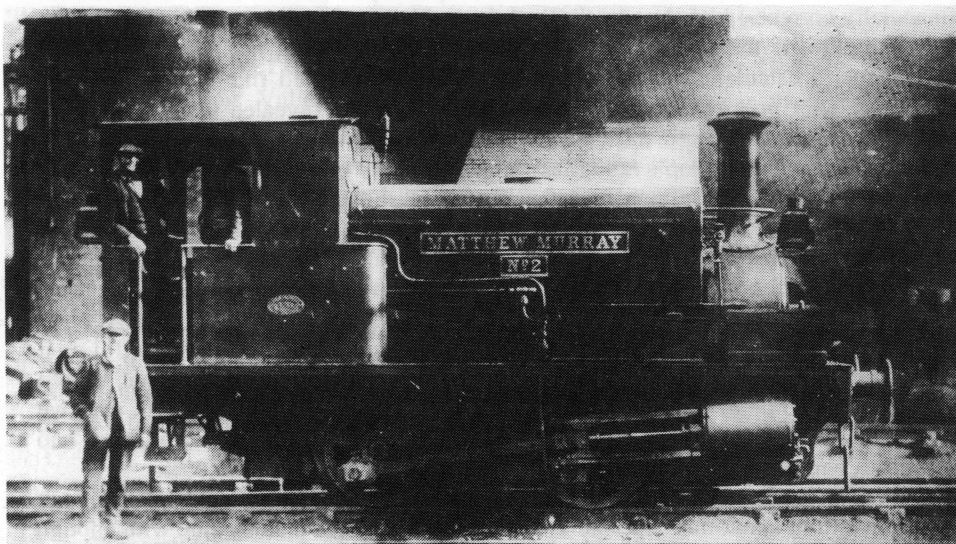
As Gordon remarks, it is very confusing, but he certainly gave me some useful ideas to think over. The amount of "Arching" does sound phenomenally excessive, and taking off the "76" from the number of square yards does make it work out financially correct. I had already checked the aged microfilm of the colliery accounts to make sure of the details after realising that the sum did not work out to the bookkeeper's calculations, and the number definitely looked like 7619. However, Gordon's letter prompted a recheck, and further scrutiny revealed that the "76" is really "yds" inserted into the beautiful copperplate script of the account, in what looks like John Blenkinsop's rather less ornate (actually rather scruffy) handwriting.

"Arching" at the same price appeared in the bill for the building of the Kidacre Street staith a year previous to the building of the engine shed. The staith consisted of a viaduct of stone-pillared brick-lined arches with a border of special long narrow bricks around the façade of each arch, and I wonder if Gordon is on the right track in his last remark, in that the "Arching" could perhaps refer to a vaulted roof to a storage cellar beneath the engine shed. This would not be so fanciful as it sounds; as a member of an Industrial Archaeology evening class, I once helped 'measure up' some of the buildings at Benjamin Gott's c.1800 Burley Mill and we found that all the one-up-and-one-down workers' cottages adjoining the mill yard had beautiful 'barrel-vaulted' brick ceilings to their cellar.

"Walling" again is a rather excessive amount. Working on a basic 20' high wall, a width of about the same - to accommodate two locos side by side with enough room to walk/work around them, and a length of c.36', with a bit off for windows and doors, the area would be about half the stated amount, so this leads me to think the shed perhaps had a double thickness of brickwork, each layer charged for separately.

Having discovered from old maps of the Kidacre Street end of the line, that there was no engine shed there until much later in the century, and now, thanks to Gordon, armed with a bit more idea of what I was looking for, I looked at the few old photos I have which were taken in the colliery yard, also using for reference a copy of the c.1932 map of the colliery railway network, the original of which hangs in the ticket office at Moor Road. On this, with the help of a magnifying glass, I found a

small building with two tracks going to one end of it, with the words 'LOCO SHED' writ small above it. Though there is no reason to suppose that this actually was the original 1815 engine shed, later photos of the Broom Pit buildings seem to indicate that they were used till they dropped, and John Blenkinsop does seem to have made sure that his Patent Steam Carriages had a home worthy of them, so there is no reason why it should **not** be the same shed still in use. Among a few photos of the late 19th century locomotives which were given to the Trust decades ago by the family of Mr. William Clapham, a Middleton engine driver of c.1900, there is a picture of **Matthew Murray No.2** standing in front of a brick building which, by counting the number of courses of brickwork in one part of the wall and doing calculations from the estimated size of brick, seems to have c.20' high walls, c.36' in length. What appears to be an engine buffer peeps into the left side of the picture and, just in front of this, is a dark strip about three quarters of the height of the wall - perhaps the edge of an open door into the shed. In the background at this point is part of the coking plant, which can be identified from another of the photos and is in just the right place in relation to the 1932 map's Loco Shed: but is this the 1815 engine house? The photo is reproduced below. If its limited clarity suffers in reproduction, there is as true a reproduction as possible of it on page 41 of the History.



## Sentinels in India

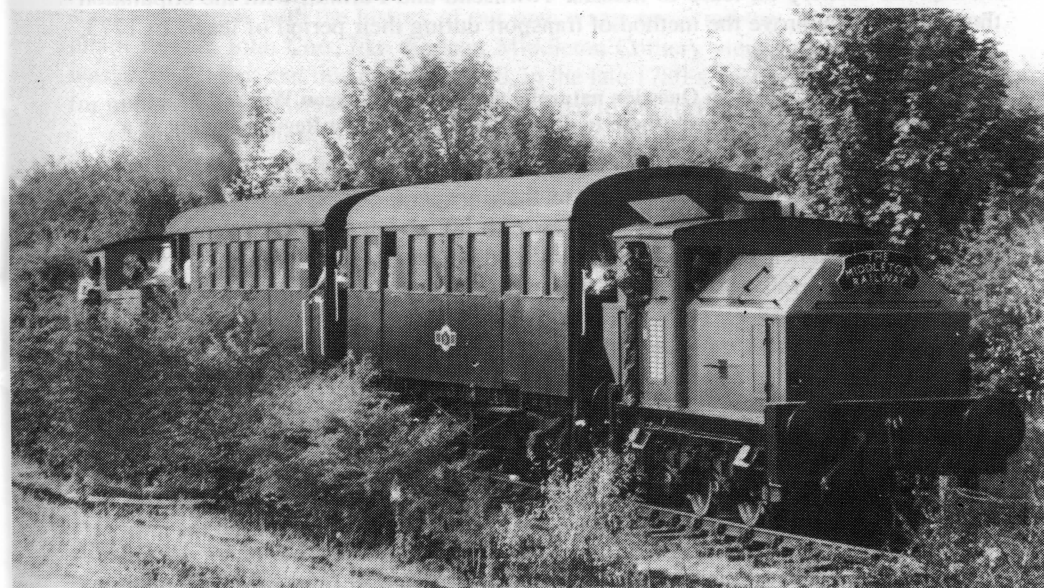
Mr. Henry Gunston, author of many an interesting *Old Run* article - usually on the subject of Leeds-built locomotives, wrote to say that - "Like Herr Wunderlich, I was fascinated by the two Sentinels at the Rail Transport Museum in New Delhi, when I visited India a few years back. After digging into a number of sources, I can offer the following details:

1. "Sentinel 6273" This is a four-wheeled, broad (5'6") gauge locomotive, which was supplied in 1926 (works number, as indicated, 6273) to work on irrigation

projects in the Punjab. Seven Sentinels were supplied for irrigation project work between 1925 and 1927, delivered via agents Wm. Jacks & Co. in Karachi. 6273 later moved to become a shunter at the Amritsar Workshops of the Northern Railway. It is of the Centre Engine 100h.p. design.

2. "Sentinel" This is a six-wheeled, 2'6" gauge locomotive, built in 1929 (works number 8135) for McLeod & Co., who operated various narrow gauge light railways in the region of Bengal around Calcutta. It is of an interesting design, as a third axle was needed to keep the axle loading to 6 tons, the overall weight being around 17 tons. One source indicates that only two of the three axles are driven. From memory, the engine and boiler are both in the elongated cab. McLeod's had six of this 100h.p. design, supplied in 1929/30. 8135 started work on the Kalighat-Falta Railway, but is exhibited as No.8 of the Bankura-Damoodar River Railway. McLeod & Co. operated both these lines until the Kalighat-Falta Railway closed in 1957, and the Bankura-Damoodar River Railway was handed over to the South Eastern Railway in 1967. A plaque on Sentinel 8135 says that it was "rejuvenated" (nice word!) at the Basic Training Centre of the South Eastern Railway Workshops at Kharagpur in November 1974.

I have gleaned these notes from a Delhi Museum guidebook, Sentinel publicity booklets of the 1930's, Hugh Hughes' books on Indian locomotives (published by the Continental Railway Circle), *The Sentinel* by W.J. Hughes and J.C. Thomas, and a works list held by the Sentinel Trust. Although I am myself no longer active with the Sentinel Trust group at Quainton Road, I welcome the arrival of **William** to boost the Sentinel fleet on the Middleton.



**William** and train, banked by 1310, seen approaching Park Halt on 20th August this year.  
Photo: Keith Hartley



## TIMES PAST - WINTER 1774

Sheila Bye

When the waggonway to Leeds from the coal pits of Belle Isle and Middleton opened, in September 1758, it brought financial benefits to almost all the inhabitants of Leeds, as well as to the colliery owner, Charles Brandling. The price of coal was reduced to 4¾d per c.210 lb. corf (6d per corf delivered to the door) from the previous price of c.7½d per corf, but the far greater efficiency of running the coal waggons on rails nevertheless enabled Charles Brandling to increase his own profits. The opening of the "coal road" to Leeds pleased most people (except for Brandling's rival coal owners!), and according to *The Leeds Mercury's* report:

**the Bells were set a ringing, the Cannons of our FORT fired, and a general Joy appear'd in every Face.**

However, not all colliery waggonways benefitted the local populace, or received such an enthusiastic welcome. The riotous story of the waggonway to Sheffield shows what could happen if a colliery owner considered only his profits.

The Sheffield Park Colliery had one of the first waggonways to be built in Yorkshire, perhaps in 1722, but some fifty years later, when John Curr became "viewer", or manager, there, it was out of use. The owner, the Duke of Norfolk, had offered the colliery on lease to Messrs. Townsend and Furniss, with the stipulation that they must improve the method of transport during their period of lease. In 1773, John Curr reported that

**The site of the Colliery in Question naturally points out a Waggon Way to be laid to a Coal Stage near the Town, there to deliver the Coals for the Regular supply of a great part thereof**

in other words a very similar system to that in operation at Leeds. The Sheffield waggonway was completed by November of the following year and, henceforth, all the coal from Sheffield Park Colliery was to be sent out along the track, whereas formerly the local folk had been able to purchase their meagre requirements at the pit gates, for a lower price. They were not pleased, and the following contemporary letter to *The Universal Magazine of Knowledge and Pleasure* described the ensuing events:

**A few days since we had a very riotous meeting of the populace of this town, occasioned by an imposition which some persons belonging to the Duke of Norfolk had the cruelty to put into practice, with respect to the price of coals got in the Duke's estate, adjacent to the town. These merciless wretches formed a scheme the beginning of last summer to bring all the coals got in the Duke's land about the town into a yard at the outside of the town, by means of large carriages on low wheels, which run on a road made of timber, in imitation of one at Newcastle. This road, together with their carriages, being ready for use, they have begun to bring coals to the intended place, where they exact from the buyers almost double the price they**

**were sold for before at the pits; and in order to compel the people to comply with their exorbitant demands, they have totally put a stop to the usual delivery of coals at the pits, and also refuse to sell less quantities than a horse load, which is a great hardship to the poorer sort of people, unable perhaps to spare more than a penny at a time to buy coals with. These were alterations so disagreeable to the populace, that they assembled in a prodigious number, and destroyed several of their carriages, totally pulled down a watch-house and counting-house in their new coal-yard, and set fire to all the timber machinery erected for discharging their loading, brought one carriage in triumph through the town, afterwards kindled a fire in, and sent it flaming into the river.**

John Curr himself was later described as having been

**reduced to the necessity of concealment in a wood, for three days and nights, to escape the fury of the populace.**

However, the revolt did not go entirely as the populace might have wished, as *The Leeds Mercury's* rather more sober account relates:

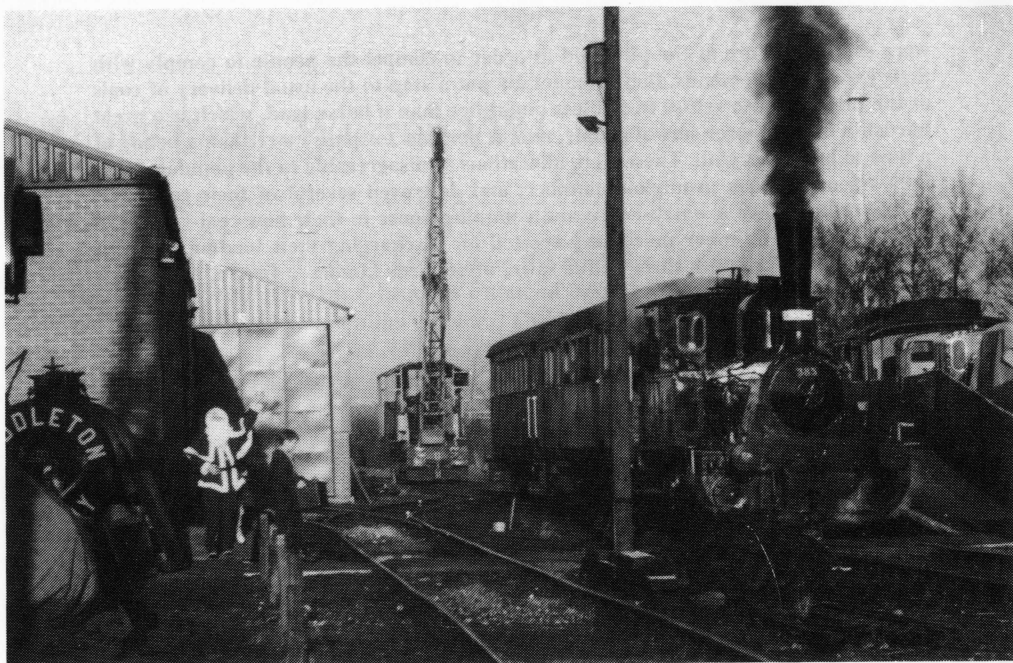
**Tuesday, 29.11.1774 - Early on Tuesday morning the 15th inst. the inhabitants of Sheffield, to the number of about 6000, assembled in a riotous manner, and tore up the new coal-waggon-way from that place to Sheffield-Manor, which is about two miles. This riot is said to have been occasioned by coals being offered at a higher price than before the waggon-way was made. One man was unhappily killed, and several wounded.**

The world was smaller two hundred years ago, or so it often seems; people and events in places far apart were frequently interconnected, long before the invention of the telephone or the public passenger railway and, as often is the case, this story has some connection with the history of our own waggonway/railway, or rather with the pits it served. John Curr, like the later Middleton Colliery viewer, John Blenkinsop, was an intelligent and inventive man and, in the late 1780's, he devised a new system for underground transport and the raising of coal to the surface.

His invention was the L-shaped tramrail, for use by trucks with unflanged wheels, a system which soon spread into use for ground level transport also. Used vertically in pit shafts, the L-shaped rails also became protective guide-rails for the basketwork corfs during raising or lowering, saving them from being damaged by contact with the rough sides of the shaft.

Charles Brandling, innovative as always, had Curr's system installed at his Middleton pits by 1790, when the colliery accounts list a payment of £10 to John Curr as "a Gratitude for his Trouble & c respecting the Hurrying [transporting underground] & Drawing [raising] the Coals agreeable to his Patent". The system did not spread to the surface at Middleton, however, and our waggonway/railway has remained an edge-rail, flanged-wheel network throughout its life.

**AND (almost) FINALLY . . . . .** many thanks to members who pointed out that we seemed to have adopted a Welsh-looking spelling of our name on the front cover. The printers have been asked to remove the extra "D" from "MIDDLETON"!



Two "hot off the press" photos from Keith Hartley, taken at the Santa Specials on Saturday 9th December. Many thanks to Keith for rushing his film to and from the chemist's to be in time to provide this seasonal touch for the Winter Issue.



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