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**WORLD CRICKET 2019 - look inside and all will be revealed on page 6**  
**Mike McPeake driving, Roy Gunn guarding, Mike Cox firing. © Janet Auckland**

# Introduction

## The Old Run No. 242 April 2019

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*The Editor welcomes contributions - photographs, articles, news items and letters - relating to the interests of the Trust and the operation of our and other Railways.*

*Items for publication, including images, are acceptable in any format and may be sent via CD, post or email.*

*Opinions expressed by contributors do not necessarily reflect those of the Middleton Railway Trust Ltd. or the Middleton Railway Association.*

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## FAMILY FRIENDLY AWARDS

The Middleton Railway is pleased to announce success in two local competitions.

The railway was nominated in the **Child Friendly Leeds Awards 2019**. These awards encourage tourist attractions to be as child friendly as possible and Middleton is delighted that we are considered to be in this category.



The second recognition is from the **Day Out With The Kids Family Favourites**. Middleton Railway was a finalist in these awards and we are very pleased to be recognised by Day Out With The Kids.

MRT Chairman, Charles Milner, said, "These awards reflect the efforts of our volunteers who have worked so hard to make the railway such a family friendly attraction and we are delighted to have been recognised. For 2019, we are re-introducing a "Kids for a Quid" train fare to make our railway even better value for all families and plan to hold a 'Childrens Day' in August featuring children's favourite characters in costume, face painting and other attractions."

## Our Chairman speaks:

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The word stake-holder is a widely used term; it means a person, group or organization that has interest or concern in an organization and can affect or be affected by the organization's actions, objectives and policies.

Like all organizations the Middleton railway has many stake-holders. The two most important are the working volunteers and our paying customers. Without the working volunteers there would be no Middleton Railway. They do not just carry out all the obvious tasks involved in running the Railway, crewing trains, manning the shop and café and repairing/restoring track and rolling stock. They also carry out all the 'behind the scenes' tasks which are necessary for the Railway to survive and prosper; preparing and submitting accounts, designing and printing posters and leaflets, ordering materials, preparing necessary safety documentation, cataloguing our historic collection, and submitting statutory reports to Companies House and to the Charity Commission. To carry out these often thankless tasks requires a commitment to the railway and a passion to see it survive and prosper. In exchange for all this work it is only right that the working volunteers can affect the Trust's actions, objectives and policies. This is why the Trust has such a large Council. It may not make for the most efficient government of the Railway but it does give the opportunity for the views of all the different categories of working volunteer, the young, the older, those who love running steam trains, those who are passionate about the history of the Leeds locomotive building industry etc., to be represented on the governing body of the Trust. It is

very important that Council represents all the different strands within the body of the working volunteers and that there is not an 'us and them' gulf between the governing body of the Trust and the working volunteers.

The second most important group of stake holders is our paying customers; they are by far our biggest regular source of income and without the money they put into the Trust we would be able to achieve very little. They are affected by the Trust's actions, organization and policies. For the customers it is essential that we provide them with a good experience. All the working volunteers with whom they come into contact should be friendly, welcoming and professional; the café, toilets and other public areas must be clean and inviting; we have to cater for the needs of different groups – toddlers, wheelchair users, the very old etc.. Above all, everyone should leave the railway with happy memories and a desire to re-visit us. In exchange for this they give us money, and sometimes feedback as to how we can improve our offering.

There are two other important stakeholders to be considered. The first of these is Leeds City Council. By working with the Council to help promote their objectives to re-vitalise South Leeds, we can secure their support for some of our long term objectives; without their support it will be so much harder to progress much beyond what we are now. The Trust can affect the Councils actions etc. and vice versa.

The second of these other two stakeholders is our neighbours. They can be adversely affected by our activities; by on street parking by



visitors, nuisance caused by excessive smoke and locomotive whistling etc. Upsetting our neighbours can harm our relationship with Leeds City Council, and cause a lot of management time to be wasted addressing the issues they believe we have created for them. We should always endeavour to be considerate to our neighbours. That is why we are working with Leeds City Council to create an overspill car park for major events; why we restrict the use of whistles and horns to the minimum necessary for safe operation at Moor Road and why we must do our best through careful firing and engine management to minimise smoke nuisance. That way we will minimise the irritating effect we have on our neighbours.

Sadly, for reasons outside our control, 'Murder on the Middleton Express' by Front Room Productions will not take place as planned in May/June. The theatrical company working on this production did not receive the expected Arts Council Funding to enable them to complete their development work and so have had to drop the project for now.

Finally, although we had hoped to have the new Carriage Shed completed by Easter, construction has been delayed for a variety of reasons and did not start until April. The configuration of our site meant that design work was more complex than anticipated and the preparation of all the necessary health and safety documentation, risk assessments etc. took longer than anticipated. It is very important that this documentation is done properly and the Trust's thanks go to Mark Calvert and Mark Whitaker for all the work that has gone into this very necessary task.

© Tony Cowling



The "Grey Crane" beside the site for the **Carriage Shed**. Work has now started on the foundations.



Behold! Our newest acquisition!

### A JCB!

**Look after it folks - they don't come ten a penny.**

**Well done Mark for getting a bargain.**



## ASDA CUSTOMERS ASSIST MIDDLETON RAILWAY

Well known Supermarket chain, ASDA, presented Middleton Railway with a cheque for £500 at 10am on Tuesday 26<sup>th</sup> February at their Middleton, Leeds, Store.

Along with two other local charities, MRT was part of ASDA's Green Token Scheme, whereby customers receive green tokens with their shopping and place them in one of three slots of their choice, each of which is a nominated charity or local good cause, such as a Youth Club.

Middleton Railway was delighted to learn that we were the most popular of the three charities and as a result were presented with a cheque for £500 by ASDA Community Champion, Charlotte Banks.

Charlotte said Middleton Railway was "A worthy charity who are a vital part of the South Leeds community".



Vice President Ian Smith said, "We feel very privileged to have been the most popular charity for this quarter and the money will be put to good use improving our visitor facilities over the winter period, and we look forward to welcoming ASDA customers when we re-open on April 3rd.

Pictured with Charlotte are Ian Smith, VP, and Janet Auckland, Commercial Manager.

Picture copyright ASDA

## Cricket comes to Middleton - see the front cover!

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A few weeks ago, I received a phone call from our Commercial Manager, Janet Auckland, asking about a possible filming job at Moor Road. She had responded to an email from a company requesting this to happen on Thursday 4th April and wanted to know if I was happy to sort it out...

The result was a call to Roddy Scott, the producer, to ascertain what was wanted, and then an urgent email to Traffic Manager Aaron Marsden to see if we could actually do the job.

Aaron was quick to come back with permission to go ahead and so a crew was organised and the producer told that all was OK.

The **Cricket World Cup** is being held in the UK this year and the Cricket World Cup people have decided that each hosting city, of which Leeds is one, should have a small video made, involving people holding large circles with the numbers 4, 6, 50 and 100 on them. The idea is that when cricketers score these numbers, the video will be shown along with suitable fanfare!! The Producer wanted a steam railway, but was worried that it might take too long – he was staggered when I called him back within 6 hours to say Middleton had sorted everything out for him!!

For the filming we had "MATTHEW MURRAY", which had been cleaned to perfection, with the "Middleton Wagon" immediately behind and the loco with a "Middleton Railway" headboard to make sure everyone knew where it was from.

On the day, everything was made ready and the crew, Mike McPeake, Mike Cox and Roy Gunn were ready for whatever was required. The original idea was for Mike McPeake to wave these disks around, but once the film crew were on site

and looking around, it was decided that this wouldn't really work, and so Roy Gunn was called into action!

We ended up with Roy holding the disc and Mike waving his driver's cap in the background and the visuals look really good.

The Cricket matches will take place on the following dates, England v Sri Lanka 21st June; Aghanistan v Pakistan 29th June; Afghanistan v West Indies 4th July and India v Sri Lanka 6th July.

Roddy has said that whilst these little videos are intended mainly for the cricket grounds themselves, they are also likely to be seen on national TV as the cameras sweep around the grounds, and also there is a possibility that different city videos will be seen in other grounds, so hopefully Middleton will be seen much further afield than just Headingly.

After the filming, we received a thank you letter from Sam Spittle, the Spectator Experience & Sport Presentation Manager for the Cricket World Cup series.

I want to thank Aaron and the crew and those who cleaned the engine for all their help in making this possible and hopefully it will increase people's awareness of the historic gem we call the Middleton Railway.

**Ian Smith**  
**Vice President.**

*You can see the thank you letter on page 29 - Ed.*

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*Cedric went to see the doctor, who asked what was the matter. He gave the doctor a list with everything from alopecia to zygotitis. The doctor said you have hypochondria. Cedric said "Not that as well!"*

## How it Was. By Don Townsley

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Oh how graphically Alan Bennett's recently televised 'Telling Tales' monologues recalled life as it truly was in the Leeds of the nineteen forties, with its uniform grey pallor, its friendly, rocking, rolling trams and the general air of inevitability.

Alan and I were contemporaries, in that we went to similar but different schools at the same time, he to the Modern at Lawnswood, me to Central High in the city centre. Both had playing fields at West Park and both involved great usage of the tram.

Central High had a Technical School foundation and it was inevitable that I should go straight from the sixth form into Engineering and, with a distinct enthusiasm for railway locomotives, what better than a drawing office apprenticeship at the Hunslet Engine Company in Jack lane.

The first day of gainful employment started with the 6.45 am tram from Halton terminus behind the Irwin Arms and a four penny workman's return to the Corn Exchange. The tram itself was one of the last remaining double deck cars with open balconies and would later feature in the film of J B Priestley's 'The Good Companions'. From the Corn Exchange was a brisk fifteen minutes walk down through The Calls, over Leeds Bridge, past Salem Chapel, across Great Wilson Street and up Kidacre Street. At the foot of Kidacre Street one passed the disused early coal staithes of Blenkinsop's Middleton Railway on the right hand side and on the left the Filtrate oil works of Edward Joy and Sons. This latter establishment was the family business of the Joy family once eschewed by one of its sons, David, who went into the locomotive business in 1840. He became world famous as designer in 1847 of the ultra successful Leeds built express passenger locomotive 'Jenny Lind' and also as the inventor of Joy's locomotive valve gear. Past the Gas Works with its fussy Leeds built steam shunting locomotive and with the busy Hunslet

Lane goods yard on the left (now Crown Point Retail Park). Into Jack Lane, with its wall to wall locomotive works, competitors Hudswell Clarke and Hunslet scowling at each other across the narrow winding cobbled thoroughfare punctuated by two open level crossings.

There was just time to position ones-self at the time office window before the works hooter signified the 7.30 am starting time. Fred Scott, the time keeper, took the new recruits to meet their respective foremen and thus started a railway career which in my case was to stretch right through the whole of the nationalised British Railways regime and beyond into privatisation. There was the added bonus of being involved with the nationalised railway but with the flexibility of employment in the private sector giving widespread experience of other locomotive users both at home and abroad.

The culture shock on that first morning was immense. The camaraderie was infectious and there was the feeling of belonging to one large happy family. You learned the trade as you went along from skilled workers who were proud of their products. More formal training followed at night school and on daytime release.

Visual impact was one of constant bustle and productivity, but the general ambience impacted on all the senses. The machine shops emitted a continuous hum punctuated by the squeal of metal being cut and accompanied a smell of hot oil and cutting fluid. The heavy hammers in the smiths' shop produced a steady thump, thump that could be felt as well as heard, and the boiler shop riveters joined in with machine-gun precision at frequent intervals. The erecting shop was generally quieter, relying on the background noise from elsewhere but with the occasional shout of 'Up a bit', 'Down a bit' or 'Whoa!' to the overhead crane drivers some twenty feet above. In winter, the atmosphere was eerie, with the tungsten lamps battling against the smoke from several coke braziers dotted around, and an acrid smell lay about, particularly



# How it Was - Don Townsley

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in the early hours.

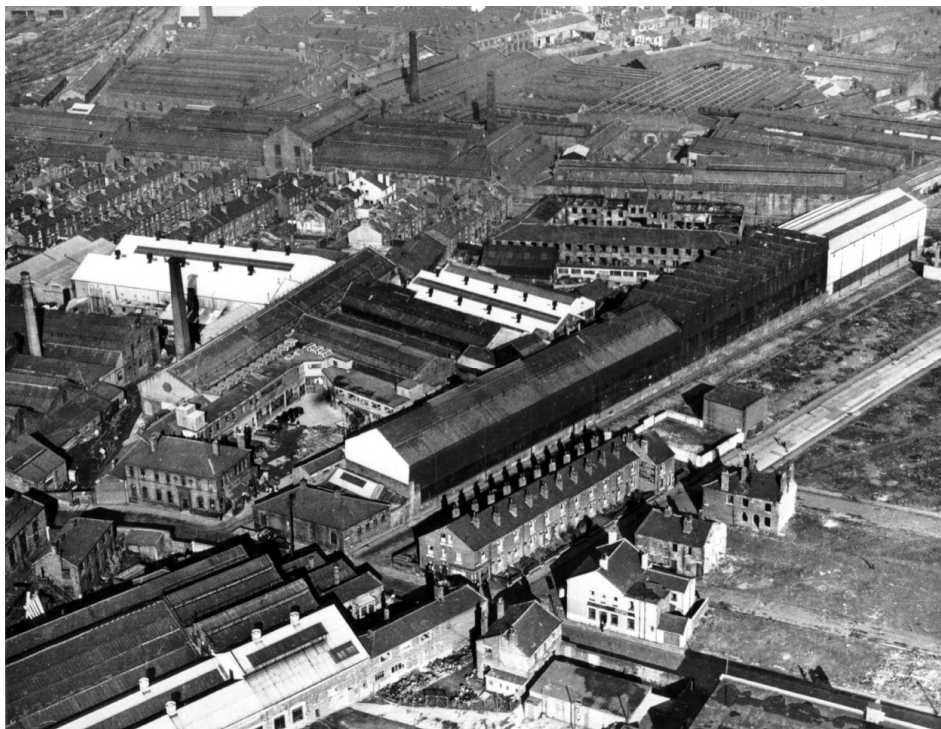
The products were as colourful and diverse as they were prolific. In the first year I witnessed and took part in the production of over one hundred locomotives, both steam and diesel. A crimson lake painted and gold leaf lettered locomotive for Cadbury Brothers contrasted with a glossy black one for Nepal Government Railways. Three sleek passenger engines for India stood alongside heavy goods engines for Nigeria and the Gold Coast. Steam locomotives of various colours for collieries and steelworks contrasted with compact grey painted diesels for underground coal haulage. South Africa, Sudan, Peru added their own particular identity and the spare parts output reached every point on the

compass.

Little did we know that we were witnessing the final years of a way of life that did no one any favours but rewarded hard work, initiative and honesty. The emphasis was on responsibility as opposed to rights and this produced its own sense of well being without the intolerable burden of stress so prevalent today. The practical training was to be invaluable in my later roles in Design, Sales and Management. It was an excellent safeguard against designing, or selling, a product which could not be satisfactorily and economically manufactured or which was likely to be prone to failure in service.

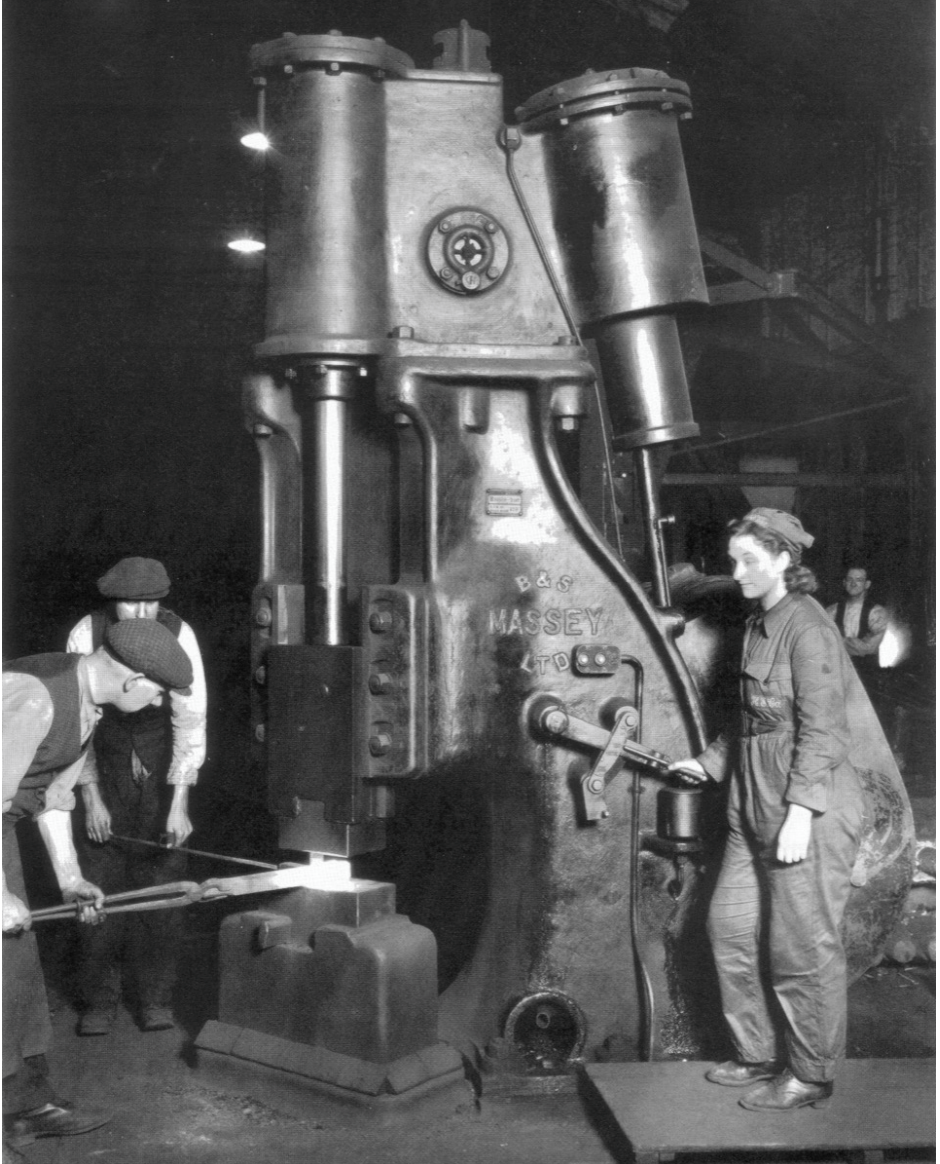
**Don Townsley**

*The Hunslet Engine Works as the author first made its acquaintance in 1949. With the exception of the office block (lower centre left) all this has now gone, replaced by a modern landscaped electrical switchgear factory.*



## Those were the days!

*In 1949 the only way from any other part of the Hunslet works to the stores to collect supplies was through the blacksmith's shop. Although taken as a publicity shot to emphasise the work done by women in wartime, this is a scene typical of what would greet the young apprentice on his errand for the obligatory 'long stand' - and on his way back ten minutes later, when the storekeeper had decided he had stood long enough. Teamwork, dexterity and a good eye were pre-requisites in producing accurate forgings using this heavy pneumatic hammer.*



# Faithfull Servant. Manning Wardle 1690 'Forward'

*Picking up from Part One printed in the January edition of the Old Run:-*

From 1909 onwards 'Forward' quietly worked away at Yorkshire Main colliery. It was joined by a Manning Wardle K Class saddle tank, 'Chesterfield' and later by a large Avonside saddle tank, 'Arthur' and then by a Robert Stephenson & Hawthorn's built Austerity saddle tank, 'No. 35'. This locomotive was eventually to find a home on the Embsay and Bolton Abbey Steam Railway. Following nationalisation, an ex Appleby Frodingham Steelworks 15 inch Hudswell Clarke built saddle tank of the same design as 'Slough Estates No. 3' was drafted in and 'Chesterfield' was moved to Askern Main Colliery. 'Forward' seems to have become spare engine at the colliery and the majority of the surviving pictures show it out of service.

By the late 1950s 'Forward' carried 'No. 5' on the cab side and was in poor condition; as seen in the picture below, the left hand side footplate was badly buckled. The locomotive was taken out of service and by July 1960 it had been scrapped.

*'Forward' Stored out of use at Yorkshire Main Colliery. 16/05/59. John K. Williams. IRS Collection*



The simplest way for the Middleton Railway to create a second replica NCB locomotive which had worked in the Yorkshire Coalfield was to convert 'Matthew Murray' into 'Forward' for the duration of the 'Last Coals to Leeds' event at the end of September. Choosing a Manning Wardle built locomotive as the second replica also provided a direct link with the Middleton Colliery and Estate Company; all five of the new engines they purchased were made by Manning Wardle.

Converting 'Matthew Murray' to a facsimile of 'Forward' should have been a straightforward process; just re-paint it in its NCB livery and fit new name plates made in the Manning Wardle style. By the late 1930s 'Forward' had probably been painted black in common with most locomotives owned by the Staveley Coal and Iron Company and the brass name plate would have had a red background.

Study of black and white pictures of 'Forward' suggested that the cab and tank were painted a lighter colour than the smoke box and the best guess was that it was plain green – there

was no evidence of any lining on any pictures. A number of attempts were made to identify a suitable colour and eventually a medium Brunswick Green shade was chosen which was similar to the colour 'No. 35' was painted when photographed in 1963.



## Part Two of the 'Forward' story

No. 35' at Yorkshire Main Colliery.  
14.07.63. Collection C. W. Milner



name plate glinting in the sunshine. As near as can be judged, this is probably how it looked when it was last re-painted, some time in the late 1940s / early 1950s. The appearance of 'Forward' at the 'Last Coals to Leeds' event was a tribute to Steve Roberts and his team who spent many hours re-painting it and to Dave Cooke who 'magicked' up the superb replica nameplate. Below is 'Forward' in all it's glory on the 29th September 2018.

Matthew Murray' was rubbed down, minor holes and defects in the plating filled and it was then re-painted in green by a small team of volunteers. Time pressure meant that the work was not quite finished before the 'Last Coals to Leeds' event and some brush marks showed on the paint. More wet and dry sanding and two more coats of paint would probably be necessary to complete the job.

Fifty years service at the one colliery would seem to justify the sobriquet 'Faithfull Servant'. "Forward' certainly earned this title and its re-appearance at 'Last Coals to Leeds' was a fitting tribute to its many years of service.

**Charles Milner**

*'Forward' standing by the Running Shed. 29/09/18 Collection C W Milner*

The challenge of creating a replica wooden nameplate to fit over the 'Matthew Murray' name was taken up by Dave Cooke. The result of his labours can be seen here.

On the morning of Saturday 29th September 2018 'Forward' emerged from the running shed gleaming in its new paint and with its



## TRAIN SPOTTING DAYS - Michael Cox

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I think I started spotting in about 1956, with local friends, I cannot remember what started it all off but it could have been living in the Colne Valley near Huddersfield where I could see Newcastle - Liverpool and Hull - Manchester expresses and freight trains toiling up the valley to the Standegge Tunnel and under the Pennines every day as I lived on the opposite side of the valley. I have a photo of myself as a baby in arms, with my Mother, with what looks like a Jubilee 4-6-0 going up the valley on one of the said expresses in the back ground. For my 9th birthday I got a second hand bike and after my father helped me learn to ride it I was off all over the valley. If I was lucky and noticed freight trains struggling up the valley, I could be on the bike at the other side of the valley and race the train and catch it going over Crimble viaduct. I'd sometimes get caught out if it was not on the slow line nearest the edge of the viaduct - to get to Slaithwaite station there was a steep hill and an overbridge.

So I started sitting on the wall at an entrance to Slaithwaite station, where the fish for the local fish and chip shops in wooden boxes packed in ice were delivered off the local stopping trains; there was always a fishy smell there. At times you had to be alert because expresses on the fast line down to Huddersfield came around the corner past the signal box, over the under bridge at what seemed, at the time, very fast speeds, so it was an advantage that there was more than one of you there to confirm the number, especially if it had a dirty number. At quiet times we would play hangman in the sand there, the questions always being loco names. At my junior school, if you stood in the corner of the play ground you could get numbers of the locos on freights toiling up the valley going over the viaduct on the slow line at play time but there was the frustration of not getting others on

the other lines.

It was not long before we got to know the regular locomotives of 55G Huddersfield, 55C Farnley Junction, 26A Newton Heath, 26F Patricroft and 8A Edge Hill with Jubilees, Patriots and Royal Scots, regulars being 45558 Manitoba, 45581 Bihar and Orissa, 45646 Napier, 45661 Vernon, 45708 Resolution, and 45531, Sir Frederick Harrison, just to mention a few. Of course there were plenty of other locos with many different classes, which were all noted down in our note pads in pencil. Then I was told I needed an Ian Allen loco book to underline all the locos I had been collecting, so I got my first book, London Midland Region locos, which had the numbers and details of most of the engines I was seeing. But of course I had seen a few B1s, K3s and 01s etc. that came our way from Wakefield and sometimes Gorton so, not realising at the time, I scrubbed them out believing I had written them down wrongly!

I got my first Ian Allen Combine in 1958, which I still have, and then it was time to branch out and travel further afield, so at 10 years old my first trip was to Wakefield Westgate, my friend's father taking us, I can't remember what I did see that day; it was not until 1959 that I started to collect notes of the locos I had seen on trips out. The next trip being to Leeds sometime in 1959 on a local stopper from Slaithwaite. At all stations our heads were out of the windows passing 55G Huddersfield, 56D Mirfield, and 55C Farnley Junction, with all the small yards in between. We arrived in Leeds over the LNWR viaduct and got a taste of what was to be seen in 55A Holbeck. With a few like minded friends we got to know how to get to 55A Holbeck, but we would look in at Leeds Central on the way, the rumour being the 10 o'clock departure was an A4 working, but I never remember there being one on it when we went to Leeds. The next stop

## TRAIN SPOTTING DAYS - Michael Cox

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would be Holbeck with a scramble up the wall at the back, keeping an eye out for the foreman ( anyone in a long pep coat ). We were in heaven with cops galore! Then we were back to the station, keeping an eye out when walking back along Whitehall Road for locos departing either station and shunting the low level yards at Central station. We never tried to bunk 56C Copley Hill, being told it was impossible to get into as it involved going up steps straight to the foreman's office. The rest of the day would be spent on the platforms with the Anglo Scottish arrivals and departures, most being steam with a few DMU's starting to arrive on the scene. But we were lucky to see a few Hunts and Shires that trip including 62717 Banffshire, 62763 The Fitzwillian, 62770 The Puckeridge, and 62738 The Zetland.

The next trip away, also in 1959, was York, which must have been just a taster because my notes for that trip are very short, but I must have been impressed because I went back again the same year and must have stayed the day in order to see some A4s, 60003 Andrew K McCosh, 60027 Merlin, 60005 Sir Charles Newton, 60001 Sir Ronald Matthews, 60007 Sir Nigel Gresley, and 60022 Mallard, all being noted. What the general public thought of 11 year old kids running around the station shouting streak!! streak!! I can't imagine. They must have thought we were mad, but it was all good clean fun. Back to Leeds 19/9/59, and a visit to 55A Holbeck and a day on the station at Leeds City with an abundance of Jubilees and a few Royal Scots. On 13/10/59 an hour or two at Slaithwaite saw 42865, 73164, 90140, 48453, 45546 Fleetwood, 45534 E Tootal Broadhurst and 90165 were noted.

It was about this time that my friend Ira

Chapman and I joined The Northern Railfans Club and the first trip out we had was to the Manchester area on 15/11/59 visiting 9A Longsight, 9B Stockport, 9F Heaton Mersey, 9E Trafford Park, 9G Gorton and works, 26A Newton Heath, 26B Agecroft and 26F Oldham Lees, I don't remember much about the day, only that Gorton was stuffed full of ex LNER locos including 62661 Gerald Powys Dewhurst, the only Director I saw. My friends had a trip to Sheffield about this time, Unfortunately I had broken my wrist the night before and missed out on more Directors and by the time I did get to go to Sheffield they were all gone.

Into 1960 and a day at Slaithwaite produced 45204, 48358, 45535 Sir Herbert Walker KCB, 48635, 45075, 90141, 48502, 45736 Phoenix, 46124 London Scottish, 73163, 90235, 45063 and 73165. We always looked out for the Newcastle-Liverpool which was due through Slaithwaite at approx 2.20 in the afternoon, always double headed which would have been 45736 and 46124. Quite a few times the leading loco would be ex works, which came off at Manchester Exchange and some times worked back on a stopper due through Slaithwaite at around 5pm, so school days I used to cycle over before tea just to see the stopper on its way back to Leeds.

It was now the turn of Doncaster for our visits, the first on 2/5/60. I think we must have visited the works with Northern Railfans because I have noted new diesels D5607/8/9/10/11 and Deltic itself, 60500 Edward Thompson in for scrap and three Britannias along with the Gresley Pacifics. Also noted that day was 60528 Tudor Minstrel (61B), Scottish Pacifics in for overhaul were always a bonus. Then on 8/5/60 I visited Leeds again and Huddersfield sheds which



## TRAIN SPOTTING DAYS - Michael Cox

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must have been with Northern Railfans also with a permit because Huddersfield was almost impossible without one, the foreman could see you coming over the bridge into the depot. The following month we decided to give Warrington a bash. It has to be remembered that I was still only 12 years old at the time and my friends were much the same age. Travelling from Slaithwaite on a local stopper to Manchester Exchange and then onto Warrington Bank Quay for the day, we enjoyed the delights of the West Coast mainline with Semis, Princesses, Royal Scots, Jubilees and the rest and only one or two diesels. Two days later we were at Doncaster again and walked to the main gates at the Works to peer through and hopefully see into the yard. But security was always there to keep you from crossing the gate opening. We found out that if you scrambled up a concrete fence you could see through the windows of the paint shop and see a few more locos; not very good for the toes of your shoes and if they were something like new there would be a telling off on getting home! The rest of the day would be spent at the old St James platforms just south of the main station on the way back from the works and a feast of ex LNER Pacifics with the sound of an A4's whistle making the hairs on the back of your neck stand up, and every one going wild with 60017 Silver Fox, 60019 Bittern, 60031 Golden Plover, and 60034 Lord Faringdon, all seen. The next day was spent at Slaithwaite reflecting on what we had seen the day before with 90306, 90620, 45521 Rhyll, 46135 The East Lancashire Regiment, and 45500 Patriot being seen.

On 11/6/60 we were off again back to Doncaster with 60504 Mons Meg and 60508 Duke of Rothesay noted on their last summer of working. Then someone had the idea to have a trip to Preston and a week later, we bunked the shed and spent the day sitting on a high wall north

of the station of note, 72001 Clan Cameron being one of the high-lights plus all the west coast favourites.

On 2/7/60 we were back at Doncaster, we went via Leeds as we always did and took in 55A Holbeck as well as 36A Doncaster and the works A4s. Noted that day were 60012 Commonwealth of Australia, 60014 Silver Link, 60027 Merlin, 60022 Mallard, 60033 Seagull, 60019 Bittern, 60029 Woodcock, 60032 Gannet, 60006 Sir Ralph Wedgwood and 60025 Falcon.

A month later there was a South Yorkshire visit taking in 55A Holbeck, 55B Stourton, 55C Farnley Junction, 56D Royston, 55E Normanton, 56A Wakefield and 41F Mexborough, again with Northern Railfans by coach, unfortunately I still had not written my notes in detail as to what was on each depot, that was to come later.

The annual holiday that year was to Great Yarmouth, but the family travelled by coach. We had a train trip out to Wymondham via Norwich, but by then it was nearly all diesels seen on day with the exception of 61939, 61970, 43161, 65462, 61572, 63868, 70036 Boadicea and 70000 Britannia, with haulage by 61045 for part of the journey. We had been on holidays in previous years by train, the most notable being Paignton in about 1958, before I started taking notes, and I can remember playing on the beach and watching trains passing on the branch to Kingswear and also having a day trip to Plymouth and seeing my first Bulleid pacific 34036 Westward Ho, and coping loads of GWR locos.

We next took advantage of a football special with Huddersfield Town playing away at Lincoln on 27/8/60 the train loco being 61856, a 56B Ardsley engine which went via Doncaster with 110 locos. We saw mainly steam that day, but I cannot remember if we did go to the match.

## TRAIN SPOTTING DAYS - Michael Cox

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In September we had another trip to Leeds, always hoping to cop 12A Carlisle and any other foreign locos,

Then in December someone came up with the idea of cycling to Dunford Bridge, not a great distance, but the terrain was something else. It was up hill down dale all the way and in winter, and so we got our fill of Manchester - Sheffield electrics, two steam locos spotted, being 63890 and 68064 towed by 26020 to Gorton Works, we presumed. Then we visited the pub there and got beans on toast and a drink of tea to get warm.

It was at this time that steam was about to finish on the passenger services on our local Leeds - Manchester line, two days were spent at Slaithwaite where 32 steam locos were noted including 45587 Baroda, 45708 Resolution, 45525 Colwyn Bay, 45581 Bihar and Orissa, 45722 Defence, 45652 Hawke, 45710 Irresistible and 46126 Royal Army Service Corps and D282. The next day, 1st January 1961, the diesels took over all the passenger services. A day later only 18 steam locos were noted, the Liverpool - Newcastle expresses going over to English Electric Class 40s and the Hull trains to the new Trans Pennine DMUs. The next day we cycled back to Dunford Bridge for the Manchester - Sheffield electrics. The signalman at Dunford Bridge must have taken pity on us because we were invited into the box and spent some time there; it must have made an impression on my friend Ira because he got friendly with the signalman at Slaithwaite who then transferred to Hillhouse No 2 box next to the shed at Huddersfield and he used to spend quite a lot of time there; I think I only got invited once.

Back at Slaithwaite for a few days with 47573 being noted on 5/1/61, must have been on its way to Gorton for

scrap, nothing much else being noted with D246, 249, 236, 306 on expresses with Black Fives, 8Fs and Austerities on freight with a K3 61969 as well. A trip to Warrington was next on 6/1/61. A good day with nearly all steam with just a few English Electric type 4s. Then back at Slaithwaite next day - 44262 (17C) noted which was a bit out of the ordinary, then back to Warrington 14/1/61, my notes saying it was a foggy day and memories of detonators going off on approaching Miles Platting in the DMU from Slaithwaite. We were hauled from Manchester by 45558 Manitoba and returning by 70047. 46220 Coronation, 46241 City of Edinburgh, 46249 City of Sheffield, 46221 Queen Elizabeth, 46239 City of Chester and also 46212 Duchess of Kent and D6 Whernside, were all seen that day. A week later it was back to Doncaster via Leeds and Holbeck, hauled from Leeds Central by 60114 W P Allen and returning behind 60158 Aberdonian and D305 from Leeds to Huddersfield.

We had our bikes out again deciding 56D Mirfield was worth a visit on a Sunday afternoon which was about a 20 mile round trip, the first of many. Noted that day, 10th February 1961, were: 61447, 61411, 42285, 42407, 42877, 43074, 4056, 45406, 45137, 45404, 48655, 48358, 48439, 52121, 52515 90731, 90300, 90058, 90230, 90635 and D2074.

Back to Warrington on 13/2/61 hauled from Manchester by 73131 and returning behind 44739, with five Stanier Pacifics noted. Then a few more trips to Dunford Bridge including the signal box with 63615/90031 hauled by 26039 to Gorton and 90203/90421 hauled by 26046 on the second visit.

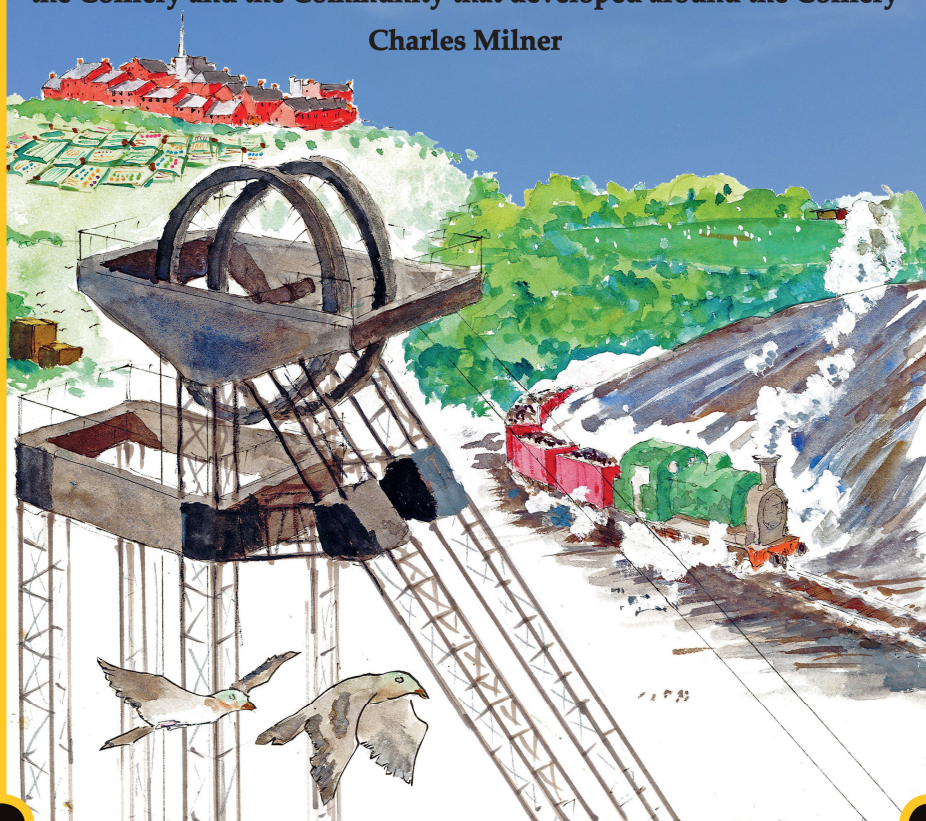
*See more of this fascinating collection in our next edition.*

*Thanks Michael.*

# Colliery Community Railway

A memoir of Middleton Broom Pit, the Railway that served  
the Colliery and the Community that developed around the Colliery

Charles Milner



Paintings by our own Richard Stead who will happily sign your copy, as w



# Colliery Community Railway, by Charles Milner

## Colliery Community Railway

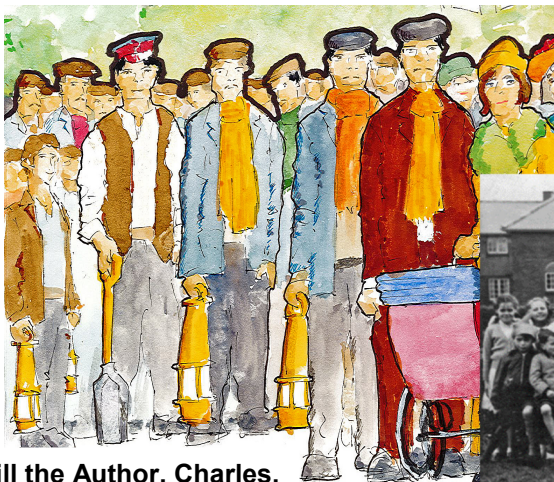
Produced with the support of Leeds City Council Inner South Community Committee, this book tells the story of Middleton Broom Pit from opening to closure. It describes the events from the start of coal mining on the Middleton Plateau, which led to the sinking of Broom Pit and the construction of the Middleton Railway, provides a history of the Railway during the lifetime of the Pit and gives an account of the communities of 'old' Belle Isle and Middleton, where many of the workers in Broom Pit lived.

The book ends with an extended chapter describing life in Middleton at the turn of the century and in the 1920s and 30s. This draws very heavily on the memoirs of Dorothy Hebden and her step mother Annie Meadowcroft, and was made possible by the generosity of Dave Hebden, a member of the Middleton Railway Trust. The book is well illustrated and includes many pictures which have never been published before. The book will be on sale from 16th April at the shop but can be supplied by mail order - cost to be advised later.

To be sure of your copy, email [coal@middletonrailway.org.uk](mailto:coal@middletonrailway.org.uk) with your details and we will let you know the cost and how to pay as soon as we can.



**Buy  
Yours  
Now!**



will the Author, Charles.

# **Locomotive No. 18 - PICTON, by Glen Beadon**

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## **The story of Engine No.18, 'PICTON', an icon of Trinidad's lost sugar industry**

**By Glen Beadon**

Trinidad is approximately the shape of Wales and the size of Lancashire. It is the most southerly island of the Lesser Antilles and is only 7 miles from Venezuela. It was a British Colony between 1797 and 1962.

The sugar industry was as historically important to Trinidad as the coal industry was to South Yorkshire. Both places extensively used Leeds-built steam locomotives to work their respective trades and in the early part of the 19th century, several railway professionals from the Leeds area moved out to Trinidad to work on the railways.

The history of industrial locomotives working at the many collieries across the UK has been widely covered. Not so well known is the story of steam locomotives that worked in Trinidad's sugar industry, and particularly the last five working engines which were replaced in 1956/7 by a batch of five identical modern HUNSLET diesel engines at Usine Sainte Madeleine, a sugar factory located in the southern part of the island.

One of the steam locomotives replaced in 1956 not only survived but against all odds managed to make it back across the Atlantic Ocean to her place of birth, the City of Leeds.

This is the story of Engine No. 18, 'PICTON', Trinidad's sole surviving steam locomotive from the once mighty sugar industry, which is now part of the Middleton Railway Collection.

### **History of railway development in Trinidad**

The first railway or tramway in Trinidad, The Cipero Tramway, was built by William Eccles, a Scottish planter, around 1839 for the transportation of sugar, by means of animal power, at his sugar estate at "Les Efforts", located less than one mile south of the city of San Fernando. The tramway was first regarded as a convenient mode of carting sugar and other produce, however much later in 1859 it also began to transport passengers becoming Trinidad's first passenger railway.

The first steam locomotive on the Cipero tramway was the "FORERUNNER", a 7-ton 0-4-0 saddle tank engine, which arrived in 1864. The engine's identity remains a mystery to this day. "FORERUNNER" was followed over the years by other locomotives and soon the nucleus of all rail activity was centred at "The Cross" which later became "Cross Crossing" (see map). All of the early steam locomotives had names. Some of the original locomotives included "KIT",

# Part I of the life of PICTON

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“DART”, and “ARROW” (all Hunslet engines).

The central sugar factory (or “Usine”) at Ste. Madeleine (see map) was originally built by The Colonial Company in 1870. The company was incorporated in 1866 by well-established commercial interests in the UK with the express purpose of buying failing sugar estates.

By the year of 1876, The Colonial Company had bought up several smaller estates and this was the beginning of a process of amalgamation in the sugar industry which was moving away from smaller holdings, each with their own crushing mills and factory, into what became known as ‘Central Factories’ or much larger and more efficient modern factories where cane would be brought for the process of sugar manufacture.

The introduction of central factories was the prelude to the railway age in Trinidad where it became essential to transport cane to factory quickly and efficiently.

The Trinidad Government Railway (TGR) also began operations between Port-of-Spain and Arima in 1876.

Trinidad’s association with the English City of Leeds regarding locomotive manufacture is historically significant. The firm of Kitson & Co, which supplied 17 of the original engines for the Trinidad Government Railway, including No.11 which today stands on display at Harris Promenade in San Fernando, was also a well-known Leeds based company. However, it was the Hunslet Engine Company of Leeds which built more locomotives for Trinidad than any other manufacturer in the history of railways on the island.

*The factory at Ste. Madeleine, where 2-6-2T No.18 ‘PICTON’ worked. © G Beadon*



Hunslet not only built the first engine that worked on the construction of the Trinidad Government Railway in 1874 (‘ARIMA’ HE 125/1874), it supplied engines to the sugar and other private industries throughout the 19th and 20th

## **The story of PICTON continued ...**

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century. Hunslet also built the last diesel engine imported into Trinidad, D12 for the national sugar company, Caroni Ltd, in 1976 (HE 7459/1976).

By 1880 The Colonial Company's system of (sugar) cane railways, which included the Cipero Tramway, was a vast system with far greater track mileage than that of the Trinidad Government Railways. Its central factory at Ste. Madeleine was then considered the finest Usine in the West Indies and, with one exception, the largest central factory of the kind in the world. With growth of the rail network came more locomotives.

In 1895 The Colonial Company failed and was replaced by the New Colonial Company which modernised the factory that same year at a cost of £450,000, a tidy sum at the time. During this period the railway expanded once again, and the locomotive running shed was moved to Ste. Madeleine.

In 1912 the Cipero Tramway was taken over by the Trinidad government as part of the TGR's southern extension to Siparia and the following year, 1913, the New Colonial Company was taken over and became the Ste. Madeleine Sugar Co Ltd.

The Ste. Madeleine Sugar Company made several locomotive purchases over the years, mainly less expensive light engines suited for their lighter track (42lb per yard rail).. Engines like 'KITCHENER', 'JELLICOE', 'BEATTY' and 'HAIG' were supplied by Kerr Stuart (Stoke-on-Trent) between 1913 and 1920.

With the takeover of the Trinidad Government Railway (TGR) in 1912 parts of the Cipero Tramway were re-laid to TGR standards (55lb per yard). This gave the sugar company an option to operate heavier and more powerful locomotives which would bring improved efficiency through greater haulage capacity, particularly between Monkey Town and Ste. Madeleine and it was not uncommon for the sugar company to lease TGR locomotives and rolling stock at times of heightened activity during the busy crop season.

Under new management and fresh investment, the Ste. Madeleine Sugar Co Ltd was, by 1924, producing only about one third of its grinding capability. To fill the deficit there was an urgent need for more cane and so it was decided that this should be supplied by private cane farmers, many of whom owned small-holdings in the Oropuche Lagoon, one of the most fertile areas in Trinidad. Due to the presence of a lagoon, the area lent itself very favourably to impromptu agricultural cultivation and the only missing component was a railway for its transportation. To keep construction cost at a minimum, a narrow-gauge railway of 2ft 6in was decided upon instead of the standard gauge (of 4ft 8 1/2in.). With the coming of the narrow-gauge railway from Moruga Road via Barrackpore, Monkey Town, hitherto a terminus of the sugar railway, became a much more important place after 1925. With the need for transshipment between the narrow gauge and the standard gauge it was necessary to move heavy trains between Monkey Town and the factory at



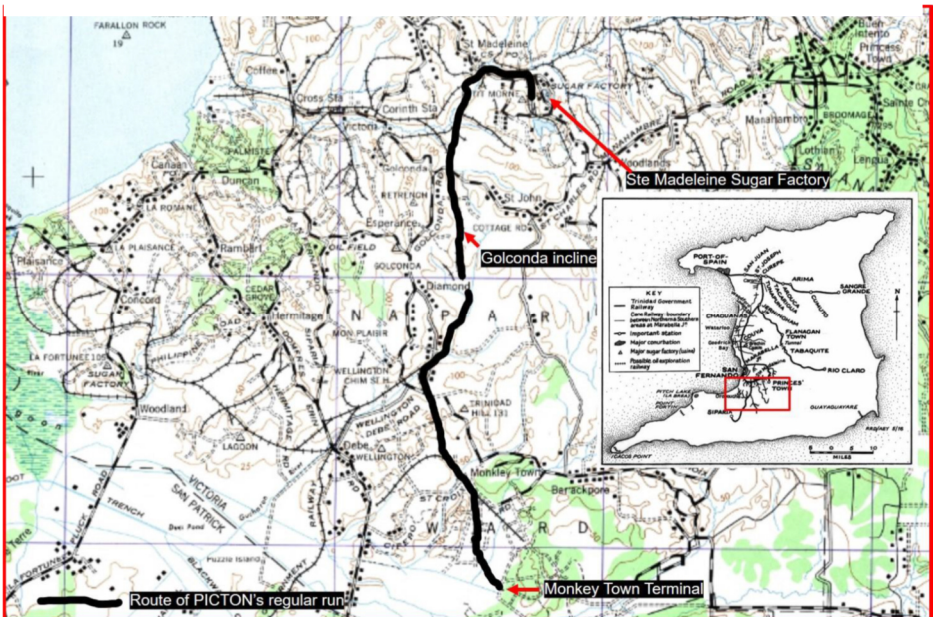
# The story of PICTON continued ...

Ste. Madeleine and this could only be done with much heavier TGR locomotives at greater cost to the sugar company. Added to the equation was the Golconda Incline, located between both places, where the ruling gradient was 1 in 80 on either side of the ridge.

## Arrival of No.18 'PICTON'

After the First World War, Trinidad suffered from a locomotive shortage and it became very difficult for the sugar industry to lease TGR engines to work their heavy cane traffic. This was a period of increased demand on the railways when the oil industry also depended on the government railway for transportation. The road system in Trinidad was not yet suitable for moving vital heavy refinery equipment and drilling oilfield apparatus so reliance for this was placed on the railways.

*Map of the railways across the cane area in Trinidad known as the 'Naparimas' showing the route of PICTON's regular run between Monkey Town in the south and the factory (or 'Usine') at Ste. Madeleine.*



The sugar industry was then forced to run shorter trains with their lighter locomotives at greater frequency during periods of reduced TGR traffic and as a result lost vital operating efficiency. The Ste. Madeleine Sugar Company had to do something. Accordingly, in 1926 an order was placed for a more powerful locomotive, one that could match the power of any of the TGR's tank engines. It would be the first of three identical engines to be ordered by the Ste. Madeleine

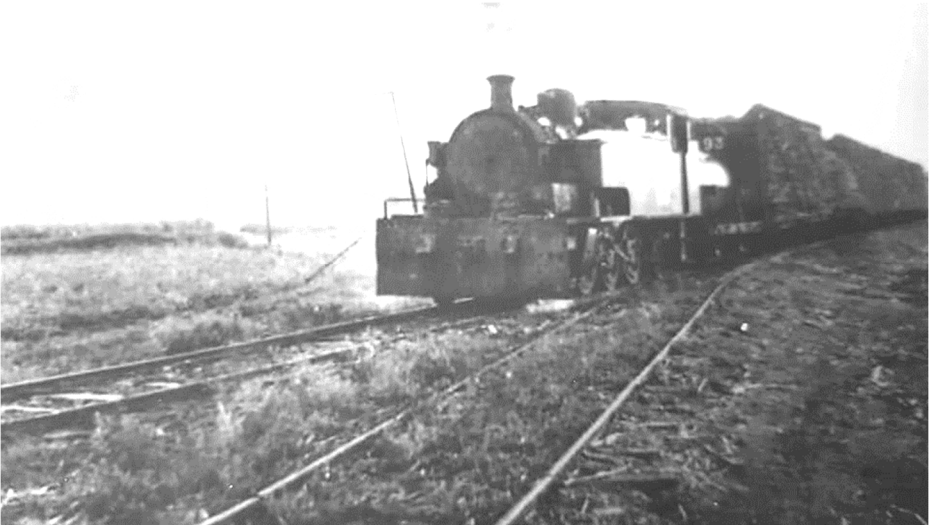
## The story of PICTON continued ...

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Sugar Company between 1926 and 1939. The engines were all named after estates taken over by the original sugar company; No.18 "PICTON" (HE 1540/1927), No.19 "TAROUBA" (HE 1749/1934) and No.20 "CEDARHILL" (HE 2055/1939). These three engines were designed and built exclusively for Usine Ste. Madeleine which makes the trio unique engines to Trinidad and the world.

The first engine to arrive was No.18 "PICTON", built in 1927 by the Hunslet Engine Company. The locomotive was dis-assembled into parts following construction at Leeds, transported in crates and more than likely re-assembled at the TGR workshop in Port-of-Spain, under special arrangement, prior to its maiden run to Ste. Madeleine, under its own steam, along the TGR's southern main line. These were impressive 2-6-2T locomotives with a tractive effort of 15,717lb in comparison to 9,146lb on the TGR's 4-4-0T Kitson locomotives (like No.11 preserved today at Harris Promenade in San Fernando).

*No.18, 'PICTON', heading towards the factory (or Usine) with a loaded train in 1953. Note: 'PICTON' (HE 1540/1927) was the name of one of the estates taken over by The Colonial Company which owned several estates and indeed the estate was named after General Thomas Picton. Incidentally, there was another Trinidad engine, also from the sugar industry, that was called 'PICTON', this time directly after the General. The engine was built by Kerr Stuart (KS 649/1898) and It worked on the Waterloo Sugar Estate on the north east part of the island.*



No.18 'PICTON' and her two sister engines worked the heavy sugar trains over the Golconda incline between Monkey Town and Ste. Madeleine until 1957 when Tate and Lyle acquired a majority share in the Ste. Madeleine sugar company. It was then jointly owned by the West Indian Sugar Co Ltd (the Jamaican subsidiary of Tate & Lyle) and Caroni Ltd and day to day management of the

## The story of PICTON continued ...

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company was in the hands of Henckell, du Buisson & Co Ltd.

*Photo Dr D.A. Down, Glen Beadon Collection – Ste. Madeleine Sugar Company No.18, 'PICTON', (HE 1540/1927) heading towards the factory (or Usine) with a loaded train in 1955 with oil supply tank behind the locomotive*



New ownership brought fresh investment and modernisation to the railways of Usine Ste. Madeleine. Between 1956 and 1957 all steam locomotives were replaced by a fleet of 5 new Hunslet 204 h.p. diesel locomotives. The arrival of the new diesel fleet spelt the end of operating steam locomotives by the sugar industry of Trinidad. The last five steam locomotives were set aside as a “strategic reserve” just in case the new diesel engines failed. The diesels however soon proved to be very capable machines.

***Photo Glen Beadon 1988 - No.18, 'PICTON', on the siding where she was stored with her sister engines and two others for over 40 years.***



Part 2, The story of 'PICTON's exciting journey home to Leeds, will be told in the next edition of the Old Run, together with some more, excellent, photographs.

# MOOR ROAD HAPPENINGS - LOCO NOTES

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As I type these notes we have just had our first operating day of the season. It has been a bit of a rush to get everything ready for the start of the season but we have managed it, as we usually do.

## 1601 MATTHEW MURRAY

The last Old Run suggested that Matthew Murray might undergo another re-paint. Unfortunately the ever present constraints of time and manpower meant that this didn't happen. In fact, the loco has spent the winter stored in a serviceable condition in the Engine House, with no work being carried out on it. The annual boiler certificate does not expire until May and it was decided that it would be more beneficial to leave it operational until this date, rather than strip it down for inspection during the winter shutdown period.

The loco was test steamed on 23rd March preparatory to use during April. Unfortunately a few leaking tubes were noted in the firebox so it was necessary to remove the ashpan bottom and firebars to gain access and re-expand the tubes. Inevitably, when doing this work, you end up chasing the leaks as expanding one tube usually causes the adjacent tubes to start leaking. After a few hours of this work, the firebox was declared dry and the loco fit for service. It is planned that Matthew Murray will cover the first few steamings up to the beginning of May.

## No. 6

Work on this loco has picked up significantly in recent weeks. The vacuum pipework and associated ejector has now been largely installed with any remaining bits needing to be left until the boiler and tank are re-fitted. A new driver's brake valve is being designed and will be manufactured in-house.

The boiler was transported to Northern

Steam Engineering for overhaul at the beginning of March. The work being undertaken includes:

- \* Cleaning and careful inspection of the boiler internally and externally.
- \* Replacement of the outer firebox sides
- \* Replacement of all studs,
- \* Replacement of stays, as necessary.
- \* Building up of wasted areas of platework with weld.
- \* Replacement of the boiler tubes.
- \* Replacement of the smokebox.
- \* Fitting of the necessary equipment to enable a brick arch and flame deflector to be fitted.
- \* Hydraulic and steam tests.

Work carried out up to the end of March included the manufacture of the firebox sides and welding up of all the wasted areas of platework. In addition the boiler has been needle-gunned internally and fully inspected, fortunately without any further work being found necessary.

The saddletank has been craned down from long-term storage on top of a container in order for repairs to be carried out. It was known that the cab end of the tank would need significant re-plating but it is now obvious that further work will be required. The exact amount of work needed has yet to be determined but quotations for a new tank are being obtained – just in case!

## 1210 SIR BERKELEY

Work on the overhaul of the loco has somewhat slowed in recent times as priority has to be given to the very necessary winter works. Dismantling of the loco is now essentially complete and work has started on the actual overhaul. The first items to be tackled are the eccentric straps, which have excess side play. The straps have been



mounted in the Swift lathe and bored out so that they can receive a white metal lining. All four eccentrics have received this attention and been subsequently tinned with solder to aid adherence of the white metal. The first of the eccentrics has now been white metalled and awaits machining

Even though subject to regular cleaning during heritage operations, locos inevitably build up a good layer of grease and dirt, especially in hard to access areas, and much time and effort has been, and continues to be, expended on cleaning the frames and various parts.

Once the boiler from HL3860 had been transported to the contractors it was possible to move Sir Berkeley's boiler into the purpose built boiler stand. This stand both supports the boiler and enables it to be easily and safely rotated to assist with work being carried out. The remaining tubes need to be removed and we are hopeful that this will be done in the next few weeks.

### **No.11**

Nothing to report yet again. Perhaps next time!

### **No.1310 (NER H)**

1310's boiler received its annual visit from the boiler inspector during March. Although it had been prepared for this during December it became trapped behind HE6981 which could not be moved so the loco could not be positioned over a pit for inspection. The inspector wanted the washout plug holes in the smokebox re-cutting to give a good screw thread,; otherwise the boiler had a clean bill of health.

We have run out of the rubber rings that seal the boiler gauge glasses. These are an uncommon size and we have so far failed to source a supply of replacements. For this reason, we have modified the method of sealing to

use a more common rubber cone seal.

A new pressure regulator has been provided for the vacuum exhaustor. The loco presently awaits a preparatory steam test and an official steam test with the boiler inspector, scheduled for 17th April. If all is satisfactory it will then be available for service.

### **1544 SLOUGH ESTATES No.3**

1544 became the first loco to steam in 2019 when it was used for the New Year's Day services. The boiler was subsequently stripped down and washed out in preparation for its annual inspection, which was carried out during February (cold) and March (in steam). Unlike last year, when we discovered a steam leak from the boiler barrel, there were no unexpected problems. As with 1310, the inspector required some of the washout plug holes to be re-cut to improve the screw threads. Fortunately, this exercise did not increase the hole size sufficiently to necessitate the manufacture and fitting of new plugs.

The steam brake valve had been playing up for some time, often preventing the brake from being fully released when required. The valve has been fully stripped down (principally to discover exactly how it works) and the valve face re-machined and the valve seat re-cut. It is quite a complex valve and is obviously intended to provide a crude means of proportional braking, i.e. the further you move the brake handle, the more brake force you apply, unlike most industrial loco steam brake valves which simply admit steam to the brake cylinder when moved to the on position and release the steam when moved to the off position. The brake now seems to be working satisfactorily.

The fireman's side injector steam valve has also been removed and the valve

## Loco Notes continued ...

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face and seat re-cut to eliminate steam leakage. A steam leak on a union on the blower pipe could not be rectified by tightening the union as the thread stripped when this was attempted. Close examination of the union nut and the mating nipple showed that there was a discrepancy between them. The blower valve is a modern replacement for the original and has a 1" BSP screw thread. However, the union nut appears to be from the original valve and has a different size thread (1.375" 11 tpi), albeit sufficiently close to allow it to be screwed on. The easiest solution was to cut off the end of the blower pipe and make and fit a new union nut screwed at 1" BSP to match the nipple.

Currently available for traffic.

### **SENTINEL No.54**

The steady but slow progress continues. The exhaust pipe from the safety valves has been fitted. This is a straight vertical pipe which exhausts through the roof. Inevitably, because the safety valves aren't original, the existing hole in the roof did not align with the safety valve and so it has had to be re-cut and the old hole plated over.

A special fitting and the various nipples and union nuts needed have been made for the blower pipework. All that now needs doing is the making of the actual pipes themselves. Work continues off-site on the window frames and these are being fitted as they are completed.

### **HE 2387 BROOKES No.1**

As with HC 1544, Brookes was stripped down and the boiler washed out during January and it was duly examined by the boiler inspector during February. The loco was steam tested during March preparatory to the start of the season and it was found that the joint where the left hand injector attaches to the boiler was blowing. The injector has been removed

to allow rectification but this has yet to be done.

### **Fowler 42200033 HARRY**

The front windows have now been re-fitted, not without some difficulty. What we can't understand is the fact that the original window frames would no longer fit in the openings in the cab platework and these had to be enlarged in several places. For the moment, the loco remains out of service and on display in the Engine House.

### **Peckett 5003 AUSTIN'S No.1**

This diesel has remained in service over the last few months so it has not been possible to remove the fuel pump for overhaul. It is mainly awaiting workshop space as it is in need of re-painting and other minor works so it makes sense to do it all at once.

### **D2999**

Available for traffic and used as required. New trimmings have been made for the axlebox lubrication boxes.

### **D577 MARY**

The loco is available for traffic and sees occasional use. Indeed, it had the honour of working the trains on the first day of the main season.

### **HE 6981**

As mentioned in the last Old Run, work on this loco has been proceeding apace in recent times. As previously mentioned, the radiator was corroded at the bottom and leaking. This has also affected the radiator housing, which is also corroded at the bottom and this has been removed for repair.

In order to make cleaning of the wheels easier it was decided to remove the coupling rods. The left hand rod was removed quite easily but removing the taper pins that secured the collars which hold the rods on the crankpins proved to

# Loco , Carriage and Wagon Notes

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be a major task. In the end, the old pins had to be carefully drilled out to enable the rod to be removed. Two replacement pins have now been made and fitted.

Many hours have been spent in needle-gunning and priming the whole of the loco from the cab roof down. The four doors giving access to the rear casing were all found to be badly corroded and it was deemed simpler to replace them rather than patch repair. This has now been done and the doors have been re-fitted using the old hinges and locks.

The right hand cab side sheet mentioned in the last Old Run has now been welded in and the weld ground flush. Needle-gunning of the left hand side also produced some unwanted holes in the cab sides but far less than found with the right side. This has also all been cut out and a new piece of plate welded in.

The timber floor in the cab is in poor condition and it has been decided to replace it. The original floor was timber planking but the new floor will be made from Buffalo Board which is a birch plywood covered with a resin non-slip surface.

A start has been made on the installation of the vacuum brake pipework by the drilling of two 2.375" diameter holes in the buffer beams.

Whilst all this mechanical work has been going on, work has continued on needle-gunning and painting.

## **D631 CARROLL**

Available if required but generally on display in the Engine House.

## **L.M.S. 7051**

Available if required but generally on display in the Engine House.

## **D1373 MD&HB No.45**

Available for traffic and in use as

required.

## **Greenbat 420452**

Little has been done in recent months.

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

## **CARRIAGE & WAGON NOTES**

### **Coaches**

Following the services on New Years Day, coach No. 1074 was sheeted up for the winter and shunted into the car park for storage. Coach No.2084 was shunted into the Engine House for a much needed re-paint. Usually, when we start re-paints we find quite a bit of rot with the timber which we have to replace. However, this year, any such rot has been confined to the timber architrave around the vestibule end door, a relatively minor job. The coach has now been fully re-painted externally (the colour is RAL 3004) and has been patch painted internally, mainly in the guards compartment. Both coaches have undergone their annual examination prior to the start of the season.

The rebuild of coach no.1867 continues to make good progress and the end is coming into sight although a return to service during April is now unlikely. The external panelling has now almost all received a coat of primer. Handrails have been fitted to either side of the disabled doorway to aid access.

Internally, all the panelling has now been fitted and most of it has received two coats of varnish. Recent work has been on the manufacture and fitting of the doors. The carriage locks have been fitted but the remaining handles and locks have yet to be fitted, as have the opening windows. The remaining coach windows are now being fitted.

A start has been made on fitting the seats. The frames have been made for

a while and these have now been moved into the coach and fastened down. Progress has also been made on fitting all the seat laths.

## **LMS Brake Van No.158760**

Work in recent times has been centred on final fitting of the floor and the various ironworks that hold the framework together. Completion of this van is now getting more critical as it will be wanted as part of the Railway's Diamond Jubilee celebrations.

## **Palvan**

It is hoped that this vehicle will go away to undergo overhaul and repairs during April.

## **Hunslet Flat No.2**

As part of the maintenance and upgrading of our wagon fleet it has been decided to overhaul this wagon. It has been shunted to the back of the workshops to enable these works to be carried out. Principal work includes replacement of the deck, overhaul of the brakegear and a full re-paint.

## **CRANE No.20054**

This crane has continued to be in regular use over the winter months. The opportunity was recently taken to steam clean the carriage to remove the build-up of detritus. The crane recently passed its annual safety inspection with no problems found. However, there are obvious symptoms that the cylinder head gasket is failing and this will have to be attended to very shortly.

**Steve Roberts,  
Mechanical Engineer**

## **SIR BERKELEY's NEW LIVERY**

The Middleton Railway is pleased to announce that it is working with the Vintage Carriages Trust to restore Manning Wardle contractor's locomotive "Sir Berkeley" to its original "Logan and Hemingway" livery. When back in service in 2020, this locomotive will be the only working example of a Manning Wardle contractor's locomotive - the type of locomotive which helped build much of this country's infrastructure, including such great Victorian enterprises as the Great Central Railway and the Manchester Ship Canal.

VCT Chairman Trevor England commented, "We are delighted to be working with our partners at Middleton Railway to restore our historic locomotive to its original appearance as far as it is possible. The loco will become a great ambassador for both organisations in its new livery."

Visitors seeing this engine at work will notice the contrast between the very elaborate multi-coloured livery, showing the pride Logan and Hemingway took in their locomotives - and the spartan conditions provided for the crew; no cab, just a simple weatherboard (and sou' westers!).

MRT Chairman Charles Milner said, "Middleton Railway is also delighted to be restoring this great example of Leeds-built engineering. On a personal note, the engine was involved in the construction of Nottingham Victoria station and, for me, brings back many childhood memories of catching trains from that most atmospheric of railway stations. We look forward to seeing SIR BERKELEY hauling trains at Middleton in the not too distant future."

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**ERRATUM:** The Editor apologises that she made a terrible error in the last issue of the Old Run where on page 17 she credited Daniel Baxter with the Christmas bonnet instead of Chris Campbell! How stupid! She really should know better! Sorry gents.



Dear Ian,

I wanted to thank you personally for being so welcoming of our film crew yesterday and all you did to make the filming happen for the **Cricket World Cup** this summer.

The producer, Roddy, reported back to us that you and your colleagues could not have been more helpful and friendly and he tells me we secured some terrific footage.

My colleagues and I here at Cricket World Cup are most grateful to you.

Best wishes

Sam

Sam Spittle,  
Spectator Experience & Sport  
Presentation Manager  
Cricket World Cup 2019.

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### **An extract from a letter from Don Townsley following our January issue:-**

I spent Christmas and the New Year respectively with my two sons successively in Kent and Provence respectively and consequently missed the Middleton celebrations, but the cover picture suggests that you had much more illustrious attendees. It is nice to see evidence of the present excellent relationship with Leeds City Council. For me the 2000 mile round trip on Eurostar and Duplex TGVs provided a railway interest of a different kind.

It was a shame that Alan Shives so narrowly missed achieving his centenary. I spoke to him at the Hunslet 150 event. He was an amazing chap, all the more so when you consider he left The Hunslet Engine Company 11 years before I started my forty years stint in 1949 and then went on for another seventy years. He ranks alongside my favourite song bird Vera Lynn (singing All Alone in Vienna at the Casani Club

with the Charlie Kunz Orchestra in 1937), she is coming up for 102, as an inspiration to live long enough to complete the six half finished books on the 9000 Hunslet locomotives. Quite a task.

I am particularly pleased that the little Hunslet 0-4-0 side tank 1684 is being considered for restoration. This has always been a favourite of mine, not only for its pleasant appearance but also for the number of times I got involved with it. It was like a boomerang, no matter how many times you threw it away it always came back.

The smallest of three sizes (12", 14" and 16") of four wheeled side tank locomotives in the between-wars series of standard locomotives it was sold when new in 1931 to Hall & Co Ltd, Quarry owners and Cement Manufacturers, for use at their Coulsdon Quarry off the Brighton Main Line south of Croydon. It was the third Hunslet locomotive owned by Halls who were a commercially canny outfit and always traded in their old locomotive in part exchange when buying new. Thus it was that when the quarry modernised by buying a second hand Fowler diesel in 1953 they persuaded Hunslet to buy back the relatively modern and lightly used 1684.

Its small size was a drawback. It got in the way, there was no way we were going to steam a locomotive specially for works shunting when we were turning out and testing between seventy and 100 new locomotives a year plus a host of steam repairs.

In March 1954 we managed to hire 1684 to Morris Motors at their Drews Lane, Washwood Heath, Birmingham works but it was back by September 1955. It gathered dust, and a lot of other things, in the Works yard until I inherited it, together with quite a few unsold stock diesel locomotives, when

## Letters to the Editor:

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transferring from Drawing Office to sales in 1960. Something had to be done.

The sun shines on the righteous. In September 1960 the National Coal Board re-opened the closed Graigola Fuel Plant at Kings Dock, Swansea as a pilot project for a new domestic smokeless fuel, and wanted a small locomotive. The idea of a steam locomotive appealed to the NCB and 1684 was checked over, steamed and cleaned up and sent away on 21st September 1960.

Graigola closed in 1962 and on 1st January 1963 came another move to the Phoenix Briquetting Plant at Port Talbot but the Phoenix Project failed later in the year and by May 1964, 1684 had another new home at Norton Hill Colliery, Radstock, Somerset where it

stayed until moving yet again in March 1966 to the nearby Kilmersdon Colliery where it remained until October 1971. Its rather sad half life after that in a form of 'Preservation' is as described in the latest 'Old Run'.

In case you do not have one, no doubt you have, I attach the works photograph of 1684 which emphasises its clean, well proportioned, lines.

*Brexit be damned, we are British. With a combined Commonwealth population of two and a half billion without the United States we are connected to a third of the World's population. Why do we not harness this connection?*

**Don Townsley**





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