



**The Journal of the
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Picton in flight!

Introduction

The Old Run No. 233

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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 the Railway.

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

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Front Cover:

Picton on its way to its new home
Courtesy of Malcolm Johnson

On the Platform Jenny Cowling

I bring you some sad news this month, as one of our Vice Presidents, Mr Joseph (Joe) Keith Lee, BEM, passed away recently. At the time of writing we have no further information. When arrangements have been made there is no doubt that his funeral will be well-attended by members of the Railway who remember him in his various capacities at Middleton over the years. A full Obituary will be included in the next issue of this magazine.

The good news is that, having moaned at you in December that I was short of material, some of you have gone out of your way to write enormously long pieces. Thank you, and please repeat it for the next issue.

When you enter the gates of the site now, one thing which will hit you in the eye is "Picton". Not literally, fortunately, but it is in its new position in its shelter, and the two cranes are now advertising our presence in full view of the roundabout. There are some pictures here which show you what an exciting time was had by all involved in the moves - including the generous gentlemen who provided expensive lifting equipment gratis. We have benefited from much generosity in these projects, for which we are very grateful.

There have been some staffing changes at the railway; since 16th February this year Mark Calvert has become Chief Civil Engineer, succeeding Tony Cowling who has done the job for some 40 plus years and who is now taking on the role of Permanent Way Inspector, (a role which lapsed many years ago but which serves a useful function) and which he hopes will be somewhat less strenuous. We wish them both much satisfaction in their new posts.

The next big project we are undertaking is Fund Raising for No. 6 (or 'Percy' as many of us think of him). Do read the article about its history on page 23 and consider if you are able to help. **Jenny Cowling**

If you are unable to visit our railway very often, may I encourage you to do so soon. Over the last few months two major buildings have been under construction and two of our steam cranes are now on display to the public.

The **Running Shed** has been constructed incorporating the sponsored engraved bricks which face into the compound area. Subject to staff availability and operational considerations these can be viewed by enquiring at the ticket desk in the Visitor Centre. Work is still progressing on the Shed. At the time of writing the smoke ducting, fans and door need to be fitted. A nice link with the past is that we have had a quantity of wooden blocks donated by a local reclamation firm. Originally forming the floor of a local engineering company these will be re-used as the flooring of our running shed. This building could not have been erected without donations by many individuals, to whom we are most grateful.

In the autumn, by courtesy of the builders of the new dam on the River Aire in Leeds, **Picton**, the locomotive slumbering away in the corner of the carpark, was lifted forward on to a new length of track. A new, open sided, shelter has been erected around this historic Leeds built locomotive. The funding for this project has, in the main, come from a grant from the Heritage Lottery Fund. Some finishing touches to this building are still to be made.

At the end of the carpark the foliage and embankments have been cleared and two steam cranes are now on display to the public. Both of these historic artefacts were built in Leeds.

Over the autumn our Isles crane has had some cosmetic attention which was sponsored by members of the Isles family. The other crane was made by Booths and some cosmetic work is still being undertaken to that..

As well as continuing engineering work, our Visitor Centre and museum have also experienced a number of changes and improvements, made during our winter closed period. Our café will now, normally, be able to supply sandwiches as well as biscuits and confectionary along with hot and cold drinks. Our team of volunteers who look after the museum collection is also planning to display some new artefacts.

As you are no doubt aware, our railway depends totally upon the free will gift of time from its members as volunteers. Could you spare some time to help our railway? While some tasks, such as visitor centre staff or train crews, require a commitment to a fairly rigid time-table there are other tasks where only a few hours could be of assistance. These include workshop, civil engineering and general help. Volunteers are normally welcome on Saturdays, Sundays and Wednesdays. For the tasks which are more 'behind the scenes' it is possible to volunteer for two or three hours. For example, some people may wish to attend a religious service on a Sunday morning but could spend two or three hours here in an afternoon. Yet others may wish to visit family in an afternoon but may be able to volunteer in the morning.

All of the improvements to be seen this year would not happen without so many volunteers, to whom I express my gratitude. **Malcolm Johnson**

Travelling with Santa

During the recent Santa season, a reporter from **Radio FM 'Unslet, 'Olbeck an' 'Are'ills** broadcast a commentary on one of our trains. Since not all readers may have caught the programme, here's the transcript.

"Well, good morning, listeners, here I am at the Engine House on Moor Road.. it's the main station for Middleton Railway, a heritage railway, indeed, the world's oldest... very historic.... the jewel in Hunslet's crown, it has been said, though we don't know by whom... Anyway, the place is all decorated for Christmas and is full of youngsters and their families.... Very Christmassy... Listeners will recall that we've had a note round from the directors of the radio station banning the word "festive".. The youngsters have all come to see Santa Claus.. And here he comes! Flanked by his elves! How the faces of the youngsters light up! The faces of the shop staff light up as well. Why is that? Well, it's five minutes to the train going and they weren't sure that Santa was on the premises. Anyway, he's going down the display hall past his gazebo, sorry, grotto.. Lots of ho-ho-ho-ing.. We're now on the platform.. We have two coaches -- they're filling up.all decorated of course, loads of streamers, loads of fairy-lights.....and a brake van which I'm informed is crammed with tons of presents. Two acres of wrapping-paper have been used or so I've been told... 600 yards of sellotape... Will the loco get this lot up the hill I wonder?...

Santa is in the back coach explaining that he's really excited about Christmas but that he's going in the other coach first... best till last or some such .. Meanwhile the Ober-elves are carrying massive plastic boxes full of presents from the brake-van to the far coach.

Santa's in the far coach now.. The guard blows his whistle... the loco-driver sounds the engine-whistle in reply.. brakes off.. the driver is easing the regulator open.. easing..... easing..... slowly... easing.... . bit more...

[Sound of scuffling..]

Just picking myself up off the floor after that lurch.. Yes we're off! The Santa Special is rolling!

And Santa is in action straight away. He's getting the first family to shuffle up and make space so a 400-year-old can take the weight off his feet.. He's asking the first child her name .. He's got no chance of hearing her reply as it is very faintand the train isn't half rattling! Also like many other 400-year-olds, Santa is a bit hard of hearing, which doesn't help... He's asking the same of the little boy sitting next to her. Another inaudible reply.. Ah well.

He's pressing on... he is now trying to establish their ages. Is this important? It's vital..... mission-critical .. but in fact the elves have already got this sorted out. One of them is standing next to Santa with the presents.... right ages, right genders.. wonderful! But Santa is now trying to establish whether these youngsters have been behaving themselves.. ... Emphatic nodding from the children but a certain amount of laughter from the parents... What special presents do the youngsters want for Christmas, Santa wants to know. The little girl gets launched on a description of a Samsung Galaxy G8 slimline mega-smart tablet with GPS...,

.....Santa clearly hasn't got the faintest idea what she's on about..

...and a maths co-processor and enhanced graphics capability, she elaborates..

Santa is taking refuge by looking in his sack. Has he got a Samsung thingummyjig? Ah no but we have, he says, got a small trampoline and a trombone and a tin drum and a tambourine and a tram-driver's uniform

Ah now he's handing over the presents that the elves brought and trying to extract a promise of a mince pie for late on Christmas Eve.. The youngsters are

Travelling with Santa

ahead of him and are offering to organise a carrot for the reindeer..

Now It's photo-time and Santa is being lined up to be photographed by one of the grandmas. Little pause now while she works out which button to press... No not that one... Maybe this one... no no Ah yes that's it.....

Actually the grandma is one of the curious creatures that emerge from the deep, deep forest at this time of year.. half woman, half reindeer.... I'm going by her antlers...

Everyone seems happy so it's on to the next family. How does Santa know where to go? Well listeners, it's all down to the elves, they organise everything. They've already selected the next family for him to talk to. This is how it works. When they board the train, each child has a voucher that declares their gender and age. The elves collect the vouchers, family by family, and take them to the Ober-elf at the end of the coach. The Ober-elf digs out the right presents which the elves bring back along the coach. They also steer Santa to the right family. Quite obviously it's the elves who are the backbone of the whole operation.. And they're doing a great job!

Later ...

Hello again listeners! We're on the return leg now going downhill..

One of the granddads has been asking whether Santa's helpers are part of the National Elf Service. .Moving on...

But something's amiss here... a boy aged four.. is there a present for a little lad of 4? A B4? Consternation! Dismay! Seemingly there isn't one! Now the elves are running back and forth up and down the carriage.. much rummaging in the big boxes, down on the open platform at the end of the carriage.. .. no nothing there oh dear a software glitch.. a .B4? None to be found! one of the Ober-elves has turned towards the brake-van. .She's saying something to the lady with the Christmassy hat who's in the van ---

Mrs Santa indeed. . She's disappeared into the inside of the van..., ah she's back.. panic over, Mrs Santa has unearthed a B4..

Santa is now talking not to the four-year-olds but a ten-year-old - probably a sophisticated, cynical non-believer.. not easy..., well she gets a present anyway in return for assurances of good behaviour during this past year... now to the next family...they have a two-year-old.. who is burrowing into mummy's coat and won't have anything to do with this horrid old man with a fearsome beard...

Santa is handing a present to mummy ...

Well, listeners, we're now back at Moor Road Station...The grown-ups are heading for the mince pies, teas, coffees and mince pies....

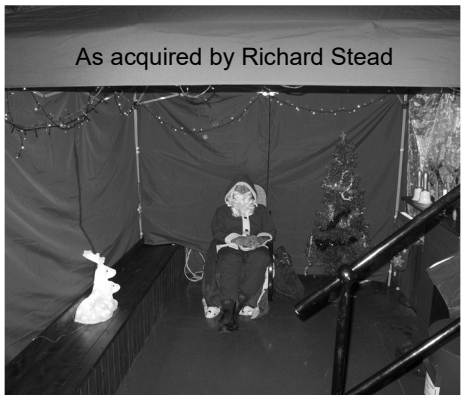
.... and Santa is settling down in his grotto for a few more photos ... one of the elves has gone to get him a drink..., here she is with a mug of tea.. yes but how do you drink that without getting it all down your beard? Aha the other elf has arrived with two drinking-straws!

And..

Five minutes to the next departure.. Santa, flanked by elves, is going down the display hall towards the platform..

And so, back to the studio."

As acquired by Richard Stead



The tale of a Middleton Elf

Once upon a time a baby girl was brought to the Middleton Railway by her parents for a Santa special. And do you know what? She was absolutely terrified of the man in the red suit and cried her eyes out all day!

But she kept coming back and over the years began to get the measure of this strange individual and by the age of 4 was really enjoying the experience. It wasn't just Christmas though – it was all through the year. She enjoyed the whole steam experience. Maybe it was in the blood as her great grandad, who had lived in Holbeck, had trained as a steam engineer in Leeds in the 1930s.

This desire to want to get more involved continued and in 2010, at the age of nine Ellen started her elf career. At that time she had a 3 year old sister trying to keep up. However from the start Ellen was determined to ensure that she was a Really Useful Elf and, despite getting totally exhausted, she did her fair share of Christmas runs through that year. She was of course in the safe hands of the Middleton Santa and Mrs Santa (who was starting to persuade Ellen's parents to volunteer).

Well, after that first year there was no stopping Ellen and, whether or not we liked it, she was going to be an elf and so was her sister. The rest, as they say, is history. And it wasn't just Christmas. Who can forget the two Easter bunnies!

Over the six years of volunteering she has grown from a fairly timid young elf to a much taller, slightly more imposing Elf, towering over Santa. But will she stop? Well, she has been starting to do other duties with this year helping train a group of young elves to work through the Santa season and then being on hand to get them settled in and enjoy the Santa experience.

With lots of great encouragement from the staff she has also been helping out behind the counter with shop duties and ticket sales and now has her eyes on training as a guard although being only 15 she is still too young. Staff at Middleton recognised her contribution and let her school head teacher know. This work, along with other fundraising activities, her Duke of Edinburgh work and Leeds Youth Council volunteering meant that on 16th January this year she was recognised by the Rotary Club of Roundhay, Leeds, as one of Leeds Young Citizens for 2016 and received an award from The Lord Mayor of Leeds at the Civic Hall.

So thank you, Middleton, for playing a large part in helping Ellen grow in ability and confidence from that small to large Elf. Long may she volunteer.



Well done, Ellen Sayles!

Leeds Young Citizen 2016

The Middleton Elf in pictures



**2002 - little Ellen
Two Elves 2012**



**2013 Elves are
multiplying**



2016 still multiplying



**2017 with mum, dad and
sister and the Lord
Mayor of Leeds**

Photographs courtesy of Janet Auckland

MOOR ROAD HAPPENINGS

We managed to get through the important Santa season with little in the way of problems, if you ignore locos slipping to a stand on damp, leaf mould covered rails. At the moment we are in the blissful period where the start of 2017 operations is some weeks away and panic and urgency have yet to rear their heads.

LOCO NOTES

1601 MATTHEW MURRAY

As suggested in the last Old Run, Matthew Murray has generally been available for traffic and used on the Santa specials. It was the loco referred to in the opening paragraph which slipped to a stand and had to be rescued by a diesel. Apart from that, it has performed satisfactorily. The slipping incident became the catalyst to restore the front sanders, which were damaged whilst being offloaded from a low loader a good number of years ago. The task of doing this did not take too long once we set about it. The old sandpipes and attachment flanges, which we still had, were bent and smashed beyond repair but it was found that the actual operating mechanism was still fit for purpose and re-usable. Two new sandpipes were quickly bent up from 1" pipe and a couple of proprietary pipe flanges obtained and modified to fit. The loco was able to complete its Santa duties with operational front sanders but, inevitably, there was no further need to use them.

At present, the boiler is stripped down for its annual examination by the Boiler inspector and recently passed the first part of its examination. Apart from a need to re-tap the fusible plug holes to remove corrosion, all was found to be fine. It will now be re-assembled in preparation for the second part of the examination, which involves a steam test. However, before this happens we are going to overhaul the safety valves, which in recent times have started to release steam at an earlier pressure than the 'red line' of 140 psi.

All being well, the loco should be available for service at the start of the season. One

further job that we would like to undertake before then is the fitting of a vacuum relief valve (which limits the amount of vacuum the loco can create to 21" and is the only loco in the operational fleet not presently fitted with one) but this is not critical and can be done during the summer, if the loco can be released from traffic.

No. 6

No physical progress to report.

1210 SIR BERKELEY

Presently on display in the Engine House and likely to remain so until Brookes No.1 is finished. The boiler has been washed out and thoroughly cleaned for a period of storage. An agreement for the locos overhaul and next period of operation has recently been signed by the Railway and the locos owners, the Vintage Carriages Trust. Once Brookes is operational, the boiler can be lifted from the frames and the latter moved into the Workshop for lifting and overhaul, as found necessary. It is hoped that this will be a fairly quick affair as much was done at its last overhaul and it has operated little significant mileage since. Known boiler repairs include removal of the old tubes and the fitting of new, together with fitting replacement fusible plug bosses within the firebox. As far as the chassis is concerned, the main work is likely to involve overhaul of the valve gear to eliminate slackness.

No.11

Nothing to report but it is getting nearer to the head of the queue.

No.1310 (NER H)

Has since been in operation, as required, and was used for a few of the Santa trains. It is presently stripped for its annual boiler inspection and recently passed the first part of this examination. One of the washout plugs stubbornly refused to come out, despite the efforts of several strong bodies and extended length spanners. It was eventually removed with the aid of our torque-multiplier, which gives a 5 fold increase in torque to that

applied at the spanner.

All being well, the loco should be available for service at the start of the season. We have received a hire request from the Mid Suffolk Railway and, subject to agreement by the loco's owners (The Steam Power Trust) the loco should be visiting that Railway at the end of August. The Mid Suffolk currently operate the other remaining loco of this type, which being built by the LNER, is not technically a Class H but a Class Y7. Whilst ostensibly the same, there are several differences between the two locos, notably in the brake gear arrangement and the injectors.

1544 SLOUGH ESTATES No.3

Again, this loco was used over the Santa season. It was planned to use it on New Years day but the discovery of a cracked spring on disposal prior to this meant that it couldn't be used. The spring has now been removed and sent away. Whilst it is technically repairable, the crack (which became a break whilst being removed) is in the top leaf which will have to be replaced. The spring is also 'hot buckled' which makes it unlikely that this part can be re-used. By the time you have paid for a new top leaf and a new buckle, which is where the majority of the work is, the cost saving of using the remaining leaves does not really make it worthwhile and you may as well have a new spring. Delivery of a new spring is expected to be about three months so it is unlikely that the loco will be back in service for the start of the season.

The removal of the old spring did not exactly go easily and the loco's boiler did not get washed out, as planned, before the boiler washing out pump was dismantled to be moved into the running shed. This work (and subsequent boiler inspection) will now have to await the reinstallation and commissioning of the water treatment system in the Running Shed.

SENTINEL No.54

We were perhaps a bit optimistic when

we said that we hoped to have the completed boiler and superheater back at Moor Road for Christmas. The fitting of the superheater has proved to be a bit of a challenge for the chaps at Israel Newton and, at the time of writing has only just been accomplished. Whilst it would be good to have the boiler back at Moor Road, in truth there is no real urgency for it. For the present we have enough on our plate with completing Brookes No.1, the Running Shed and all the other jobs that are presently being pursued.

HE 2387 BROOKES No.1

The chassis has now been all but completed, the only outstanding jobs being the fitting of flat cotter pins to the big end and little end bolts. These have to be individually made to fit the gaps when everything is fastened up tight. Work carried out since the last report has included the manufacture and fitting of two new phosphor bronze die blocks to complete the valve gear installation. Two new front sandpipes have also been made and fitted as, when the old ones were retrieved from storage, it was found that they were rather crude and obviously home-made. The new ones are essentially to the Hunslet drawing and will place sand where it is required, just in front of the wheels. Other work has included annealing of the copper main steam pipe. This was achieved by building a bonfire around the pipe and allowing it to warm up until it was a cherry red colour. It is important that copper pipes are annealed (softened) from time to time as they work-harden in service and then become prone to cracking and failure.

We have had fun and games with the boiler in trying to get it through its hydraulic test. Initially, we couldn't seal the dome cover joint, which leaked water as soon as pressure was applied. Eventually, the problem was traced to the fact that the fastening studs on the dome did not have sufficient length of screw thread to nip the joint before becoming

Loco Notes continued

'iron bound'. A set of new nuts was made with a slight recess in them to overcome this problem but this did not initially solve it. We eventually discovered that the threads in the nuts had not been machined deeply enough to work as intended and it was not until that problem was rectified that a successful hydraulic test was achieved. We have also discovered a problem with the safety valve mounting on the dome cover, which will have to be rectified before the boiler can be put into steam. It has not stopped the hydraulic test, though, and the boiler passed this to the satisfaction of the Boiler inspector on the 7th February.

We have obtained agreement for the boiler to undergo its steam test once it is back in the loco frames and this will be the next major milestone on the road to completion. As a prelude to this, the frames were shunted out of the back road of the workshops and are presently sitting over the pit, where it is much easier to fit the missing flat cotters referred to earlier. All being well, the boiler should be craned into the frames before you read these notes. Once the safety valve problem has been sorted and the steam test completed, the main outstanding jobs will be fitting of the boiler cladding, tank and cab and final painting.

Fowler 42200033 HARRY

Available for traffic and used as required.

Peckett 5003 AUSTIN'S No.1

In traffic and used as required.

D2999

In service and used as required. The stronger spring fitted to the horn valve and mentioned in the last Old Run does not seem to have effected a full cure and the valve still has a tendency to stick on occasion.

D577 MARY

New brake blocks have now been cast and had the necessary mounting holes machined in them. It has been decided to make new brake block pins, both to

overcome wear and slightly modify the design arrangement. These blocks should have been fitted before you read this and the loco will become available for service when required.

HE 6981

Work has re-started on this loco but for the moment it is being treated as a 'fill in' project, to be undertaken when there is sufficient manpower for other jobs or when the weather is such that volunteers do not want to work outside. The old engine compartment doors have been removed and are in the process of being replaced with new door skins. Some alterations will be necessary as the locomotive was originally flameproof for operation at the refinery and the flame-proofing equipment is being removed to reduce the complexity of the locomotive. Other work has involved needle-gunning the engine casing and other areas.

D631 CARROLL

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

L.M.S. 7051

Generally available if required.

OLIVE

The plan that OLIVE would move to the Vintage Carriages Trust early in the new year did not take place in the end due to complications with the move itself. It is now hoped that it can go at the beginning of April, once the logistics for this have been sorted out.

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

CARRIAGE & WAGON NOTES

LMS Brake Van No.158760

Work continues on this project with a regular Wednesday team undertaking the major body repairs. The two ends are now finished as far as the framework is concerned and attention has turned to the west side framework. It will not be long

now, before a start can be made on the planking and, once that starts, progress will be much more apparent.

The chassis has now been moved into the workshop to take the place of Brookes No.1 and this should see more rapid progress as it will no longer be weather dependent. The brake-gear at the south end of the vehicle has now been largely cleaned, overhauled and painted ready for re-fitting. Once the south end of the chassis has been cleaned, repaired where necessary and painted, this bit of brake-gear can be re-fitted and a start made on the north end, which has so far been left in-situ to act as an aide memoir for the way the south end is assembled. Very handy when you don't have any drawings!

Coaches

As soon as we had finished with the operating season, coach No.1074 was shunted into the Engine House for remedial work. The seats were stripped out to enable the interior panelling to be removed. This has revealed a considerable amount of water ingress, mainly on the east side but also some on the west side. More worrying is evidence of the start of rot. The framework has been allowed to dry out and has been treated with a fungicide. We are hopeful that we have found the reason why the water is coming in. There is a metal strip running the full length of the coach, the purpose of which is to hold the roof covering secure. It is evident that this has lifted away in places, allowing water to get behind it. Because this sits on the gutter, and the seal between the strip and the gutter is on the outside, the water has an unrestricted path into the frame. We have now installed a flashing over the steel strip and onto the gutter which we hope will effect a cure. The next step will be to move the coach outside and play a hosepipe onto the roof and see if we have been successful.

Quite a bit of the internal plywood panelling has suffered water damage and

has become laminated. We have decided to replace the plywood with an MDF based sheet, which we hope will be more tolerant to any future water ingress, should this occur. Replacing the panelling is not a cheap option but one that we feel is necessary.

Coaches 2084 and 1867 have both been sheeted up with tarpaulins for the winter. We hope that this will be sufficient to protect them from the elements so that they need little in the way of maintenance work before we need them at the start of our running season.

CRANES

There is again a bit to report on these for this Old Run as much has happened.

Smith 5 ton Crane

In regular use.

Smith 10 ton Crane

This is currently stored out of use pending overhaul of the drive system.

Isles Crane

The crane was erroneously identified as No.107 in the last Old Run. In fact its works no. is 173.

Work on the cosmetic restoration of the crane was sufficiently far advanced to allow it to be craned into its new resting place at the north end of the car park on the 19th December. It had been hoped that the superstructure, which is at a slight angle to the track, could be slewed round to make it parallel with it but it appears that it is seized on the pedestal and would not rotate. There is a reluctance to use excessive force to do this as the superstructure frame is already cracked through on one side and any such force may prove catastrophic.

There are still a few days work left to do to the crane to complete the project, notably the finishing of painting and fitting of the chassis top plate, but these can wait for the better weather in spring.

Booth 2 Ton Crane

Along with the Isles crane, this was lifted

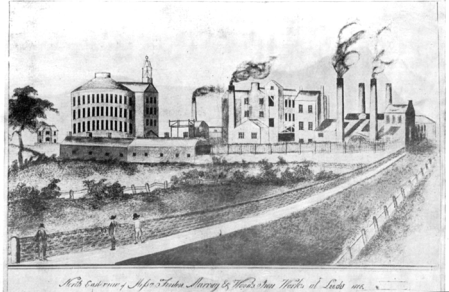
into place at the north end of the car park during December. No real cosmetic work has yet been done on the chassis and superstructure, which must also await the better weather. The old boiler, which had been removed several years ago, has been moved from where it was on display. This had to happen, as it was in the way of the Picton Shelter steelwork. The concrete that had been put round the base to keep it upright has all been removed and the plan is to carry out similar work to that done with the boiler from the Isles crane. This involves cutting off the corroded base of the boiler and welding on a new steel strip to give it a structurally solid base. This crane is much nearer the track in the car park so it should be a fairly easy task to put the boiler back on the crane, once the work is completed. Likewise, the jib can be re-fitted once some suitable ropes are obtained.

Steve Roberts
Chief Mechanical Engineer



The new Chief Civil Engineer?

Dave Hector's article Part Two
**OCCUPANTS OF
MATTHEW MURRAY'S HOUSE
1802 TO 1838**



I asked Middleton Railway Historian Sheila Bye what information she had with regards to births, baptisms and deaths for the Murray Family in Holbeck and she replied:

"I did think to look at their children's baptisms for clues, and when daughter Ann was baptised in April 1791, they were living at "Water Lane" - but that could be anywhere along Water Lane.

In 1793 his son Matthew was baptised - address "Water Lane Holbeck".

In December 1796, when daughter Mary 1st (he had 2 of that name) was buried, the address had changed to merely "Holbeck ". This could have referred to anywhere in the district, of course, but when the next child, Mary 2nd, was baptised, in October 1797, they were in "Water Lane Holbeck", and Mary was the last child they had. I've looked at further events, but unfortunately by the time the children were being married the register form had changed and the vicar was putting in just "of this Parish" as their residence. Burials were registered as resident at "Holbeck", so no clues there either."

Sheila Bye also writes "I think you're right about the only possible period they might have been at Holbeck Lodge. The new Fenton, Murray and Woods Works at Water Lane only started up in 1796, and before that Murray was just another

Matthew Murray's House

worker at Marshall's Mill, even though he was devising new machinery etc. It would only be after he started up his own works that it might become important to have somewhere a bit better than a workman's cottage to take visitors to for a cuppa and a bit o' cake after they'd seen the works and the products.

As you say, it would be unlikely that he would go to all the trouble of installing steam heating in a rented house (probably wouldn't be allowed by the owner, anyway).

So I think there probably were at least 3 different Murray residences in Holbeck over the years - a fairly lowly one when he was Marshall's mechanic, a better one after he started up in business on his own account - *perhaps* Holbeck Lodge, and then his very own Steam Hall somewhere off the east side of what became Marshall Street."

Here are some of the family dates I have been able to trace:-

Matthew Murray b 1765, Died 20th February 1826.

Mary Murray (Wife) Died 18th December 1836

Margaret b 27th August 1786.

Ann Murray b 23rd February 1791.

Matthew Murray (Junior) b 23rd March 1793.

Mary Murray (1st) b 12th February 1795 Died December 1796.

Mary Murray (2nd) b 19 August 1797.

Mrs Thompson, Matthew Murray's Mother in Law Died 23rd May 1826."

OCCUPANTS OF HOLBECK LODGE. 1770 TO 1950s

Below I have listed everyone I have been able to find who has said, or about whom it is stated, that they at sometime occupied Holbeck Lodge. I have used numerous sources of information and where possible cross referenced it with Census Returns, but you need to realize

that the National Census did not start until 1841 and often gives only basic information. Matthew Murray died in 1826 and his Wife Mary in 1836 so they never appeared on any National Census.

The FindMyPast (FMP) genealogy website has its own collection of British Library newspaper scans, which are different from the British Library's on-line newspaper search facility (accessible at or via many public libraries), and it includes The Leeds Intelligencers from 1770 (whereas the British Library site predominantly covers the 19th century).

In March 1770 some property near Wakefield was being offered to let by Mr. Thomas Johnson, of 'Holbeck-Lodge' near Leeds, so a house of that name obviously existed as far back as 1770, though of course it might have been rebuilt after that time.

Mr. Johnson also is found in a spate of ads mentioning him being there in 1814,

In the Leeds Street Directory of 1818 to 1820 a Joseph Naylor is living at "Holbeck Lodge" from the 1818 to 1819 Commercial Directory of Leeds. I found that he was a Woollen Cloth Manufacture from the Census for 1841. I found two records for a Joseph Naylor one b1789 living at Low Moor side Holbeck, with his wife and 3 grown up children. The other was b1776 and living at 'Sodom' with his 3 grown up children. Both occupations were given as Clothier.

Apparently Joseph Naylor was gone by 13 February 1819, when a George Eddison, Esq. was living at "Holbeck Lodge",* according to a marriage announcement in the Carlisle Patriot.

Thursday last, at the Friends Meeting-house, in Leeds, Samuel Greenwood, Esq. of Stones-house, near Todmorden, to Susannah, the daughter of George Eddison, Esq. of Holbeck Lodge, near Leeds.

From here on, there seems to have been various references to a succession of occupiers with dates. (I have added any additional information I have found from Census Returns).

Matthew Murray's House continued

A Leeds Intelligencer advert of 29 May 1828, refers to Mr. Coupland, "Holbeck Lodge", who seems to have been involved in racing bets (on the moneymaking side!). From the 1841 Census I have found a James Coupland b1796 who was a Clothier, living in Holbeck with his wife and son.

Others found to be living at "Holbeck Lodge" include:-

Caleb Fletcher in November 1832, from the Census of 1841 he was either a Merchant from Cumberland b1796 or a Sugar Merchant from Liverpool b****.

John Thorp in January 1833, from the Census of 1851 I found he was a Commercial Traveler b1795 living in Holbeck. Census 1861 said he was a Hop Merchant. No Family.

D.W. Nell in August 1837, found from the Census 1841 David William Nell. b1799 Occupation Independent Means, living at "HOLBECK LODGE". He has a House Keeper Ann Abbey 56 and Elizabeth Howcroft 18 also of Independent Means. From the 1851 Census I found he was a Justice of the Peace Retired, living at Brewery Yard Holbeck with a House Maid and a servant. From the 1861 Census I found that he was a Retired Magistrate then it says something like "Buildings and other Property", he is still living at Brewery Yard Holbeck.

Also in 1837 The Leeds Gazetteer has a Mary Ann Jacques. "School" living at "Holbeck Lodge". At first I didn't know if "School" referred to her being at School or being a School teacher, but from the Census of 1841 she is 35 years old and a School Mistress, living at "HOLBECK LODGE" with her Brother and Sister.

In the 1841 Poll Book of the Leeds Borough Elections once again Caleb Fletcher appears, having a House, "HOLBECK LODGE", off Water Lane. Not for long though, as Caleb Fletcher is recorded as having died on 26th July 1841, at "HOLBECK LODGE".

Anthony Harding on 4th March 1843, is

recorded in The Leeds Intelligencer to have also lived at "Holbeck Lodge". From the Census of 1851, I find he was a Colliery Agent b1816 living in West Leeds. From the next Census, of 1861, he is unemployed. In the Census of 1871 he is an Annuitant (meaning he has an annual Grant to live off). Then finally in the Census of 1881 he is very much down on his luck as he is "an Inmate at Leeds Union Workhouse".

The Leeds Times Newspaper records on 17th January 1846 a Mr John Watson of "HOLBECK LODGE" donates £5 to the Anti-Corn Law League's Funds.

At some time Holbeck Lodge and its estate were sold to The Leeds and Bradford Railway Company, as the Leeds Tithe Map shows them as owners of what became known as the 'Triangle'. (URL http://tithemaps.leeds.gov.uk/TwinMaps.aspx?township=RD_RT112) I have evidence that when the Railway took over Holbeck Lodge it was divided into 2 Houses.

Matthew Murray's biographer E K Scott quotes in his essay of 1926, that his (i.e. Scott's) own Grandfather lived here. These are the details. In the Census returns of 1861, Richard Kilburn b1803 Head of Family of 5, Occupation "Molten Mill Wright and Iron Founder" Employing 13 men and 2 boys, living at "HOLBECK LODGE". Kilburn's foundry was close to our Station, along Moor Road next to the Engine Inn.

On the same Census return, next line down we find Henry Barnes b1820, Head of Family of 4, Occupation "Railway Plate Layer" living at "HOLBECK LODGE".

From a reference on the Leodis website I find that on 17th May 1916 a William (Wilfred) Johnson, Clerk (possibly railway clerk) and a John Wilkinson, Railway Inspector are both living at Holbeck Lodge, after their previous home of Water Lane was demolished.

This is confirmed from a letter I have from a descendent Dr Malcolm Wilkinson. Dr Wilkinson is CEO of a company in

Matthew Murray's House continued

Sheffield he has called Kirkstall after his roots. Here is a link to his Bioincubator 3D Cell Culture Technology Company.

www.youtube.com <<http://www.youtube.com>>*/watch?v=ntVLvWzWONM

He sent me a wealth of information from both the 1901 and 1911 Censuses. This information confirms that the Wilkinson Family lived at Holbeck Lodge from at least 1901 to 1916.

From the 1901 Census.:

William Wilkinson aged 50 b1851 Head Railway Inspector, Ann Wilkinson aged 51 b1850 Wife, Emily Wilkinson aged 27 1874 Daughter, Mary Wilkinson aged 17 b1884 Daughter Wilfred Wilkinson aged 16 b1885 Son, Railway Clerk. Henry Wilkinson aged 14 b1887 Son, Woolen Steel Machine. John Charles Wilkinson aged 12 b1889 Son, Edgar Wilkinson aged 8 b1893 Son, Ann Wilkinson aged 6 b1895 Daughter, John Shillitts aged 30 b1871 Son In Law, Occupation, Brass Founder.

From the 1911 Census.:

William Wilkinson, aged 60, b1851, Head of family, Married, Occupation Railway PW Inspector. His wife Ann Wilkinson 61. Their family includes Antony Wilkinson aged 25 b1886, Ann Wilkinson aged 16 b1895, and a Boarder called Robert Earl Scoble aged 23 b1888 Occupation Railway Clerk.

Dr Wilkinson also sent details from the 1881 Census which show William Wilkinson aged 30 was a Railway Inspector in Kimberworth.

Once more we are indebted to the following for historical photographs etc..

By kind permission of Leeds Library and Information Services, www.leodis.net

Phil Davison at "Secret Leeds"
Sheila Bye, Middleton Railway Archivist

The final instalment will appear in the next edition of the Old Run.

Here is a portion of the catalogue entry for the sale of the Lodge following Matthew Murray's demise:

CATALOGUE of MATERIALS of the House formerly the residence of the late Matthew Murray, Esq. at Holbeck, which are to be SOLD by AUCTION, on Wednesday, May 16, 1838, to commence at Eleven o'Clock in the Forenoon.

LOT

- 1 Westmoreland Slate, covering the whole Building.
- 2 Roof and Wood Spouts.
- 3 Garret Floor Boards and Floor Joists, with the Staircase and Ceiling Joists.

Lodging-Room, No. 1.

- 4 Hearth-flag, Range, and Fire-place.
- 5 Glazed Sash Window, 6 feet 6 inches by 4 feet 6 inches; Wood Casing and Stone Plinth.
- 6 Closet Door and Casing; Pin Rails.
- 7 Ditto ditto.
- 8 Ditto ditto.
- 9 Door and Casing, Lock and Key, Washboard and Surbase.
- 10 Floor Boards, Joists, and Beams.

Lodging-Room, No. 2.

- 11 Glazed Sash Window, 6 feet 6 inches by 3 feet 6 inches; Casing and Stone Plinth.
- 12 Door to the Room, Washboard, and Surbase.

Drawing-Room.

- 13 Hearth-flag, Range, and Marble Fire-place.
- 14 Circular Sash Window, 6 feet 6 inches by 9 feet; 4 Stone Columns and Sills.
- 15 Batten Floor Boards, Joists, and Beams—Room 6 yards by 8 oval.
- 16 Door and Casing, Wash-board, and Surbasing.

Room adjoining.

- 17 Glazed Sash Window, with Casing, 6 feet 6 inches by 3 feet 6 inches.
- 18 Hearth-stone, Range, Marble Fire-place, and Casing.
- 19 Floor Boards, Joists, and Beams.
- 20 Room Door, Closet Door, Casings, Washboard, and Surbase.

Landing.

- 21 Batten Floor Boards, Joists, Beams, Wash-board, and Surbase.
- 22 Iron Palisades and Door with 2 Locks, at the Landing by best Staircase, 9 feet by 7 feet.
- 23 Iron Palisades and Door with 2 Locks, at the Landing by Backstairs, 9 feet by 6 feet.
- 24 Best Staircase, Mahogany Bannisters, with Mahogany Handrail.
- 25 Staircase Window, 12 feet by 4 feet 6 inches, Casing and Sill.
- 26 Staircase Window, 7 feet by 3 feet 6 inches; Casing.
- 27 Servants' Staircase, Mahogany Bannisters and Handrail.
- 28 Passage Flags, at per Yard.

Breakfast-Room.

- 29 Hearth-flag, Range, and Marble Fire-place.
- 30 Glazed Sash Window, Inside Shutters, Casing, 6 feet 6 inches by 6 feet 6 inches.
- 31 Glazed Sash Window, Casing, 6 feet 6 inches by 6 feet 6 inches.

The cranes being manoeuvred into place



© Malcolm Johnson

Our smart new Running Shed



© Tony Cowling

**Bricks c
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wl**

The cranes in place

© Tony Cowling



© Tony Cowling

Donated by Hunslet Rugby Club, commemorating their first game at Wembley in 1965. And see for yourself all those who "Bought a Brick".



The Happy Scrubbers! Or should I say, dedicated workers saving us thousands of pounds by cleaning the carpet so we don't have to buy a new one yet! Thank you, very much, Sue, Janet and Fran. © Andrew Gill

Safety and Operations Report

Safety & Operations

As this edition of the Old Run goes to press, the 2017 operating season is fast approaching, and it is good to see that no accidents or incidents have been reported over the winter, especially as outside conditions can be a little more dangerous. Looking ahead at the upcoming running season, and without preaching, it is worth reminding all volunteers who come down to the railway, especially on running days, to just consider what you are doing and take that extra second or two to think ahead and ensure that no-one puts themselves in a dangerous position, especially when near moving trains.

Consideration of Residents

As previously reported, all operating staff need to give due consideration to residents when undertaking train operating duties. The issues noted last season mainly related to noise from horns and whistles and excessive smoke, particularly when steam locos are taking water. These are all things that the crew can control, so please do bear this in mind when carrying out footplate turns.

The previous issue of the Old Run indicated MICs, both theoretical & practical, would be established for crew; these have not yet been put in the diary, but please keep an eye out in Turnout, emails and at the railway to see when these will be taking place.

Rule Book Update

This important piece of work to review and update the Train Operating Regulations, last revised in 2003, is now coming to a close, but unfortunately will not be completed for the new operating season. The updated Train Operating Regulations are now all but written, and the next stages are final ratification by the Rules & Disciplinary Sub-Committee and Council.

It was reported in the last Old Run that, to facilitate the updated regulations coming in to force, a series of face-to-face briefings would be provided to allow crew

to understand the changes. These briefings are now envisaged to be given in May/June and will be held over the course of a week to ensure that all members who need a copy of the updated Train Operating Regulations have the opportunity to attend a briefing – please keep your eyes peeled in Turnout, emails and posters at the railway for the dates of the briefings. It is important to ensure that all members of footplate crew, shunters, or members in training for operational duties attend one of the briefings, **as at the point of the updated Train Operating Regulations coming in to force, anyone who has not attended a briefing will not be able to undertake train operating duties until a briefing has been received.** Every effort will be made to brief all crew within this one week period, but if there is anyone who really cannot attend, please contact the Traffic Manager to make arrangements to receive a briefing.

The Traffic Manager holds a list of train operating staff that will need the briefing, however it should be noted that the briefings are open to all, so if there are any volunteers who are wanting to get in to operating duties, this is a worthwhile session to attend as it will be a good general overview of the Train Operating Regulations as well.

So, what next? The Safety & Operations Committee has been focusing on the update of the Train Operating Regulations, but as this nears completion, there will be other document reviews and progression of training and assessment materials and handbooks – further updates to follow in upcoming issues of the Old Run.

Contacting the Safety & Operations Committee

Should you need or wish to contact the Safety & Operations Committee, to report any accidents or incidents or just to discuss any concerns or ideas you may have, the contact details are outlined on the next page – please do contact any or

The Traffic Manager writes:

all of the committee should you need to report any incidents, raise any concerns, want an opinion or guidance on any matters, or if you have some ideas of your own to put forward;

In person – Safety & Operations Committee members are; Mark Whitaker, David Hebden, Alex Bateman, Richard Pike and Douglas Lovely. The Safety Officer is Tony Cowling, and whilst the Safety Officer does not sit on the committee, he can be contacted as well, particularly for the reporting of accidents.

Via email –
trafficmanager@middletonrailway.org.uk

In writing (marked for the attention of either Traffic Manager or Safety Officer) – The Station, Moor Road, Hunslet, LS10 2JQ.

Alternatively, this can be left at the workshop signing in point or shop counter. This can be anonymous if the reporter feels this is necessary.

Message from Traffic Manager / Roster Clerk

Has anyone ever wondered how many man-days it takes to provide a train service at the Middleton Railway for one year? Most people may not have given it a second thought, but the figure is actually quite remarkable. In 2016, there were 442 operating duties undertaken (driver, secondman/fireman, cleaner & guard), and with each typical operating

duty ranging from 7-11 hours, this is a huge commitment from a volunteer organisation.

But this only tells half the story – not only is this the commitment received from volunteers carrying out footplate duties, but for every operating day, there is often at least the same number of volunteers working in the shop and Engine House and in the workshop, who play an equally vital role to ensure successful operation of trains. This level of effort from volunteers is tremendous and I want to offer my sincere thanks to all volunteers who have contributed to another successful operating season through 2016.

The roster for the 2017 season has been posted in the workshop and online, and I know people have started filling the turns – please do have a look and see if there are any turns you can do and put your name down, or let me know and I can add your name to the roster.

Finally, I apologise in advance for all those calls, texts and emails that most, if not all, crew will receive at some/multiple points throughout the year as I try to fill all outstanding slots in the roster!

Mark Whitaker – Traffic Manager / Roster Clerk

marks_mac@hotmail.com /
trafficmanager@middletonrailway.org.uk /
roster@middletonrailway.org.uk
07828 849113



Obituary of Geoffrey Nettleton

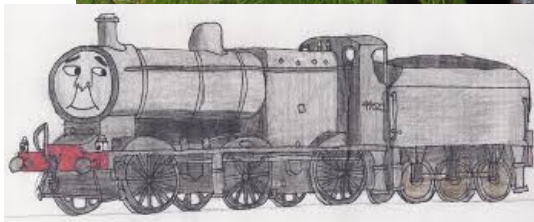
Geoffrey Nettleton, a much-loved Guard at the Railway

We were very saddened when Geoffrey Nettleton died on the 17th December at Whitfield Hospice after a short illness. He was a much loved facility member, being Almoner of the local Oddfellows, and husband of his late wife Lily. Geoff was a very private man but that did not mean he was unsociable, very much the opposite. He played a busy and active role in the community, worshipping at Adel Methodist Church and leading a very busy life following his retirement as a coach driver.

He had a working knowledge of the road networks of France, Germany and Spain and was often called on at short notice to drive across Europe. Geoff was unflappable in all circumstances. He continued to travel in his retirement with his wife and family and even gained the honour of having a steam engine named after them in Germany.

He was a keen bowls player and best known to us for his volunteering as a guard. Many of us are grateful for the gentle tuition and cheerful manner with which Geoff went about his duties, sharing his knowledge and experience as guard to trainees and helping the passengers and guests of the Middleton Railway. On more than one occasion Geoff was able to save the day at short notice when other guards were taken ill.

As part of his work with the Methodist church he visited over 400 people each year in their homes and became friends with them all. His funeral at the Otley Methodist Church on the 3rd of January was very well attended and included the Lord and Lady Mayoress of Leeds, a fitting tribute to the high esteem Geoff was held in by all.



We will miss him.

Cuppa tea time with Ian and friends



Ian Dobson's Famous Social Evenings

take place on the first **Tuesday** of each month, at Moor Road, starting at **7.30 pm**. It has been scientifically proven that there is nothing better to do on a Tuesday evening and, if you're lucky and ask nicely, Mr Dobson might even make you a cup of tea! Usual rules apply, all welcome, tea-break

provided and no membership of any organisation is required, so bring your friends.

The programme for the first part of 2017 is as below. More speakers in the pipeline:-

4th April Britain on film—Railways (DVD presentation)

2nd May

6th June

4th July

AUGUST—NO MEETING

5th September

3rd October Title to be advised
(Richard Senior)

7th November

5th December CHRISTMAS QUIZ!!!



Isambard Kingdom Brunel - and who?



This photograph was taken at the Certificate Presentation Ceremony at the Institution of Civil Engineers Headquarters at One Great George Street, London. This followed Mark Calvert's success at his professional review, a gruelling 12 months process showing he demonstrated the 9 key attributes of a professionally qualified Civil Engineer. This culminated in a written exam and peer interview with senior members of the Institution. No doubt this was followed by a stiff drink and much jollity. Mr Brunel enjoyed it enormously. Photograph courtesy of the Institution of Civil Engineers.

Congratulations Mark.

(Sorry it couldn't be in colour but they hadn't invented it in Isambard's day)

RAISING STEAM IN 'No. 6'

Swanscombe Cement Works, Hawthorn Leslie 'No. 6' and the Middleton Railway

In 1825, the year the Stockton and Darlington railway opened and just one year after Joseph Aspdin of Leeds obtained the patent for Portland Cement, James Frost opened a cement works on the banks of the Thames at Swanscombe. The works he founded was destined to become the longest lived and, for a time, largest of all British cement works and played a pioneering role in the development of the cement industry in the British Isles. In 1834 ownership of the works passed to John Bazley White. By 1883 it was owned by the limited company John Bazley White and Brothers and in 1900 it became one of the 24 constituents of Associated Portland Cement Manufacturers Ltd (APCM), later Blue Circle Industries plc and now a part of LafargeHolcim – the world's largest supplier of building materials.

In 1845 the works was able to manufacture the Portland Cement which had been developed by Joseph Aspdin's son William and by 1850 was producing 250 tons per week – half of the production being exported to France for harbour works. Large scale use of Portland Cement in the UK only started around 1860 at a time when the plant was capable of making around 640 tons per week using 23 bottle kilns. In 1870 use of the "thick slurry" process began, in combination with use of an early form of chamber kiln which was fed with partially dried material. From 1877, three Hoffman ring kilns (a type of kiln more commonly used in the brick industry in which the material to be fired was arranged in chambers around a central source of heat) were installed, with 25, 28 and 30 compartments (output 625, 700 and 750 tons per week) and these survived until the turn the century. By 1898 127 chamber kilns producing 3800 tons per week plus 16 shaft kilns producing a

further 1200 tons per week were in operation. The first rotary kiln for cement production in the UK was installed at Swanscombe in 1901. This was 24.4 m long – later extended to 39.6 m – and enabled cement production to take place continuously. Before the end of 1903 sixteen rotary kilns were in operation and the older static kilns were taken out of service, illustrating the rate at which the new technology was adopted. The output of the works was then 7000 tons/week of what is termed grey clinker. After World War I some of the kilns were fitted with waste heat boilers to recover heat from the exhaust gasses to pre-dry the feed to the kilns.

A major reconstruction of the works took place in 1929 when the original rotary kilns were replaced by three new state of the art kilns of similar total output. These three kilns, which were 120 m long, were augmented by a fourth rotary kiln of similar capacity in 1935 and survived until the closure of the works in 1990. For most of their working lives the kilns were coal fired though latterly oil or mixed coal/oil firing was used. Four of the original rotary kilns were rebuilt to produce a high grade white cement. These kilns were always oil fired. The four large kilns could produce about 11,000 tons per week of grey clinker, the small kilns about 2000 tons per week of white cement giving a maximum output of 13,000 tons per week or around 500,000 tons per year. All of the smaller kilns were shut down by 1970 and one of the four large kilns was converted to produce white cement

The run-down of the works started in 1970 with the opening of a new plant at Northfleet but because of the poor performance of the new plant, production of grey clinker continued until 1981. The quarries closed in 1982 but in the same year two of the large kilns were re-started to produce sulphate resistant cement following the closure of Holborough Works. These two kilns plus the one kiln used for making white cement continued in use until 1990 when 145 years of

'No. 6' continued

cement production at the site came to an end.

The choice of Swanscombe for a cement works was driven by three factors – good transport links for fuel and finished products (the River Thames) proximity to market (London and associated towns) and the ready availability of the key raw materials, clay and Calcium Carbonate – the latter found locally in the Seaford Chalk Formation.

Early in the history of the works a horse worked railway was constructed to link the works to wharves on the River Thames and to link the quarries which were situated between London Road and the South Eastern Railway's East Kent Line – opened in 1849. The line to the quarries passed under London Road by a tunnel. As the first chalk pit became exhausted new quarries were opened to the South of the East Kent line and were accessed via an extension of the original railway line which passed under the East Kent Line by a second tunnel.

The original railway line was built to the unusual gauge of 3ft 5 1/2 inches and employed outside flanged wheels. Steam traction was introduced by the mid-1870s. Eight Aveling and Porter 4 wheel traction engine locomotives are reported to have worked on the line plus four Wilkinson tram engines, formerly employed by the Plymouth, Davenport and District Tramways Co., and five four coupled side tanks built by the little known firm of Henry Enfield Taylor who operated from a works at 15 Newgate Street, Chester. The fleet also included a Lewin well tank and a Dewinton vertical boiler locomotive. In 1920 this eclectic collection of locomotives was upgraded by the addition of 4 new built Andrew Barclay and Co. Ltd four coupled saddle tanks with 11 inch diameter cylinders and these were supplemented by a fifth engine to the same design in 1925.

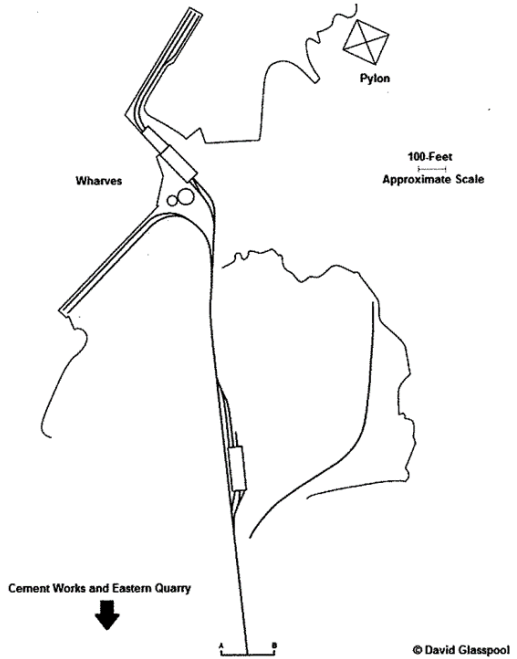
Part of the reconstruction of the works carried out by APCM in 1928/29 involved replacing the original railway by a new

standard gauge railway system and extending the line to serve a large new quarry situated between Alkerden Lane and Watling Street. This quarry was worked on two levels – both rail served – with quarried chalk being loaded directly to internal use rail wagons at the quarry face. The line to the new quarry also had two further tunnels including one under Alkerden Lane. A passing loop was provided between the second and third tunnels. The distance from the works to the new quarry was about 1.25 miles and the length of the line from the works across Swanscombe Marsh to the company's wharves on the Thames was about 0.5 miles. In addition a steeply graded line was built from the works to new exchange sidings with the East Kent Line at Craylands. The section of the line to the quarries through the tunnels was worked using tokens – presumably because of the restricted visibility and presence of a passing loop in the centre of this section. New cement washing facilities were constructed between the first and second tunnels in what had been the very first quarry to serve the works and two wagon tipplers were provided to transfer chalk loaded into wagons at the quarry face into the washing and grinding/blending plant's storage bunkers. The tipplers were of a similar design to those employed at some locomotive coaling plants and first raised the wagon to be emptied and then inverted it to discharge the contents. A single road locomotive shed plus adjacent rail served workshop was constructed in the works. A coaling platform was located near to the tipplers and water columns were provided in the passing loop on the line to the quarries. Photographic evidence indicates that fires were also cleaned when engines took water in the loop.

To work the reconstructed railway five new four coupled 15 inch diameter cylinder saddle tanks were ordered from R & W Hawthorn Leslie of Newcastle – works numbers 3715 to 3719 built in 1928 and 1929. These locomotives were

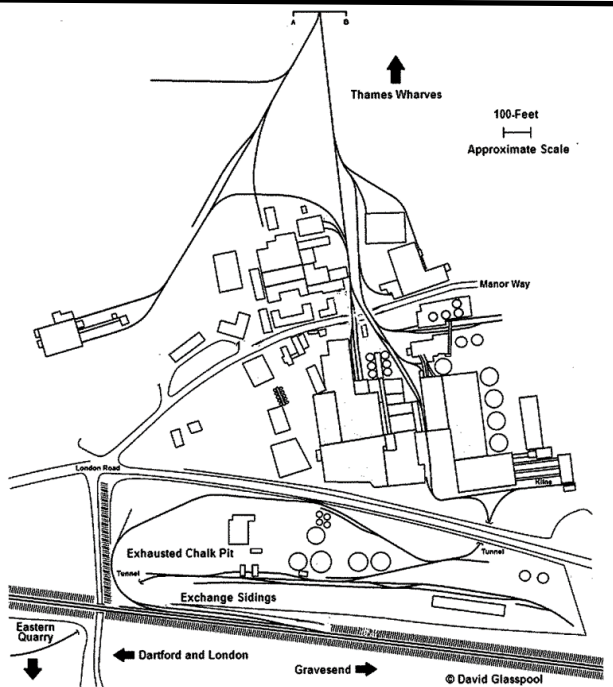
Track Plan: Line from Swanscombe Cement Works to the Wharves on the Thames

(Map courtesy of [kentrail.org.uk/David Glasspool](http://kentrail.org.uk/DavidGlasspool))



Track Plan – Swanscombe Cement Works

(Map courtesy of [kentrail.org.uk/David Glasspool](http://kentrail.org.uk/DavidGlasspool))



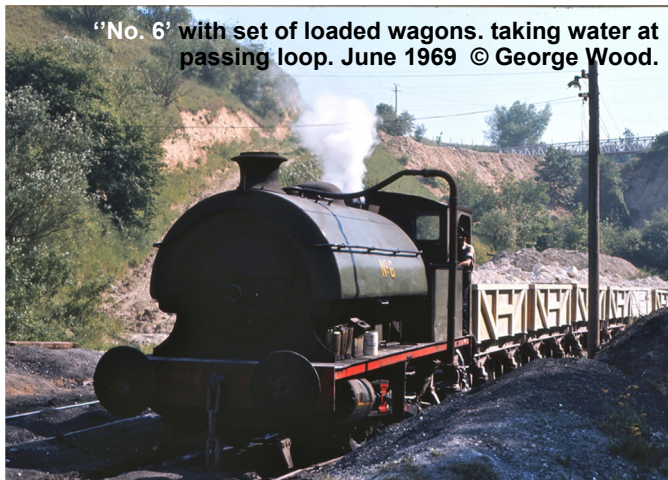
'No. 6' continued

supplemented by some older and smaller standard gauge locomotives drafted in from other APCM Works and largely employed on isolated tracks for overburden removal as the new quarry was developed. These locomotives, which included a Falcon built side tank and a Chapman & Furneaux built saddle tank were all scrapped by 1947. The five Hawthorn Leslies were supplemented by a sixth engine to the same design in 1935, works number 3860 and titled 'No. 6'. In 1948 a further 4 coupled saddle tank was added to the roster, 'No. 7' a four coupled 16 inch diameter cylinder saddle tank built by Robert Stephenson & Hawthorns – successors to Hawthorn Leslie & Co. This locomotive was never as highly regarded as the Hawthorn Leslies though nominally more powerful, because many of its components were not interchangeable with those of the earlier locomotives, meaning that overhauls tended to be more protracted since replacement parts could not be obtained from other locomotives.

The six Hawthorn Leslies were typical products of the builder with attractively curved smoke box wing plates; the one notable feature was the use of large front and rear cab spectacles to improve visibility from the cab which would be of benefit when working in the close confines of the quarry and the works. A similar feature, though not factory fitted, was to be seen in many of the locomotives employed in Stewarts and Lloyds ironstone quarries and steel-works. By the post war era the locomotives were painted green with red side rods and were fully lined out on the cab, saddle tank and cylinder with thin bands of a yellow/orange colour surrounding a

black band. By 1956 some engines were running in a simplified livery with black edging around the cab and saddle tank and eventually a plain green livery with red footplate edging and red rods was adopted. 'No. 3' appears to have retained its lined green livery until the end of steam working. The locomotive numbers were carried in shaded yellow lettering on the saddle tanks though in later years the numbers carried by the locomotives were not a good guide to the identity of the locomotives because of swapping of parts.

Photographic evidence suggests that 3 locomotives were typically employed moving chalk from quarry face to washery in sets of 8 wagons. Latterly the majority of the wagons used on the quarry traffic were steel bodied and looked similar to cut down 16 ton mineral wagons without opening side and end doors but a number of wooden bodied wagons were in use until at least the end of regular steam working. Empty wagons were propelled to the quarry face and once loaded were pulled back to the wagon tippers. At least one other locomotive was used to shunt in the works and exchange sidings and move packed product in internal user wagons to the quay. A variety of wooden bodied vans and flat trucks were used for internal traffic supplemented by a few



'No. 6' with set of loaded wagons. taking water at passing loop. June 1969 © George Wood.

inside framed flat trucks which may have been built on the remains of wooden bodied tipper wagons. During the post war period to the end of steam working packed product was shipped out in standard BR fitted vans – some of which carried the APCM roundel - bulk cement was transported in Presflo hopper wagons.

Once 'No. 7' had been delivered little change occurred to the workings at Swanscombe for the next 20 years, though in 1955 'No. 5' was loaned to the Northfleet Works of APCM. This locomotive was the first to be scrapped – its frames were disposed of in 1968 and its remaining parts were employed to keep the other locomotives running. An interesting feature of the APCM Swanscombe operation was that locomotive identities were assigned to the boiler rather than to the frame which is the normal practice, and because of interchangeability of parts, in time each of the Hawthorn Leslies became an amalgam of parts from all of their sisters. According to a communication from Steve Roberts to national-preservation.com 'No. 6' carries works plate Hawthorn Leslie 3860 which was 'No.6' in the APCM Swanscombe fleet of locos. However, most of the parts are stamped 3717 -'No. 3' - with other parts carrying the numbers 3715 -'No. 1' - and 3716 - 'No. 2'. The frames are not numbered. The boiler now fitted to 'No. 6' is almost certainly that delivered with 3860 in 1935, the frames are most likely those delivered with 3717 and the saddle tank at various times in recent years has been attributed to both 3717 and 3860.

By 1970 the Swanscombe Works of APCM had become the last major operator of steam locomotives in the South East of England and attracted much attention from railway enthusiasts. Sadly this happy state of affairs could not continue and in 1970 APCM started the process of dieselizing the Swanscombe system with redundant 4 wheeled Sentinel and Rolls Royce Diesels from

other plants. The replacement of steam was completed at the beginning of 1971 and the final steam working was in 1972 when 'No. 4', newly repainted in a lined green livery, was employed to move some internal user wagons to the jetty from the works for the benefit of visiting railway enthusiasts.

Recognising the interest shown in their railway system and its locomotives the management of APCM generously handed over for a nominal sum Hawthorn Leslie 'No. 3' to the Quanton Railway Society and 'No. 6' to the Middleton Railway. Subsequently 'No. 4' was preserved by APCM and was first plinthed on the Sittingbourne and Kemsley Light Railway's site at Kemsley and is now reported to be at the Stratford on Avon and Broadway Railway Society's site at Long Marston, Warwickshire. A fourth member of the Swanscombe Hawthorn Leslies first moved to the Ashford Steam Centre and is now on display at the Colne Valley Railway, Castle Hedingham, Essex. In recognition of its donation to the Middleton Railway 'No. 6' carried a small plaque surrounded by a blue circle on the back of the cab.

'No. 6' Stored in Clayton's yard showing plaque fixed to cab by APCM.

Courtesy of APCM



'No. 6' continued

Once delivered to the Middleton Railway 'No. 6' found employment propelling a brake van and open wagon from Balm Road to Middleton Park Gates – a run similar to those it made during its working life. The highlight of 'No. 6's career in retirement came when it was named 'Percy' by the late Rev. Wilbert Awdry OBE. Unfortunately, because of the various conditions attached to the use of trade marks associated with the Thomas the Tank Engine stories it is no longer practical for the Middleton Railway to benefit from the naming of 'No. 6' by Wilbert Awdry.

At the end of 1975 'No. 6' was withdrawn from service for boiler and mechanical repairs. For a variety of reasons there were always more pressing projects and work did not start on 'No. 6' until 2001. Since then the mechanical repairs to the chassis have been largely completed leaving the boiler to be repaired. The boiler has been cleaned of years of accumulated chalk scale, washed out and inspected. Whilst the repairs are not in themselves exceptional they will be the most extensive carried out by the trust and involve replacing virtually all the left hand side of the outer fire box wrapper plate and a slightly smaller piece of the right hand side wrapper. Removal of these parts requires removal of a large number of boiler stays and lap seam rivets. To minimise cost, as much as possible of the preparatory work has been conducted by Middleton Railway volunteers under the guidance of Gordon Newton (formerly of the boiler makers Israel Newton) and the sections of the wrapper which are to be replaced have been removed. The replacement of the removed sections of the firebox wrapper will have to be done by external contractors and will cost a lot of money.

Once returned to service 'No. 6' will be a useful addition to the Middleton Railway's fleet of locomotives. Its design duty was similar to that expected of the Trust's locomotives when they work trains between Balm Road and Middleton Park

Gates, it provides a valuable contrast between the design practices of North Eastern locomotive builders and Leeds locomotive builders and once in service it will provide a living link between an industry launched in Leeds and its large scale development on the banks of the River Thames. To reflect the link between 'No. 6' and the cement industry in which it worked for so many years, consideration is being given to re-naming the locomotive 'Joseph Aspdin' after the stone mason who invented cement.

Little now remains of APCM's Swanscombe Works: the quarries from which over 100 million tons of chalk were extracted are largely occupied by the Blue water retail park and plans have been made to build a theme park, the Paramount Theme Park, on the land between the site of the works and the River Thames. Soon the only tangible relics of this once great enterprise will be the four locomotives which once worked there.

To finish repairing the boiler of 'No. 6' and to complete its overhaul it is conservatively estimated that £60,000 will be required. This large sum cannot be met from the Middleton Railway Trust's current resources without compromising other projects such as completion of the new running shed, so an appeal will be launched under the title

'Raising Steam in No. 6'

at the start of the next running season - March 25th - to raise the money to get 'No. 6' back in steam.

£40 will cover the cost of installing one of the 153 new stays needed for the rebuilding of the fire box, £45 will cover the cost of installing one of 170 tubes needed to re-tube the boiler and further monies will

be required to cover the cost of the skilled labour needed to replace the removed sections of the firebox wrapper and the cost of the repairs to the tank and cab. The target is to raise steam in 'No. 6' by 2020.

A Gift Aid form can be downloaded from www.middletonrailway.org.uk so that the trust can claim tax back on contributions to the appeal – by completing this form an extra 25p is added to every pound given to the appeal.

Please help complete the restoration of 'No. 6' and return it to its rightful place as one of the Middleton Railway's fleet of Really Useful locomotives.

Charles Milner,
Fund-Raising Manager

Breaking News from our special correspondent 'John Blenkinsop XIII'

The following information is **STRICTLY CONFIDENTIAL** and must not be passed to any member of the public until 31st March 2017.

The Middleton Railway Trust Ltd, in conjunction with HS2, has made an agreement which should be of benefit to the population of Leeds and will also ensure that some of the architecturally important buildings such as Bridgewater Place and the Leeds City Hilton Hotel will be safeguarded for future generations. This agreement is in line with the desire to trim the cost of HS2 by the use of existing track work and infrastructure.

Along with myself the negotiations have been made on behalf of our railway by one of our civil engineers who is a leading member of the Institution of Civil Engineers. We estimate that by deviating the route of HS2 at Balm Road many millions of pounds of tax payers money will be saved.

The route of the HS2 line will emerge from the tunnel under Woodlesford and then join the existing lines approaching Leeds. From Balm Road there will be no need to purchase many of the land mark buildings on the south bank of the River Aire. Instead the line will use the link onto the metals of The Middleton Railway. The initial terminus will be at the existing Moor Road Station, as shown by the artists impression overleaf. A possible future extension of the HS2 line to Park Halt is planned providing that the roof mounted solar panels on the Visitor Centre and workshop are capable of generating sufficient power. After dark, of course, trains will be obliged to terminate at Moor Road.

A link into Leeds will be provided by issuing maps showing the shortest walking route. This is expected to improve the health of passengers and should not have any impact on the overall journey times and pollution in Leeds. For the less able, the local bus and coach operators will be invited to tender for a shuttle bus service. These vehicles are expected to be carbon neutral.

Existing heritage train services will not be affected by these new rail services to and

HS2 in Leeds - wait for it ...

from London. It is expected that the passenger figures for these should grow by several thousand percent which will entail a new automated ticketing system being introduced. One suggestion is that, in December, Santa will travel between Moor Road and London handing out presents to the children.

When Charles Brandling sent my ancestor to sort out the Middleton Railway in 1808 I am sure that he never envisaged electric traction on the Middleton Railway.

Your obedient servant, etc.

John Blenkinsop XIII

Looking to the future in 2017



"John Blenkinsop" © Sheila Bye



The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

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Derek Plummer (Exhibitions Manager)

Membership Subscription Rates (from 1st January 2017)

Adult Membership (FT).....	£20.50
Senior Membership (OT).....	£15.50
Junior Membership (of MRA).....	£14.50
Family Associates of Trust Members (in same household).....	£4.00 per person
Life Membership (LT).....	£370.00

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A delicate operation and then ...



Home at last!



© Tony Cowling