

# THE OLD RUN

Journal of the Middleton  
Railway Trust







# THE OLD RUN

No. 171

SUMMER  
2001

Editor : Alan Gilchrist  
Address: 'Chota'  
1 Rossdene Gardens  
Leaden Roding  
Essex CM6 1TR

E-Mail : alan@bmcl.co.uk  
Telephone : +44 1279 876907

Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd, Middleton Railway Association or the Editor. Many Thanks indeed to the members who provided articles, reports and photos for this issue.

## Issue No 171 Contents

2	Moor Road Development
5	The German Connection
9	Marketing
14	2001 Events
15	Loco Notes
22	Notes & News
28	Book Review
30	NYMR Supremo Wreaks Havoc at Gala
32	Practise your Swing
33	'OLIVE' Update
35	Weaving the Web
38	The trials and tribulations.
39	.....and Finally

Front Cover : 'Sir Cecil A  
Cochrane' at Moor Road on 23rd  
Sep 2000. Photo : Ian Dobson

## EDITORIAL

ALAN GILCHRIST

Despite hoping that I would get the 'Old Run' back onto a regular schedule, my work has once again played a major role in delaying this edition of the 'Old Run', unfortunately having to work eight weekends in a row takes alot out of you and when the ninth weekend comes around and the sun is out then it was very difficult to drag myself back inside to complete the next edition.

I have recently asked the Railway council if we can change the issues of the 'Old Run' to three per year, and have yet to hear anything from them about this request. If the editions stay at four per year then I will have to give up this role as I can't really afford the time to edit the magazine. Although many articles now come to be by email or some other electronic means, it takes some considerable time to scan the photos and place them inside the text with their annotations, this is why the delays happen

Hope you enjoy this issue, slightly more colour photographs in it this time. As time goes on the quality of the colour and b&w photos will get better.



## Loco Notes

Steve Roberts

Some two years ago, I voiced the opinion at a Council meeting that we would probably be facing a loco crisis in a couple of years. At the time, my comments were scorned. I hope that things will prove me wrong but it is going to be touch and go. Certainly, by the time you read these notes, we'll know for certain. We have contingency plans to bring in a hire loco but this is something we wish to avoid, if at all possible.

However, all is not gloom and there is much to be pleased about. For the detail, read on.

ARTHUR I guess we really ought to start calling this loco MATTHEW MURRAY but old habits die hard. Its new boiler finally arrived at Moor Road at the beginning of March and a fine job it is, too. It was intended to start work on preparation for a steam test immediately but problems with completion of the trackwork at Middleton Park meant that priority had to be with this project. However, the various ancillary works were finally completed and a fire was lit in the firebox for the first time on Sunday, 8 April, to warm it through ready for the formal 'in steam' inspection by our Insurance Company Inspector on the 9 April. All went well and the safety valves were 'showing the feather' soon after lunch time.

Inevitably there were a few minor weeps to be attended to by Gordon Newton with the aid of caulking chisels and a hammer but all was soon dry and 100% OK.

This first steam test was done out of the frames to enable any such problems to be overcome. The next major task to overcome was fitting the boiler to the frames. We were expecting this to be quite a task as the old boiler was a very tight fit all around and the new boiler, being hand built and not mass produced, was bound to vary slightly from the original. It was a pleasant surprise, therefore, to find that little 'fitting' had to be done to get the new boiler resting snugly in position and this was effectively accomplished on the Wednesday. The smokebox securing bolt holes were nowhere near in line and new plates had to be made up and welded into position to secure the boiler to the frames at the front end.

Once the boiler was in position it was possible to refit the front spring hangers and springs (the bolts pass through the smokebox wrapper), the main steam pipe and the blastpipe and make a start on refitting all the other bits and pieces. Inevitably, this is going to be no mean task! The chimney had been fitted to the (re-used)

smokebox for the steam test but, once the blastpipe was fitted, it became obvious that things didn't align properly. Nothing to do with the new boiler, this, but it does appear that chimney and blastpipe have been out of alignment for quite some time. We've now rectified this. The ashpan was found to be both too long and too wide. This had been made new by Peak Rail and, although it not a good fit on the old boiler, was found to require so much modification to fit the new boiler that it was considered easier

to make a new one of the correct size. This is currently being made.

The reversing lever is pivoted about a pin attached to a spring hanger bracket and is rigidly fixed to the frame. The quadrant, however, is firmly attached to the boiler, a most peculiar arrangement. Whilst setting up the reverser to enable the necessary holes to be marked off for drilling it became apparent that there is a considerable dimensional error in the geometry of the reverser reach rod causing the loco



Fitting of Arthurs water tank on 11th April

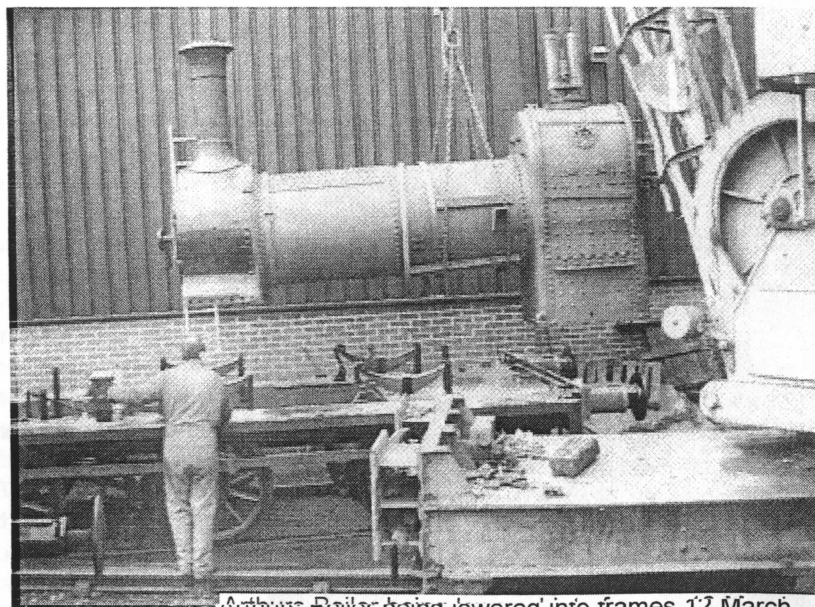
Photo : I Dobson

expansion links to actually be in back gear when the reversing lever is set for mid gear. Whether we endeavour to rectify this will depend on how the loco valve events actually work out as this error may be compensated for in other parts of the linkage and, if we start trying to correct errors, we may end up totally rebuilding the valve gear.

The crinolines (which support the boiler cladding sheets) are also to be renewed. The slight differences in boiler construction mean that these needed modification and we feel that we can make a better job by starting again. Likewise with the cladding sheets, themselves, which, to be honest, were badly

made by us the first time. These have been cut to size and await the final marking out for all the individual cut-outs required.

The other big 'won't fit' is the saddle tank. This was known to be a problem area but we were hopeful it would just fit. Alas, when actually tried it was found to be 1/8" too long to fit between the firebox stay bolt heads and the smokebox tubeplate. The original boiler didn't have staybolts but modern design standards required these. The problem can be overcome by cutting a recess in the tank and welding in new platework to suit, a modification that won't be noticeable when the tank is in



Arthur's Boiler being lowered into frames 12 March  
Steve Roberts in charge. Photo P. Nettleton

position but one that is not a five minute job. It's perhaps ironic that Sir Berkeley's tank is slightly shorter than Arthur's and would fit but a swap is not possible for other practical reasons.

The cab has been painted internally in preparation for fitting to the frames. Some repairs were found to be necessary to wasted platework at the front, where filler had been used to cover the corrosion. The cab can't be fitted, though, until the boiler cladding is in place.

It's too early to predict a return to service date but I'm hopeful that this can be achieved by the beginning of June, before 1310 needs to be withdrawn for boiler inspection.

67 As mentioned in the last Old Run, new cladding sheets were found to be generally necessary and these have now been cut out and rolled, using the originals as templates. They have been given a coat of red oxide primer but cannot be fitted and finish painted until the boiler is back in the frames. A new smokebox door has also been made, by Leeds & Bradford Boiler Co; a bargain at £251 but still a lot more than the £75 paid for Mirvale's a few years ago. The old hinges and centre casting have been recovered for re-use on the new door but await fitting. A new smokebox door securing dart has been made to replace the broken original.

The boiler has been filled with water for a preliminary hydraulic test which has revealed a few leaks requiring caulking. However, this work is still outstanding at the time of writing, the previous projected completion of January proving to be rather optimistic. Inevitable, probably!

The cracked valve mentioned in the last Old Run has now been repaired, ready for fitting. The tanks have received a coat of brushing filler and this has been sanded down to give a smooth surface, ready for painting.

Once the boiler is back in the frames, work can progress at a much more positive rate but there is still much to do.

2103 After winter storage, the loco was steam tested during March. Unfortunately, despite our best endeavours, one of the injectors was found to have suffered from frost damage and required repairs to the main body casting. These were successful and the loco is now in traffic. The opportunity was taken to measure up the injector and it is possible that a new body will be cast and machined up in the future.

Other than routine maintenance, it is expected that this loco will be available for service throughout the season and will be the mainstay of the steam services until Arthur is in traffic.



1310 The Y7 had its steam test over Easter, following winter storage and is available for traffic. Whilst usable, the tube ends in the firebox are giving cause for concern and are tending to leak when the boiler is cooling down. It will have to be nursed along this year and may become a casualty. It's annual boiler inspection is due in June and some re-tubing will probably be requested by the Inspector. We have a few spare tubes in stock, but not many. With only one year left on its 10 year 'ticket', it is not worth spending too much effort in this direction.

1625 worked its last trains during the Thomas gala and has now been put into storage, it's 10 year boiler ticket now being finally expired.

1210 SIR BERKELEY was successfully steam tested during March, preparatory to working the first trains of the season. Like 1310, this loco is also suffering from wasted tube ends in the firebox and is having to be nursed. It is due to come out of traffic during May on the expiry of its 10 year ticket. A new pressure gauge has been fitted as the old one was found to be sticking and unreliable (and such things do have to be reliable for reasons of safety.)

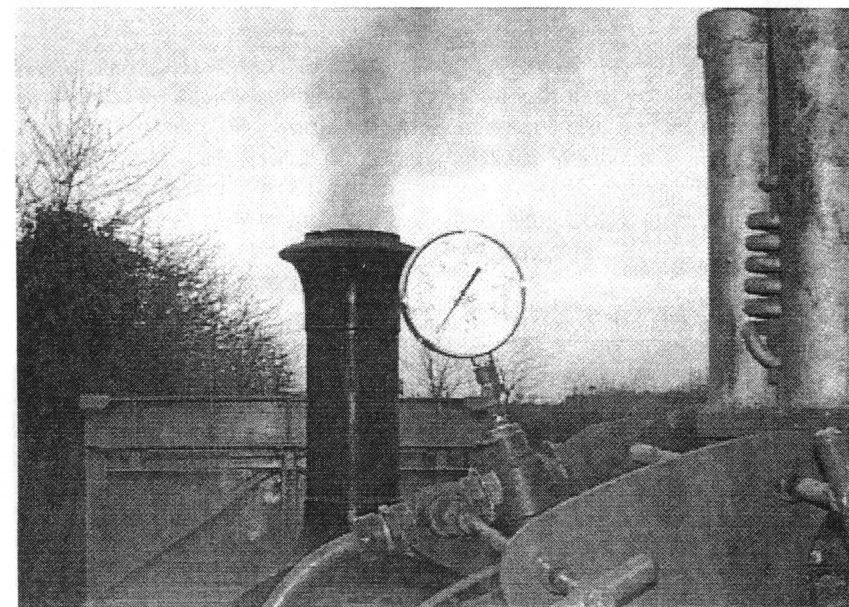
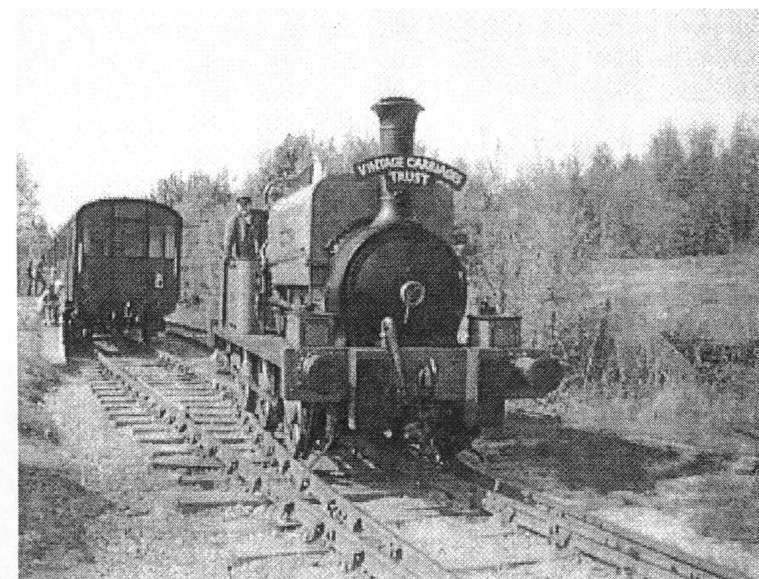
Although a full examination has yet to be carried out and this will not be possible until a strip down commences, it is already known

that major boiler works will be required. New front coupling rods and a new front buffer beam are also likely and it is possible that the wheel tyres will be replaced.

2387 The piston and valve spindle glands have been fully re-packed over the winter period and this does seem to have cured the problem with recurrent leakage of steam from these points. After several unsuccessful attempt to remove the old packing by more orthodox methods, the loco was put fired up and the old packing blown out using steam (with a loud bang!). The opportunity has also been taken to reduce the rather large amount of play between the crossheads and slide bars. A new handbrake trunnion nut has been made to replace the very badly worn original.

The loco was successfully used at our Thomas events at the start of the season but it has been the victim of several cancelled events elsewhere, due to the Foot & Mouth crisis and other reasons. It is currently available for traffic and we can use it, if needed, until its next booked event in May, after which the loco will not be returning until out next Thomas event in August.

Rowntree No.3 Now looking very smart, indeed, this loco was finally outshopped during a grand shunt on the 24 March, immediately prior to the start of the season. Its air

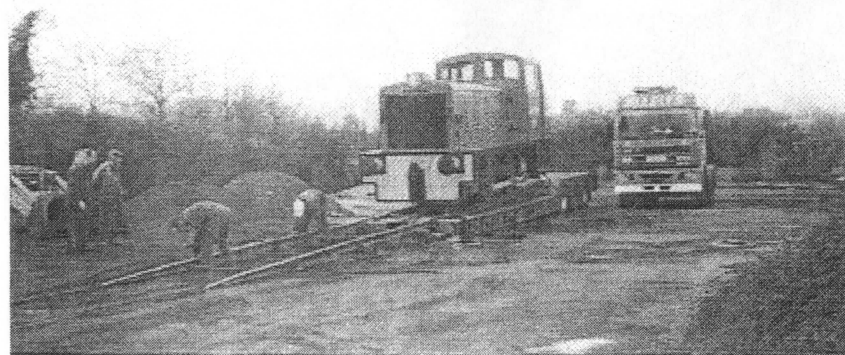


tanks received the approval of our Insurance Inspector during April and it is available for traffic, once more.

AUSTIN No.1 As mentioned elsewhere, this Peckett diesel loco landed on Middleton tracks on Wednesday, 11 April. It is essentially in full working order but

will require vacuum fitting and various other minor works before it can be put into traffic.

138C, 91, D577, 7401 & 1786 are all serviceable and used as required. All other locos remain stored awaiting overhaul.



## Notes & News

Steve Roberts, Ian Smith

### Carriage & Wagon

Work continues on needle-gunning and painting of the steelwork on the LNER ballast brake as time and labour permit. We will shortly be in a position to start fitting new timber, starting with the floor, and once this stage is achieved, progress will hopefully become a bit more rapid.

It would be pleasing to report that the 16tonne mineral wagon was now complete but, alas, this is not the case; lack of progress being entirely due to pressure of more urgent work in other areas

Brake coach no.2084 came into the workshops for a repaint at the end of January. It was expected that this would be a fairly straightforward task but, inevitably, some rotten timber work was found and this required repairing. Both coaches also underwent their annual mechanical inspection prior to the start of the new operating season.

### Plant & Machinery

In order to be able to transport the JCB up the line a trolley was made up during February, using a set of manriding car wheels obtained from Caphouse Mining Museum. Whilst the trolley has not proved to be too successful in transporting the JCB,

mainly due to problems with loading, the trolley has seen much use for other purposes, notably for carrying Arthurs new boiler and, at present, its tank.(see pictures)

Mention has been made previously of a replacement works compressor which has been slowly progressing for several years with no end in site. However, the opportunity recently arose to acquire an Ingersoll Rand ML11 compressor which, although it had done a lot of hours of running time, was in full working order (and, indeed, in use until two days before delivery). This will be used to replace the existing works compressor which is starting to get rather worn out. The new compressor has the benefit of being soundproofed so will not require siting outside, as had been planned with the previous replacement. At the time of writing, it still requires installing but this should happen fairly quickly.

With no expense spared, we decided to splash out £500 on a new MIG welder just before Easter. We have wanted such a machine for some considerable time but failed to find a suitable one cheaply. Indeed, we once acquired one but it did not last long before terminally failing. Buying new and getting a reputable make would, we thought,



be the best option, especially as it came with a three year guarantee. However, on powering it up, it was found not to work so requires returning to the supplier (B.O.C.) for rectification/replacement.

### Winter Work

We ha planned to do some drainage works at Middleton Park during the winter. The theory behind this work was that it would be a simple task, necessitating lifting the track in the platform, clearing out the muddy ballast, digging a trench along the platform face and laying in a land drain pipe. The reality was so much more complicated. When the track was lifted it was found that the sleepers were far worse than thought and it was decided to replace the whole lot with concrete. Now concrete sleepers are deeper than wooden ones, not normally a problem but, in this case, the adjacent platform meant that the rail level could not be raised to overcome this. Thus we had to lower the trackbed. No problem, we had the JCB; all we had to do was get it to the top of the line. Again, no problem; let's build a trolley to carry it. This we did, an getting the JCB up to site was easy. When we came to load it back on, however, it proved impossible to do without the facility of an area of hardstanding (which we had utilised at Moor Road). In the end, we had to drive the JCB back to Moor Road, a most unenviable task,

driving such a machine over sleepers, I can tell you! Then we had problems with the weather and the crane and things just weren't going according to plan. However, we managed to get the drain installed and the track back into position, lined and levelled just before the first trains ran on 24 March. A bit too close for comfort!

In the last Old Run, mention was made of a soakaway to solve drainage problems at Moor Road. In the event, we weren't able to progress this due to lack of resources and it will probably have to wait till next winter.

### Extension

Mention was made in the last Old Run that we had requested a meeting with the City Council as we were becoming increasingly concerned that various departments were against any proposal to extend the Railway into Middleton Park. A meeting was duly had with the Director of Leisure Services and it was pleasing to receive his full support. A second meeting has now been arranged with the Planning Department in order that any objections from them can be aired and a positive way forward agreed.

### Mutual Improvement Classes

The programme of M.I.C.'s went ahead, although not quite as

planned. Over-running trackwork led to the postponement of one and the professional work requirements of the lecturer led to the cancellation of another. However, they were generally well received by those attending and it was agreed that they should continue. Attendances were reasonable, with an average of fourteen present. It was, however, a bit disappointing that those that did attend were often the people who already had the knowledge and those that would have benefited the most stayed away.

### Publicity Officer

We have had one willing volunteer for the soon to be vacant position of Marketing Officer and this is likely to be agreed at the next Council Meeting, if the person concerned is still willing after Howard Bishop has put him through all that the job is about!

### More Knowledge

Unfortunately, there was insufficient support for the proposed courses to be given by Dr. Lee Towers so these did not get off the ground. Perhaps next year?

### OUR NEW LOCOMOTIVE

On Wednesday 11th April, we took delivery of another diesel locomotive.(see pictures previous page)

The newcomer is the very last surviving example of a Peckett diesel locomotive in the UK and has made the short journey from Haworth, KWVR, to Leeds.

Although we have not been actively looking for a new diesel, the Peckett had recently become disused at Haworth and was being stored outside with little prospect of active service on the KWVR.

A conversation between myself and Mark Lane one Saturday evening revealed that the loco could be made available to MRT and thus the story began.

Graham Parkin was enlisted to examine the loco to assess its condition and suitability for use at Middleton. His report was favourable and in fact he was more than impressed at the excellent condition of the loco and recommended that negotiations take place to transfer her to MRT.

The snag was that the loco had been placed on "Permanent Loan" by its owners, James Austin & Co, steel stockholders, of Dewsbury. This company was now Austin Trumann & Co and the KWVR, through Ralph Ingham, wrote to them to arrange the loan transfer, which was achieved Shortly before Easter, which allowed us to move the loco to Moor Road immediately after our "Thomas" event.

The loco is an 0-4-0DM and is powered by a Gardner 8L3 engine developing 204hp, coupled to a Wilson Gearbox. This is basically the combination which powered the BR class 03 and 04 diesel shunting locos and has proved a great success in their BR careers.

AUSTIN No 1 was one of only 3 locos of Peckett class G20 ever built and was works number 5003 of 1958. She was held in stock until April, 1961 when she was sold to James Austin & Co of Dewsbury, and used by them until placed on loan to the KWVR in 1971. She is now the last surviving Peckett diesel and as such is of historic interest, in addition to forming an interesting comparison between

herself and our two resident 0-4-0ST locos, P2003 and P2103.

The loco is to be fitted with vacuum brakes and may see service at the September Gala if all goes well - but as with all these things, don't take that for granted!!

A small ceremony will be held for the benefit of Austin Trumann when the loco does see service, to thank them for their generosity in placing the loco on loan to us.



## Times Past : Spring 1825

Sheila Bye

When the American traveller, Zacharia Allen, visited Leeds in the spring of 1825, the Middleton community was still recovering from the terrible explosion of 'fire-damp' in the Gosforth Pit on 12th January, which had resulted in the deaths of twenty-five miners. The list of dead had included several boys, the youngest only five years old.

As Mr. Allen vividly describes, the Gosforth Pit was unusual: the Brandling family owned the coal, but not the ground above it. The ground owner would not allow the necessary shaft digging, buildings and waggonways on his land, and so a tunnel was dug c.1,300 metres into the hillside on the Brandlings' own land, and at the far end of this tunnel, the shaft was sunk to the coal levels. An underground furnace controlled the ventilation of this pit, and an underground stationary steam engine provided winding and pumping power.

The Gosforth was soon back in use after the explosion, as the Brandlings' last Act of Parliament committed them to delivering at least eighty waggonloads of coal daily at the Leeds coal staith. Their other pits kept supplies going for a short time, but the coal was of inferior quality to Gosforth Pit coal and when Mr. Allen arrived, only a few weeks after the explosion, the Gosforth was back in full production.

Some recent research into Leeds Archives' Middleton 'Time Books' shows that the locomotive driver encountered by Mr. Allen was probably Charles Standage. His colleague James Hewitt was most likely working the Belle Isle section of the line, but more about our Railway's pioneer locomotive drivers next issue . . .

### TIMES PAST: Spring 1825

From: The Practical Tourist, Or Sketches Of The State Of The Useful Arts, And Of Society, Scenery, &C. &C. In Great-Britain, France And Holland, by Zacharia Allen, republished by the Arno Press, New York, 1972

### RAIL ROAD AND COAL MINE.

The first locomotive steam engine was constructed in Wales, in the year 1806; but the use of steam-power for moving carriages over iron rail roads was first effectually tested on a short rail road terminating in Leeds, and connected with a coal mine three or four miles distant.- To examine this locomotive engine, rail road, and coal mine, by means of which the town of Leeds is furnished with the greater part of its supply of coals, I proceeded to the coal-yard, where the wagons, heavily laden with the



products of the mine, are made to shoot their loads into horse carts, by which the coal is distributed over the town.

On approaching the rail road, a locomotive engine appeared in view, at a distance drawing after it thirty large wagons, constructed entirely of iron, and chained closely together in a long train. Each of these wagons weighs one and a half tons, and contains a load of two tons of coals, making the total weight of the whole train drawn along by the locomotive engine about one hundred tons. This immense weight is moved steadily at the rate of three and a half miles an hour. The engine takes the lead, presenting, to appearance, a banner of smoke streaming from its moving chimney, and emitting short quick puffs of steam, which rise from it like the condensed breath from the nostrils of a panting horse. The noise produced by the escaping steam at every stroke also so nearly resembles the labored respiration of some exhausted animal, that you almost insensibly identify its active movements with those produced by muscles and sinews, and flesh and blood; and begin to feel commiseration for its struggles with such an enormous load. From some such supposed resemblance, the workmen used to call this locomotive engine "the stalking horse." As the whole caravan passed by, the engineer appeared seated at his ease on the

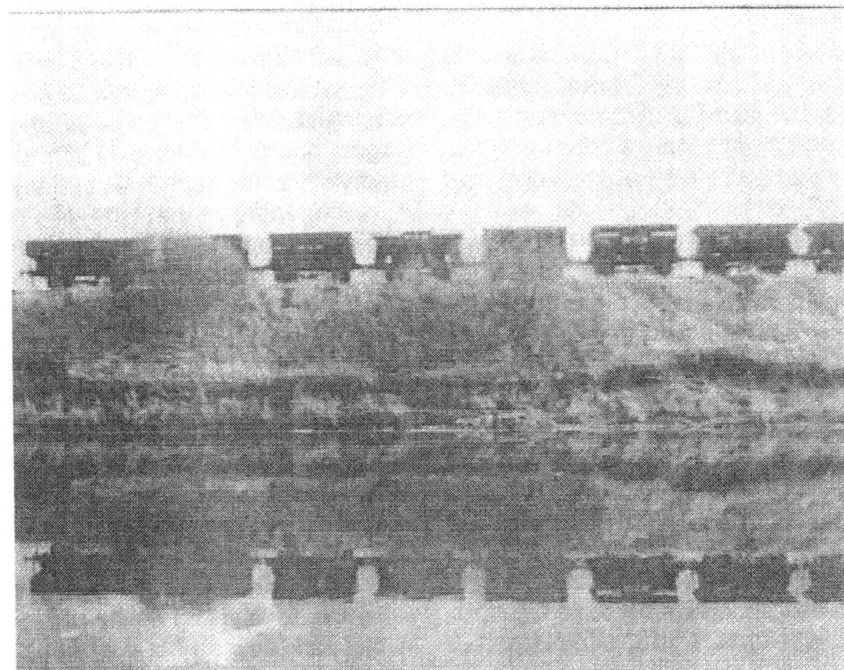
little platform, attached to the end of the engine for containing the coals to supply it whilst moving over the road.- He was smoking a pipe, and engaged in conversation with an old lady, whom he had taken up on the road, to afford her a gratuitous ride. Here was exhibited the spectacle of a weight of 100 tons, equal to the freight of a considerable vessel, moved off with greater facility and speed than the common loaded horse cart, and with the same expense of an attendant. No other exertion is required on starting than the mere turning of a steam cock or valve. An additional shovel full of coals will maintain the proper speed in lieu of the whip and spur, and the closing of a valve will check it more suddenly than the reins will stop a well trained horse. Not even the common precautions of driving are required; as the flanges or edges of the wheels project below the sides of the rails, and prevent them from running off on either side; and the machine pursues its course without deviation. The boiler is replenished with water from a pump placed midway of the rail road, where the engineer, at every trip, stops a few moments.

The very ground seems to tremble with the load as the train passes along. It is indeed a gratifying spectacle to view this vast mass of matter moving apparently by its own agency, as if it had lost its characteristic inertness, and had acquired animation from being

touched by Promethean fire. You may here, indeed, well imagine that you are beholding inert matter forming a triumphal procession to honor Science, practically applied by the inventive genius of man.

In using locomotive engines, the power was in the first instance applied to turning the wagon wheels, upon which the steam engine rested with its weight upon the rails. The smooth surface of the iron was, however, found to afford so little resistance to the motion of the wheels, that they often turned around, where there was an ascent in the road, without starting forward the machine with its loaded train. It is necessary to make the railways

very level in order to obtain the full benefit of this mode of conveyance, and consequently great expense must often be incurred in maintaining levels, by making in some places deep cuts through hills, and in others filling up valleys by embankments or causeways. On the Leeds rail road, a line of cogs is cast upon one side of the rail, into which a cog wheel of the locomotive engine is made to play like a pinion wheel on a stationary rack. By this contrivance the engine can be made to exert its whole power in propelling loads, without causing the wheels to turn around ineffectually upon the smooth surface of the rails.



Desirous of exploring the coal mine which furnishes such an exhaustless supply of coal for the consumption of Leeds, I walked along the whole extent of this rail road, to the mouth of the mine, situated at the base of a lofty hill. The railway enters the hill beneath the brick arch of a vaulted passage-way, and disappears from the sight in the impenetrable darkness which veils every thing within the mouth of the mine. Two iron railways or tracks, one to accommodate the ascending and one the descending wagons, are laid sloping at an angle of nearly five degrees with the horizon, in a straight line of descent beneath the hill.

A boy having in charge a number of empty wagons was about descending into the mine at the moment of my arrival. Availing myself instantly of the opportunity, I sprang into one of the wagons, where I stretched myself out amid the coal dust on its bottom, receiving at the same time strong injunctions from the lad not to lift hand or head above the edge of it. He then detached the clog, and set the wagons free, when they began slowly to move forward of themselves, and to descend by their own gravity upon the inclined plane of the railway, with a hollow rumbling sound resembling thunder, as the echoes were reverberated along the narrow passages. They continued to rush downwards with a velocity that

every moment increased, until it became fearfully rapid. The roof of the passage, composed of flat rocks almost as smooth as the ceiling of a room, soon became so low as nearly to touch the top of the wagons, and it was sufficiently evident that if the boy's injunctions had been disobeyed the loss of the offending member would have been the forfeiture. Thus constrained to a recumbent posture, and feeling myself hurried with extreme impetuosity into unknown regions of darkness, I began to imagine that the wagon, by some accident, had broken loose from its proper retarding checks. These apprehensions were increased on receiving no answer from the boy to my loudest inquiries and shouts, which were scarcely audible amid the roar of the metallic wheels upon the iron rails. I ventured to take one peep just over the edge of the wagon, and beheld the dim light of day visible through the already distant aperture of the mine, like a small pale star seen through the opening of a dark cloud; and it truly seemed to be streaming for the last time on my intent eyes. It occurred to me, from the unchecked impetuosity of the ponderous wagon, that like the unrul steed of John Gilpin, it had ran away with its recumbent passenger, and would pass the proper stopping place, and launch its contents over the brink of some perpendicular shaft. The unseemly termination of my career in the dark abyss of a coal mine,

with the headlong launch from the precipitous brink, and the moments of suspense whilst curvetting in the air, before the stunning crash of bones, consequent on striking upon the rocks at the bottom, were all before me in imagination. Then followed the keen recollections of far distant friends and country, from which I imagined myself about to be cut off, by being run away with by a vile coal cart. I had often commiserated when a home-sick schoolboy, the hard lot of one of Virgil's heroes, who, whilst pressing the dust of a foreign shore, thus turned his last thoughts toward his native land,- "et dulcis moriens reminiscitur Argos." It now only remained to await in patience the result of my imprudence, and to watch the massy rocks of the roof, upon which the lights, distributed at long distances in the descending passages, throw an occasional gleam, giving to every indentation the appearance of a dark shadow, flitting rapidly past at the distance of only a few inches above the face. The moments thus occupied seemed like an hour, whilst the wagon continued rolling down the inclined plane of the rail road for nearly half a mile in a regular line of descent; at the termination of which, the velocity it had acquired was gradually checked by a rise of the road, and it stopped gently itself in the very place intended for it to remain stationary to receive its destined load of coals.

Relieving myself from my recumbent posture and raising my head with alacrity, I found myself in a vast cavern, vaulted with solid rock. A glare of fire, shining through the half opened door of a furnace, partially tinged with red streaks of light the jutting angles and points of rocks forming the sides and roof of this gloomy cavern, and rendered objects dimly perceptible amid the haze of a sort of dusky twilight. In one corner was visible a large steam engine, with its ponderous balance wheel and working beam in rapid motion; and the white faces of a number of miners near it were contrasted with their crow-black dresses, rendered more distinctly perceptible by the lights of their candles. They appeared at work around the mouth of a perpendicular shaft or chasm of a still deeper coal mine, which gaped with a hideous dark aperture. At this distance under ground I had at first supposed myself at the bottom of the mine; but I found that I had only reached a stopping place, about half way down to the lowest galleries.

Upon alighting from the wagon, I proceeded to look around and examine the "antres vast." The unexpected sight of a steam engine in these subterraneous regions, with all its machinery in motion, pumping water and raising coals from the black orifice of the perpendicular shaft; the noise of the iron wheels of the wagons



traversing upon iron roads - the moving lights, and the voices of the miners rising discordantly at times above these sounds; all conspired to produce an overpowering sensation of surprise and doubt, as if I had felt myself to be laboring under the delusion of a confused dream.

After my vision had become accommodated to the dim light, enabling me to receive distinct impressions from surrounding objects, I directed my steps toward the engineer to inquire at what depth his engine was situated below the surface of the ground above, and how the smoke from his furnace was discharged? He replied, that the smoke ascended through a chimney 196 feet in perpendicular height, before it reached the surface of the ground, and passed off into the open air. Looking down into the yawning mouth of the shaft of the coal pit, where all was black as night, I inquired of him the depth of it. This shaft, he replied, is sunk to the lower seams of coal, 210 feet below the steam engine, and about 400 feet below the surface of the hill above.

The descent into the perpendicular shaft, when lowered down by the rope connected with the steam engine, is so rapid, as to create a sensible resistance or reaction from the air, which rushes around the broad platform on which you stand

erect, as if a current of wind were blowing upwards from the mine, almost sufficient, as the miner observed, to lift the hat from the head. The lifting of the hat, however, appeared to me rather attributable to the tendency of the hairs of the head to stand erect, as if electrified with frightful sensations always produced on being lowered into a mine by the peculiar movements of the steam engine. Its reciprocating strokes, accelerated and retarded at particular points of each movement, seem to allow the platform that sustains you to sink away from beneath the feet as if the fibres of the rope had yielded, and left you without support in mid air - somewhat after the manner that a platform drops from beneath the feet of a rogue on the gallows.

The lowest veins of coal in this mine are about three yards thick. The workmen loosen and detach fragments of the coal-seam from the solid mass with their picks, which they swing at times whilst lying on their sides, in order to undermine large portions at once. The coal is then thrown into small boxes or wagons having iron wheels fitted to run upon light railways, which extend from the extremities of the mine to the bottom of the perpendicular shaft. Each of these small wagons contains about five hundred pounds of coal, and with this load is easily pushed by hand toward the main shaft, where it is rolled upon a

wooden platform, like that attached to a scale beam. Loaded with one of these wagons the platform is instantly lifted by the steam engines with rapidity to the top or mouth of the shaft. Four of these small wagons are then rolled upon a large one in the great cavern, and are drawn out to the open air upon the inclined plane of the rail road by which I had descended. The coals are emptied from the small wagons upon the sloping bars of an iron grate or screen, in order to sift the fine coals from the coarse lumps. The large coal slides down over the iron bars into the wagons, which convey it to Leeds; whilst the finer particles pass through the interstices between the bars. After twenty or thirty of these wagons are filled, the locomotive engine is put in motion, and the whole convoy starts off, under the guidance of one man.

At the coal yard in Leeds, the rail road terminates, elevated upon arches; beneath which the horse carts, employed to distribute the coal over the town, are driven to receive their loads. The engineer touches a latch in each wagon, when the false bottom drops, and the coals fall through an aperture in the crown of the arch into the carts placed directly under them to receive their loads of two tons each. Thus from the time the coals are first broken from their beds in the veins and thrown into the small wagons, to the time they are

discharged at the doors of the furnaces or dwelling-houses, they are not once subjected to the expense of being lifted by manual labor, by means of the shovel. This systematic arrangement enables the proprietor of these great works to afford the product of his mines at the reduced price of sixteen shillings a load of two tons, or eight shillings per ton, delivered at the coal yard; or eighteen shillings a load of two tons, dropped at the doors of the houses in Leeds. From 150 to 300 tons are daily brought to Leeds. The coal is delivered at eight shillings per ton, or sixteen shillings a load, at the furnace doors of the steam engines, belonging to proprietors who take a large and regular supply for their works.

This extensive coal mine and rail road, as well as many hundred acres of excellent land covering the coal seams, belong to one wealthy individual. Such is the scale of magnitude on which individuals work the coal mines in England, where about 14,000,000 of tons are annually excavated from the pits for the use of the inhabitants.

Having noticed the peculiar whitened appearance of a part of the rocks forming the side and roof of the mine, I was induced to inquire the cause. One of the miners replied, that it was the effect of an explosion of fire damp that had taken place a few weeks before, by which twenty-six men had been

killed. The carburetted hydrogen gas was fired in the mine by the carelessness of one of the workmen, who exposed the light taken from one of the safety lamps invented by Sir Humphrey Davy. The introduction of this lamp, which justly entitles the inventor to be ranked among the benefactors of mankind, has conferred an important benefit upon the miners. When managed, however, with carelessness, or when the miners are induced to plunge in fancied security into the deleterious gas, as it is stated, frequently proves the case, nearly as many lives are eventually lost, either by the violent explosions or by secret and fatal poison inhaled at every breath. The safety lamp is merely a small candle or lamp, inclosed within wire gauze, the meshes of which are so fine as to cut off the communication of the ignited gas, (as it is philosophically accounted for,) by reducing the temperature between the cold iron wires too low for the combustion of the burning gas to extend through them. Complete success has attended the experiments made with the safety-lamp, even when immersed in strong mixtures of the inflammable carburetted hydrogen.

It is not so much the effect of the fire of these explosions, as of the violent rush of air through the passages, as through the tube of a cannon, that proves so instantaneously destructive to the

miners; whose only safe resort in such cases is to throw themselves flat upon the floor of the mine, to avoid being dashed against the side of the passages. The miners are also subject to fatal accidents from the falling in of the loose fragments of the roof of the mines, and from various other risks attendant upon the operation of mining. They expose themselves to all these dangers, and forego the enjoyment of pure air and of the cheerful light, for the compensation of three shillings and six pence (85 cents) per day. After listening to the recital of the catastrophe of the explosion in the mine, I procured a guide, and commenced a return from its damp and chilling caverns, to the upper regions of green fields.

[I am indebted to the research staff at The North of England Open Air Museum, Beamish, County Durham, for supplying the above text - Sheila Bye]

## VCT Press Releases

Paul Holroyd

### FIRE DAMAGED CARRIAGE RESTORED IN TIME FOR TELEVISION DEBUT.

### VCT PROVIDES FOUR VICTORIAN CARRIAGES FOR BBC DRAMA

The Vintage Carriages Trust Museum Of Rail Travel at Ingrow, near Keighley, West Yorkshire has just completed another prestigious television filming assignment.

Anthony Trollope's celebrated novel, *The Way We Live Now*, is an epic tale of Victorian power and corruption and is to be brought to life in this new production by Deep Indigo Productions for BBC 1. The four 75 minute episodes will be screened in November.

Set in the railway boom of the 1870s - making an interesting comparison with today's internet fever - it captures the turmoil as the old order is swept aside by the brash new forces of business and finance. Trollope was one of the most popular novelists of his day and *The Way We Live Now* features the trials and tribulations of young love, the enduring values of honourable men, the raw energy and excitement of the most powerful city the world had ever seen as well as the greed and corruption that lay just below its glittering surface. Packed with incidents - elopement, scandal, suicide, fortunes made and lost, love lost and one, it features a fascinating array of characters: Augustus Melmotte, the great financier; Sir Felix Carbury - a young aristocrat who would sell his own mother to pay off his gambling debts, if he could be bothered to pay them at all; his cousin Roger, a man of integrity who is in love with Felix's sister Hetta; who is herself in love with the engineer Paul Montague, whose life is complicated by a rash engagement to a glamorous American who is reputed to have shot a man in Oregon and has now followed Paul Montague to England to hold him to his promise.

*The Way We Live Now* has been adapted by Andrew Davies, whose previous credits include *Pride And Prejudice*; *Wives And Daughters* and *Moll Flanders*. The director is David Yates (*The Sins*; *The Tichborne*



Claimant) and the producer is Nigel Stafford-Clark, whose 1999 production *Warriors* has won numerous awards including the Prix Italia .

The railway carriages used in the production were :Manchester,Sheffield & Lincolnshire Railway four-wheeled tricomposite no 176 built 1876;  
Midland Railway six-wheeled composite no 358 built 1886  
East Coast Joint Stock six-wheeled brake third no 143, built 1888  
Great Northern Railway bogie brake composite no 2856, built 1898

The Great Northern Railway bogie brake composite is making its television debut. It was damaged by two fires in December 1996 and January 1997. Thanks to a £ 20,000 grant from the Resource/ Science Museum PRISM Fund, the carriage has been restored externally to its former glory, and is now on display in VCT's museum at Ingrow, which is open daily between 11.00 am - 4.30 pm

Vintage Carriages Trust is one of the very few railway museums able to provide a rake of operational Victorian carriages, and being situated adjacent to the five miles long Keighley & Worth Valley Railway, with its six stations and two tunnels, is fast earning itself an enviable reputation with film companies. VCT's carriages have now appeared in over 40 productions.

Jackie Cope, VCT Hon. Curator, said "We are delighted to have been able to assist in this new television production. The best way to interpret vintage railway carriages is by occasional, controlled use. Period drama productions like this enable the Trust to reach new audiences and encourage them to visit our museum at Ingrow.

The newly-restored Great Northern Railway carriage is now on display in our museum and we are very proud of the standard of restoration. As the Great Northern Railway served the Keighley - Ingrow East - Queensbury - Halifax route it is a very appropriate carriage to have in our Collection, and shows the tremendous technical strides made in the ten years between 1888 when our East Coast Joint Stock carriage was built, and 1898 when the Great Northern Railway carriage was built."

VCT Vice-Chairman Paul Kirkup said "I am very pleased that VCT has been able to offer four Victorian carriages for this filming project. It is particularly gratifying to see the Great Northern Railway carriage used for television, after all the hard restoration work of the last two and a half years."

## Letters to the Editor

I am in the process of researching the history of the company J & H McLaren. The company were active from 1876 to 1959 and their Midland Engine Works was on Jack Lane opposite Manning Wardle. The company were initially builders of traction engines and stationary engines but latterly were better known for their diesel engines, of which the Middleton Railway has at least one example. In 1946 they also took over Kitson's Airedale Foundry. In the late 1950's the Midland Engine Works was used by Hudswell Clarke until they also closed in 1975. If any members have information or photographs of the works or the products I would be very grateful if you could contact me.

John Pease,20 Wentworth Crescent, LEEDS , LS17 7TW 0113 269 3034

Terry always enjoyed his Saturday at the Middleton railway.

Every Saturday morning early he would load his car boot up with his tools, take his working clothes and went about 9.15 am. There was never any question about whether he should go or not.

I think it has been like that for about five years. He hardly ever knew what he was going to do and he could put his hand to anything that wanted doing. When he came home his face was like a chimney sweeps.

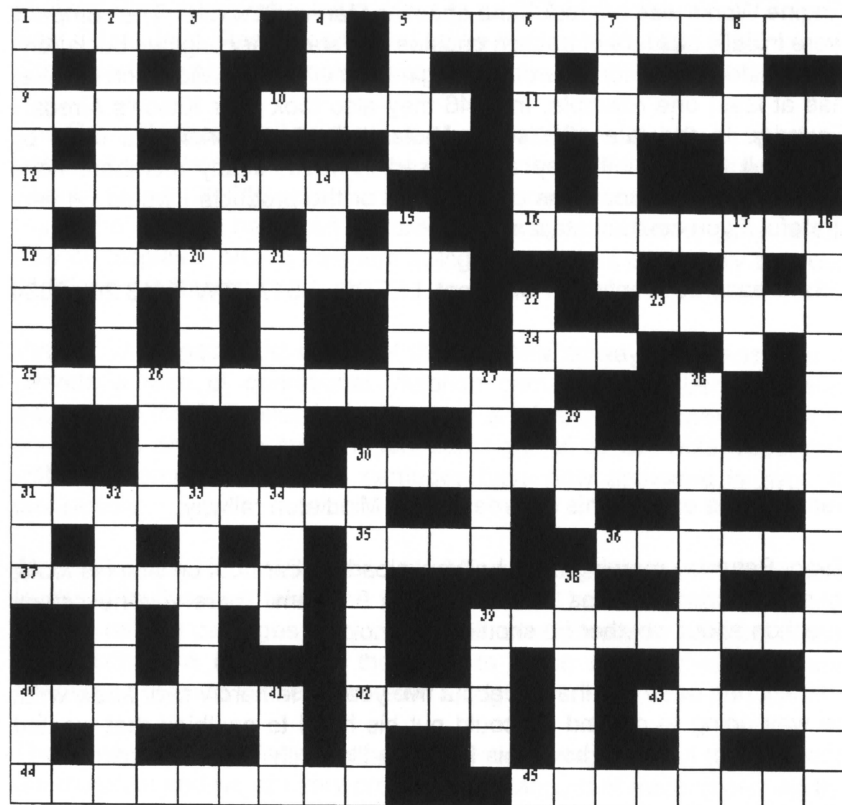
I know you will all miss him at Middleton Railway but I shall try and come on special occasions.

Thank you for all your kind thoughts.

Jean Faulkner

# RAILWAY CROSSWORD

Mike Scargill



Answers to the crossword are in the next edition of the 'Old Run'

## Across

- 1 The guards give it for the off (6)
- 5 One of our titled engines? (3,8)
- 9 Could be full steam ... (5)
- 10 What our shed is (5)
- 11 The Americans would call us this (8)
- 12 Is this where the railway station is in Leeds? (5,4)
- 16 Reform movement of the 1830/40s (8)
- 19 One in every coal depot? (1,1)
- 23 Criminals defence? (5)
- 24 Front of greasetop? (3)
- 25 You could call our show this (14)
- 30 On a hot day, this could describe cooking on the shovel (5,7)
- 31 Russian Noblewoman (9)
- 35 Midday (4)
- 36 Loco coal storage (6)
- 37 Israeli homestead (7)
- 39 Springs the time for this in your pond (9)
- 40 Hates (7)
- 42 Leave the door open slightly? (4)
- 43 Popular American holiday spot (5)
- 44 Meal from Harry Ramsdens? (9)
- 45 Moving the yard around before service (8)

## Down

- 1 Our water is kept in a fixed container (6,5,4)
- 2 One across after dark is this (5,5)
- 3 Do we have a poisonous snake? (5)
- 4 Rod or Bar (3)
- 5 It bungs up Loco tubes (4)
- 6 Footplate light (6)
- 7 We are the oldest in the world (7)
- 8 We have one at the end of the track (4)
- 13 Footplate protection (3)
- 14 Thread description (1,1,1)
- 15 Our elderly locos don't suffer this (5)
- 17 Spring Flower (4)
- 18 After 1 across we get a little (4,4,7)
- 20 Twentyfourth of day (4)
- 21 Go over it again (5)
- 22 Worker and Soldier live together (3)
- 26 English Trees (4)
- 27 Artificial silk (5)
- 28 Standing in front of a switch? (6,5)
- 29 What you do on a winter holiday (3)
- 30 Guards duty on reaching platform (9)
- 32 Boilers shouldn't be lagged thus anymore (8)
- 33 Thomas has troublesome ones (6)
- 34 How big it is? (4)
- 38 Bridge on Northern route from Edinburgh (6)
- 39 Must have a good one in the cookery (4)
- 40 Short for Define (3)
- 41 Scarboroughs Express was this (3)

## Membership Subscription Rates

Full Trust Members	£8.50
OAP Trust Members	£5.00
Junior (MRA) Membership	£5.00
Family Members of Full Trust Members	£1.00 each
Life Membership	£125.00

## The Middleton Railway Trust Limited

(Limited by guarantee and not having a share capital)

Registered Office : The Station, Moor Road, Leeds, LS10 2JQ

Registered Company No. 1165589 Registered Charity No. 230387

Telephone No's (+44) 0113 271 0320 Main No / Shop  
(+44) 0113 270 6162 Workshop

Email info@middletonorailway.org.uk  
Internet Address www.middletonorailway.org.uk

President Gerald Egan  
Vice - Presidents N.A.Brampton, J.K.Lee (B.E.M), I.B.Smith

### **Council Members**

#### **Chairman**

S.J.Roberts, 12 Pinfold Rise, Aberford, Leeds, LS25 3EN 0113 281 3626

#### **Secretary**

A.J.Cowling, 2 College Street, Sheffield, S10 2PH 0114 268 3812

#### **Treasurer**

S. Holdsworth, c/o Middleton Railway n/a

#### **Shop Manager**

R. Bailey, 15 Bryan Road, Elland, HX5 0QZ 01422 372673

#### **Traffic Manager**

N. Bentley, 12 Strathmore View, Leeds, LS9 0113 249 6452

#### **Marketing Officer**

vacant

#### **Council Secretary**

J.A.Cowling (Mrs), 2 College Street, Sheffield, S10 2PH 0114 268 3812

#### **Membership Secretary**

M.A.Scargill, 31 Victoria Walk, Horsforth, Leeds, LS18 4PP 0113 258 5068

#### **Schools Liason Officer**

C.Wood, 4 Elm Grove, Huntington, York, YO31 9HD 01904 633906

J.Wilkinson 8 Sunnyview Terrace, Beeston, Leeds, LS11 8QX 0113 666666

I.B.Smith, 87 Cottingley Towers, Leeds, LS11 0JJ 0113 271 1089

G.Egan, c/o Middleton Railway 01977 672126

I.Dobson, c/o Middleton Railway 01274 666666

E.Lanne, c/o Middleton Railway

C. Turner, c/o Middleton Railway

### **Exhibitions Manager**

D.Plummer, 44 South Broadgate Lane, Horsforth, Leeds, LS18 4AG

Telephone 0113 258 1851



