

THE OLD RUN

JOURNAL OF THE
MIDDLETON RAILWAY TRUST



No 175 AUTUMN 2002

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The opinions expressed in this magazine do not necessarily reflect those of the Middleton Railway Trust Ltd, Middleton Railway Association or the Editor. Many thanks to those who provided articles, photographs and reports for this issue.

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FRONT COVER: A fine site!. Newly restored MSC 67 coasts back to Moor Road with its test train on 23 June 2002
(Photo by Ian Dobson)

REAR COVER: 'OLIVE' leaves the tunnel and heads for Middleton Park with its first revenue earning passenger train on Saturday 31 August 2002.
(Photo by Chris Nicholson)

A common factor of virtually every heritage railway is the incredible ability to collect 'junk'. By junk, I mean items that are of no present use but which just might be, one day; often after a lot of hard restoration work. Well meaning members of both the railway and of the public frequently turn up with such items, usually their own cast offs or a bargain piece of equipment that was going to be scrapped. This is all very well and quite often the items in question are of a potential value to the organisation concerned, even if that value cannot be realised for several years. It is far better to have it than lose the opportunity. Look carefully around any heritage railway and you will find these a plenty. I certainly enjoy looking out such things when I go a wandering around the other lines I seek them out. A rusty old boiler here and a pile of signalling equipment there can keep me occupied for hours; far more interesting than a nice clean locomotive!

However, I suspect that I'm very different from Joe Public in this respect! Most railways are able to keep such items well hidden from the public gaze and keep those areas where the average visitor wanders under some sort of neat and tidy control. One of the major drawbacks to our headquarters at Moor Road is its size. We have no sprawling goods yards to lose these things and because of this, we find it very difficult to keep our junk away from the public. As a consequence, our site is untidy. It does resemble a scrapyard. We are our own worst enemy in this respect as we

tend to dump things where they lie with no thought for tidiness. It is possibly because space is so much at a premium that we can't choose where to put something and it is put where it can be, regardless of where that space is. It is something that we must change. In the 21st century visitors do not expect to have to scramble over discarded ashes and around old oil drums and piles of firewood; never mind being confronted by a collection of rusty boilers.

The recent efforts to tidy up the south end of the yard are very commend-

able. Let us extend this effort to encompass the whole yard. But to do this, we must also be ruthless. Unlike lots of other railways, we must take a hard look at our junk and say 'Do we really need this?' It may upset a few people to say 'Sorry, but we really don't want these useful (and really mean useless) items that you have seen fit to lumber us with.' but we've got to do it. We have got to tidy up our site, even if it costs money to do so.

Steve Roberts.

FROM THE CHAIRMAN

Ian Dobson writes:

Who is this New Chairman? Whilst I have been interested in trains as long as I can remember (the Blue Pullman at Bristol is my first memory) but as I was born 5 years after 'John Alcock' hauled the first standard gauge preserved service steam has never really featured greatly in my affections. Things really kicked off when I went to Woodhouse Grove School at Apperley Bridge in September 1976 and a procession of class 45 hauled expresses and class 40 hauled freights really got me into diesels in a big way.

I can honestly say that Deltics changed my life forever as I spent summers when I should have been revising for my O levels chasing them! Add to that the run down of class 40s when I should have been doing the same for my A levels and you can work out why I never joined the ranks of students in September 1983!

As well as leaving school in July 1983 I also started my voluntary preserved railway career at Grosmont

in anticipation of the arrival of the Deltics in August of that year. From 1983 to 1991 I worked on Deltics at Grosmont, Butterley, Great Central Railway, Keighley and Worth Valley and Severn Valley as well as various BR Open Days from Basingstoke to Edinburgh and most points in between! As I had managed a sales admin career starting with circlips and ending with engine parts life was reasonably secure and the lack of O & A levels was not too disastrous! I served on the Committee of the Deltic Preservation Society (DPS) and was Sales Officer for some time.

Then Came Middleton!

In amongst all this I joined the Middleton Railway in 1987 through Ian Smith (who I met at a DPS meeting in Leeds) and was even persuaded to do some cleaning turns usually on Santa Specials as a change from Deltics! I have memories of dull December mornings cleaning John Blenkinsop and others but I was still basi-

cally an armchair member. The seeds to change this were sown in 1990 when the EM2 Locomotive Society (for whom I had worked on 'Electra' prior to her return to Holland in 1989) were looking for a home for 2 spare EM2 bogies which were coming back for 'Electra'. Agreement from Middleton found several EM2 Society members at Moor Road one Sunday morning in spring 1990 to lay in some track panels for the said items. The arrival of the bogies in June 1990 started off the Middleton Railway/EM2 Locomotive Society connection.

In late 1990 I started visiting the future Mrs Dobson who then lived in Nottingham. This led to a winding down of preserved railway activities. We married in June 1993 and by April of the following year I was back at Middleton as a trainee guard! Whilst I had several years experience of railway operation and had done diesel second man's duties on Deltics and a Warship at the NYMR I had never 'passed out' for any formal duties. This was soon rectified and I have been guarding at Middleton ever since! I have done stints of trackwork and turns in the shop - usually with Mrs Dobson - but not managed to get back on the footplate - yet! As we are shorter of guards than we are of footplate staff (there's not much in it!) this has not bothered me too much.

In November 1997 the EM2 Locomotive Society bought 'Olive' and had her delivered to Moor Road for restoration and conversion. This has been described in detail in recent 'Old Runs' so suffice to say that with a dedicated 2 or 3 EM2LS members I have been heavily involved with this project. Now this is as good as fin-

ished (as much as any such project is finished!) I am looking forward to moving onto other things.

Away from the Railway I am involved with my local Methodist Church and perform with Bingley Gilbert & Sullivan Society. In my spare time I work for the Inland Revenue in Shipley!

I was elected to Council in June 1999 and a chance comment at a Council Meeting (by me!) led to me taking the lead in negotiating the extension into Middleton Park with Leeds City Council. This has been both a satisfying and frustrating experience. Satisfying in that we have persuaded them that the extension is desirable for both parties and frustrating that we now have to work at their pace! I am still confident that the extension will happen but I would not like to predict a date!

Future Hopes

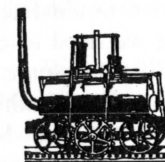
Being elected Chairman in June was a challenging experience and I hope to be worthy of those who have gone before. In the future I would like to see:

- ◆ more volunteers working on a tidier site.
- ◆ the shed extension, to get more of the collection under cover
- ◆ development of the Museum
- ◆ an extension to the Park

My immediate concern is the lack of volunteers. We have come VERY close to not running the advertised service on at least one weekend this year. If you are reading this as an armchair member I am very grateful for your support of the Railway on that basis. It would be wonderful, however, if you could see your way to

considering coming along to the Railway to help. We have a fine tradition of long standing regular volunteers and we owe them a debt of gratitude for their loyalty. All those 'regulars' started by coming down just once! It might be that you can only manage one Saturday afternoon a year in the

shop but if that afternoon is the one that we are struggling to fill because no 'regular' is available then we would love to see you! All you need to do is turn up and say that you want to help - it's as easy as that!



WE NEED YOU!

As ever, we are short of volunteers. Whilst help is required in all Departments we are particularly short of Shop Staff and Guards.

CAN YOU HELP YOUR RAILWAY?

Working in the Shop is particularly suited to couples but everybody is welcome to lend a hand, even if it is only occasionally. Every little bit counts and eases the strain on the 'Regulars'

Guards duties are fairly easy and would suit the less energetic! Training is given.

We are also short of firemen! Most have now been promoted to driver!! So, if you feel like learning footplate skills you would be more than welcome.

Contact any Council member if you are interested (see inside back cover).

MIDDLETON'S MILESTONES Ian Smith

"Time marches on!" was, I believe, the introduction to one of the many cinema newsreels which were produced before the days of mass TV. And the phrase is just as true now as it was 50 or so years ago when that form of communication was in its heyday! What has this to do with this article? Everything! The Middleton Railway has a long and illustrious history and it just so happens that in the fairly near future, we are about to celebrate no less than THREE major milestones in our history within a short space of only four years.

In 2008, we celebrate 250 years since the opening of the original Middleton Railway, in 1758. In 2010, we celebrate the 50th anniversary of the opening of the preserved MRT. Then, in 2012, we celebrate the 200th anniversary of the steaming of "SALAMANCA", the world's first commercially successful steam loco and the precursor of a whole industry within the city of Leeds.

There are few organisations which can muster even one such anniversary, but THREE.....!

Clearly, we should be looking at how we can celebrate these momentous occasions and I am presenting my own personal ideas in the hope that this article will form the basis of how we deal with each anniversary. It might seem a little early, but in terms of boiler certificates for suitable steam locos, we are perhaps already too late. For example, both MSC 67 and "MATTHEW MURRAY", both highly suitable locomotives, may not be available for the 200th anniversary of Leeds Steam cele-

brations due to their boiler tickets having quite likely expired! So, let's look at how we could celebrate these anniversaries...

2008

2008 sees our 250th Anniversary since opening in 1758. Clearly, we need to decide what we would like to do! As a start, I feel we need to collaborate with Leeds City Museums to see if we can't get some form of exhibition in Armley Mills Industrial Museum. Another possibility is that we currently have locomotives bearing the names of "JOHN BLENKINSOP" and "MATTHEW MURRAY". The missing name is that of the railway's original founder "CHARLES BRANDLING". The problem is going to be finding a loco to fit plates to!! One possibility is to use No 6 which, although carrying "PERCY" plates, could also carry "CHARLES BRANDLING" on suitable occasions. There are a couple of other locos, but this is probably a controversial area [as witness "MATTHEW MURRAY"!!] but needs looking at! We don't, necessarily need to use a steam loco either.....

2010

For 2010, I envisage our being in collaboration with the Bluebell Railway [amongst others] to celebrate 50 years of standard gauge steam. We may well do a loco exchange with Bluebell and HRA will, I'm sure, be of assistance with this event. For ourselves, I would like to see us repaint "JOHN ALCOCK" back into Hunslet green, complete with writing on the cab side, as

originally preserved. Also, we could refit a wagon and then use that plus the brake van [which is also fitted] for occasional passenger use, thus re-creating our early passenger services.

2012

The "Biggie" will be 2012. Again, I'd like to think we would collaborate with Armley Mills for this one, but we clearly need to focus on what we can do "in house" to demonstrate this anniversary.

We would certainly want to see as many Leeds built engines as possible in action during the year, including some visitors from other outfits, which could tell a story of Leeds loco building. Peckett "JOHN BLENKINSOP" would be an obvious choice, too, and it may be that we should do everything possible to

ensure "MATTHEW MURRAY" is returned to service for this year, too. In the wings we currently have NCB 11 and "BROOKES No 1" which should be available, alongside the rebuilt "SIR BERKELEY". With a bit of luck, we should see something like 6 or 7 working Leeds built steam locos for this year, plus, of course, the diesel fleet and any visitors.

Another project currently being looked at is a commemorative picture booklet or even a short history of Leeds loco building, for sale during the year.

So, as you can see, there are three major anniversaries looming and above are my own ideas for celebrating them. If you have any ideas, please share them with us – certainly contact Marketing Officer Emmanuel Lanne, who will be considering things very



A loco that Ian Smith would like to see in steam in 2012 is MW 1601 'Matthew Murray'. The loco leaves Moor Road on 23 June 2002. (Photo: Ian Dobson)

FROM THE BOARDROOM.

Bits from the June, July & August 2002 meetings.

Much of Council Business is mundane and routine, not worthy of separate mention in the Old Run. These snippets are provided in the hope that they prove of interest and show some of the many and varied items that come up for discussion at the monthly Council meetings.

Council Members

Following the recent AGM, Mr Ian Dobson had been appointed as

Chairman. A welcome to the Board was extended to Andrew Parsley, a new appointee at the AGM.

Extension

There was still no sign of the Middleton Park Management Plan, despite many promises from Leisure Services. No progress on the extension could be made until this document was available. The Chairman was instructed to write to the Council expressing our



Some of those who made it happen. From L to R, Andrew Parsley, Michael Garbett & Mark Whitaker proudly pose on the buffer beam of 67. Congratulations to Andrew (known to all as 'Frankie') on being appointed as a Board Director (Photo by Ian Dobson)

concerns at the lack of progress.

Financial

The Treasurer continued to report a healthy bank balance. Cash in hand at the end of the period was £67K

Event Coordinator

There was considerable discussion on this role which was very necessary at special events. Those that had traditionally carried out this task were reported to be reluctant to continue due to the rudeness and lack of co-operation of certain other (unnamed) members. That such a situation existed was deplored by Council. People are reminded that we are all volunteers and that the unfortunate actions of a few could spoil the pleasures and do untold damage to the smooth running of the railway.

Junior Members

Following problems with a junior member, it was agreed that we needed to revise and update our policy on junior members. Mr Smith was asked to prepare a draft document and circulate it for discussion at the September meeting.

Cranes

The Mechanical Engineer was asked to prepare a paper covering the Railways five cranes with recommendations for their future use and retention.

Loco No. 3083

It was considered unlikely that this locomotive would feature in any restoration plan within the foreseeable future. Following an approach by a group, it was agreed that it would be placed on long term loan, subject to a satisfactory agreement.

Company Secretary's Reports

The Secretary reported that he had filed the annual returns to Companies House and the Charity Commissioners.

Mr. Chris Green had agreed to act as Honorary Solicitor.

Insurance

A new Direction for Public Liability Insurance, etc was due to be issued under the Transport & Work Act. Our Brokers were to be instructed to take the necessary steps to provide us with any additional Employers Liability Insurance and to seek clarification on the need for a separate Directors Insurance.

First Aid

HSE guidelines on the need for First Aid trained Personnel indicated that we only need to have 'Appointed Persons' to take responsibility if the need for first aid or medical assistance was required. There was no need to have persons trained in first aid. It was agreed that this requirement could best be met by appointing all keyholders to this duty.

Chain Saws

Information had been obtained on HSE guidelines for chainsaws. These would be considered and appropriate actions taken to implement the guidelines.

Rolling Stock Policy

Mr Smith was asked to update the previously circulated draft document on rolling stock policy so that it could be reconsidered for approval.

THE MARKETING OFFICER WRITES...

Emmanuel Lanne

BACK ON TRACK

After a fairly disappointing first operating quarter (April to June) things seems to be turning around and getting back to normal.

The first quarter of the year saw a slight decrease in passenger numbers. Four reasons can be highlighted:

- ◆ Firstly Special Events; An April Thomas decrease in attendance numbers, due to manning problems Postman Pat was not renewed this year.
- ◆ Secondly on the regular traffic side events such as the world cup and the

Queen's Jubilee were not favourable to us.

- ◆ Thirdly, an increase in the competition. Several museums such as Royal Armouries are now offering free access to the public.
- ◆ Fourthly, the end of the foot & mouth disease allowed people to go back to many places which were shut last year.

In the second operating quarter we have overcome some of it. For example, the Saturday August Thomas attendance was, by far, the best ever. Regular traffic passenger numbers is



All in a days work for an Engine Driver! Mike Scargill is interviewed by Radio Leeds presenter, Kim Le Mar, during the recent Thomas event. Such publicity is very useful to us. (Emmanuel Lanne)

above last year in quarter two on a similar number of days (5 days are still missing as the month of September is not finished yet) This gives me the opportunity to remind everybody that this railway is in the Attraction market, we are considered as such by all our business partners. An analysis of our customer structure shows that we are primarily a railway for children and secondly an attraction for steam and diesel trains enthusiasts.

Recently the National Railway Museum managers (it is now a free access museum too) told me 'Look, when you pass the gates of the Middleton Railway what do you see? Is it really attractive? Not so sure. And when you pass the gates on your way back what do you remember?' Visitors as they mentioned to us should remember a few "stories".

I wouldn't go as far as them, and for a 100% volunteer railway our achievements are great. Competition is growing and we are condemned to grow along. Unfortunately in some cases we are moving backwards. A simple journey along the line is to highlight this. The new leisure centre building being built is spoiling a fair part of it. Therefore, in the limit of our own means we should try to offer more than a journey to our customers, especially the families. The train ride is a wonderful "Story" and beyond that we need to tell them more stories. Middleton railway is a mine for this, as we are the oldest railway in the world etc. One of the ways forward is the cooperation with local museum. Armley Mills are kindly offering to help us with displaying material and making a better use of the space in the shed. Other actions seem to be fruitful too. Birthday Parties have been

reviewed, new home made leaflets (thanks Peter Nettleton), improved in-coach decorations and the figures are already on the increase. Let see what the future will be.

VOLUNTEER DAY:

This year, as every year, the purpose of this special day was to attract volunteers. As the years go on it seems more and more difficult to gain or retain volunteers, especially in the Leeds area and we have an almost perpetual shortage. A quick glance at the train crew roster highlights this more than a long sentence.

Last year, and the year before, these two days could have been considered as just normal days. Numbers of visitors were devastatingly low, or should I say not greater than a normal weekend

Although it is not strictly speaking a marketing task, it was felt that something special ought to be done. Especially if we were to advertise in the local press.

It was chosen to go exclusively through local newspapers, to limit costs, as we expect volunteers come from local areas. Although, facts do not demonstrate this.

The idea of using our engine Percy arose and we tried, with this, to create some interest in the public. We advertised it as: COME AND SEE US RESTORE PERCY.

The idea was, first to attract people to come and see the volunteers at work, and secondly to have them looking all around while keeping the kids happy. To enhance this a "Percy Restoration Mission" document was created asking kids to go and look for all of Percy's parts lost around our premises by our volunteers: Wheels in the car

park, whistle in the shed, tank on the container etc, and finishing by going into the shop.

What are the results? A fairly good Saturday and a nearly 50% visitor increase on Sunday last year. But a lack of volunteers to show around...

And, it might seem an rather low number but apparently two new recruited members came the following

weekend to enjoy themselves helping running our railway. So we did have some success.

Next year

Any ideas for next year are very much welcome. The sooner the better, please don't hesitate to submit your suggestions to the marketing committee.

LOCO NOTES

Steve Roberts

When I put pen to paper to write these notes on 22 August, this is what I wrote.:

'At the August Council meeting I was able to report that I had no cause for concern with our loco fleet. The first time for quite some time that I have been able to do so. With three active and reasonably reliable steam locos the pressure is off and we can get on with many of the other jobs that need doing.'

How things change in a couple of weeks; and not for the better, either. In the following three weeks we went from three working steam locos to none. For the full story, read on.

No.67.

As prophesied in the last Old Run, the final finishing off jobs did take some time and it was not until Sunday 22 June that a complete No.67 finally ventured out of the workshops for its for steaming again. The various mechanical rectification jobs had all been satisfactorily completed and, apart from having to re-set a safety valve which was blowing early, no faults were found. This being the case, following the last train of the day, the loco was coupled

up to the passenger coaches and taken for its first loaded run up to Middleton Park. A brisk run up the hill confirmed that all was well and that the loco was fit to enter traffic. This it did the following Sunday and the loco has been in regular service ever since. The only additional work required has been the routine tasks of taking up piston packings, tightening loose bolts, etc. It is likely that this loco will be the first choice for the Santa specials this winter.

The above was very true when written and the loco had performed very satisfactorily. However, whilst working a train to Middleton Park on 7th September, it became obvious that something was seriously amiss and the loco was brought to a premature halt. Investigation revealed that a large crack had appeared in the left hand cylinder casting. The loco and train were towed back to Moor Road and No.67 was removed to await further investigation. A full analysis of the problem and repair proposal will take some time. It seems that the cylinder casting has become wafer thin due to a combination of earlier machining and corrosion from the smokebox gases. This is a not uncom-

mon problem on inside cylinder locomotives and repair can usually be effected by fitting a cylinder liner. It all depends on the state of the rest of the cylinder.

1601 Matthew Murray

Attention to all the problems mentioned in the last old Run has improved the reliability of the loco and it has generally worked satisfactorily over the last few months. A problem with the oil pipe on the right hand axlebox becoming disconnected could have created another hot box but, fortunately, it was spotted in time, before any damage had occurred, and a repair was quickly effected. A new operating lever has been provided for the whistle valve; the old one being sufficiently worn as to make the whistle rather temperamental in operation.

In use, the loco has 'settled' on its springs somewhat, particularly at the front end. This has reduced the clearance between the top of the axlebox and the frame cut-outs to an unacceptable amount. On this loco this clearance is not readily adjustable and it will be necessary to fit longer spring rods to rectify the situation. It is planned to make and fit these over the winter months. Interestingly, those same items on Sir Berkeley are all odd lengths, even those on the same axle being different!

The main steam pipe joint to the regulator was a source of trouble when the loco first went back into service last year. After several attempts we thought that we had cured the problem. However, the joint failed yet again whilst in traffic on 1st September. The subsequent failure of No.67 on the 7th September meant that some hard work had to be put in to get the loco available for

traffic for the following day, a feat that we managed to achieve with some mid-night oil burned!

2103.

'Old Reliable' was a term used by a volunteer to describe this loco the other day. Reliable it certainly has been, even though it is not the most favourite of locos with the crews. However, even the reliable can cause problems as the same person who had uttered those words discovered when he found a broken spring ten minutes later! The top leaf of the left hand driving wheel spring was found to be broken through. To be honest, it was perhaps inevitable that this spring should eventually break as it was somewhat corroded and the top leaves had been forced apart by this corrosion, which dates back to its time at Croydon Power Station, according to notes I wrote at the time of inspection, way back in 1980. The spring has been removed and sent away to Owen Springs at Rotherham for repair. Hopefully, the spring will be returned in time for the loco to see service at the Gala.

Apart from this little hiccup, the loco has been performing satisfactorily and regularly, the injectors being the only ongoing problem. One day they waste water badly, the next day they work perfectly. If only we knew the answer to this little conundrum!

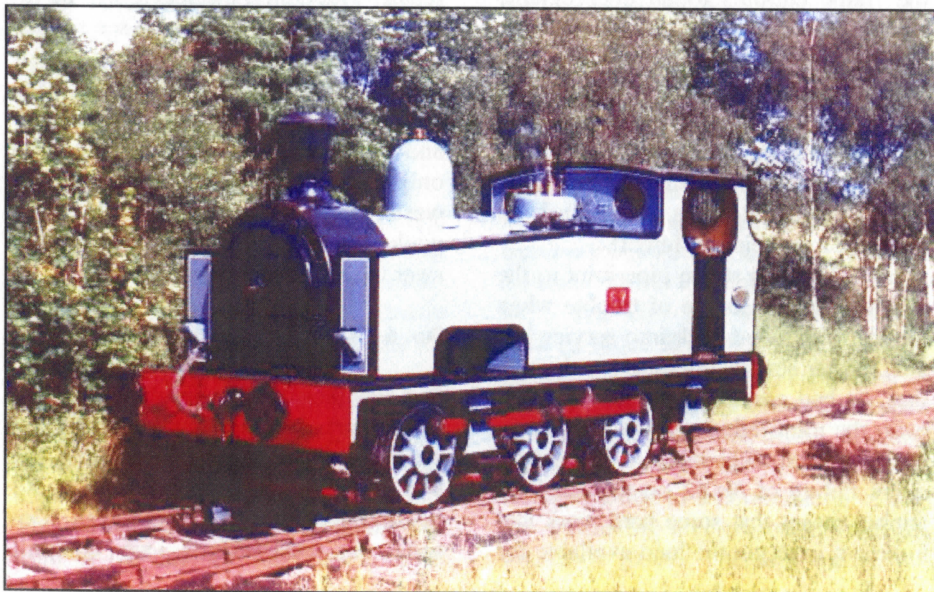
No. 6

Work has continued apace on our Hawthorn Leslie saddletank. The last report was perhaps optimistic in saying that we were hopeful that the bent buffer beam support angles could be straightened. They couldn't! Despite our best efforts, we couldn't



ABOVE Currently under overhaul in our workshops is Hunslet 0-4-0ST No.11 (works No.1493/25). It is seen here after initial preservation and whilst in use on the Battlefield line. It was originally provided with a low, roofless cab to enable it to negotiate a low bridge. The intention is to provide a more orthodox cab. (Photo by Barry Williamson)

BELOW No.67 poses for the camera at Middleton Park on 27 June 2002, it's first day in traffic. (Photo by Ian Dobson)



straighten them sufficiently accurately to make them fit for further service and they have now been removed.

The valve motion bracket was known to be loose and require re-fitting. To this end, the various rivets have been drilled out and the bracket removed, ready for the work to be carried out. The intermediate stretcher was not originally thought to require any work but, when all the rust and grime was removed it was found that there was almost an 1/8" gap at the top where it attached to the frames. Even though the rivets appeared tight, they obviously couldn't be! This stretcher, too has now been removed ready for re-riveting. Measurement of the frame plates has shown that there is a variation of 50-50½" between them. The correct dimension appears to be 50" and the frames will be pulled back to this dimension when they are re-riveted.

The only remaining in-situ stretchers are the one at the cylinder block and the dragbeam casting at the rear. This latter is not loose but has suffered quite badly from corrosion in places. To rectify this, the affected areas have been built up with weld and ground smooth on the top surface (on which sits the footplate).

A start has been made on needle-gunning the frames and painting with the first coats of red oxide primer. So far, about 60% has been done.

After much effort, the two crossheads were split from the piston rods. The left hand one took quite a number of hours before it finally gave in to the combined persuasion of a purpose made crosshead splitter, delivering an estimated force of 35 tons, a lot of heat from the propane torch and the all conquering touch of a 14lb sledge ham-

mer. The right hand one obviously didn't fancy the same treatment and gave in relatively easily! Splitting of the crossheads enabled the pistons to be removed, revealing cylinder bores in apparently good condition. These haven't been accurately measured yet but do not appear to be particularly worn.

The main reason for removing the crossheads was to gain access to the loose rivets on the front frame stretcher. These are now in the process of being drilled out ready for replacing.

Folklore tells us that the cylinders were loose on the frames. However, unlike the loose frame stretchers, there is no evidence to indicate this. To investigate further it will be necessary to remove some sample cylinder bolts. These should be a very tight fit. If they are, all well and good. If not, we've quite a bit of work to do! To get at these bolts has meant removing the lagging sheets on the cylinders themselves. We were a bit wary of doing this as we expected to find asbestos behind them. In the event, we were relieved to find nothing more than a few pieces of rock-wool and glassfibre; an obviously half-hearted attempt at insulating them at the locos last repair!

The wheels and axles have been cleaned down and given a coat of red oxide prior to their imminent despatch to Ian Riley's works at Bury.

Unless we decide to take off the cylinders (unlikely) the loco is as far stripped down as it can be and the long slow process of rebuilding can commence in earnest. The first jobs will be riveting the frames back together. Although we have done riveting in the past, such an amount is new to us and it will be an interesting learning experience.



LITTLE WONDER!

Our diminutive 22 hp Hunslet, officially 'Courage' but known to all as 'Sweet Pea', saw frequent use on freight trains during the 1970's. Here it is seen (above) hauling empty 16t wagons for Robinson & Birdsell whilst (below) it is captured crossing Moor Road with loaded wagons for BR at Balm Road.

(Photos by Steve Roberts)

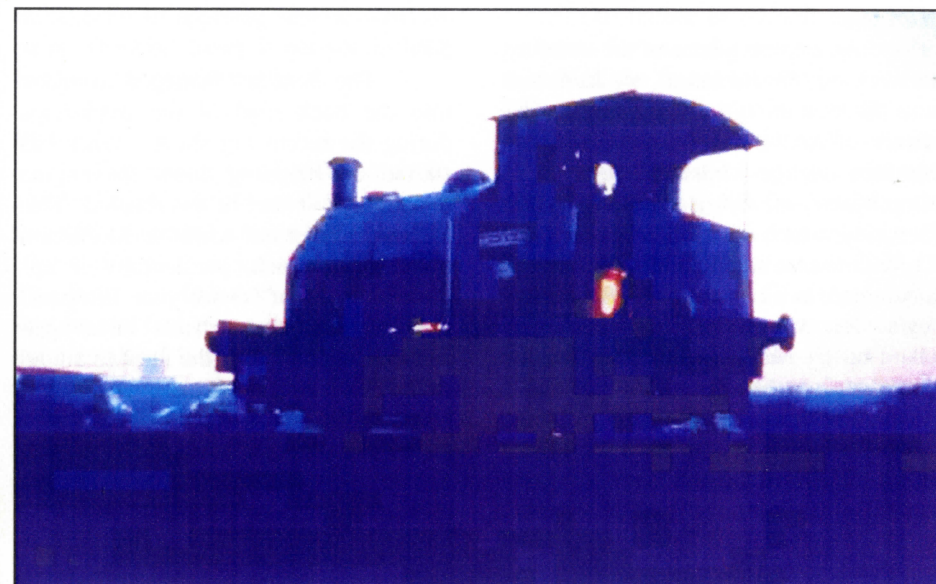


M E M O R Y



SILHOUETTES ABOVE The Booth 2 ton steam crane at work in Dartmouth Yard in 1967. It has not worked for many years and its future is being considered by the Trust Council. (Photo by Steve Roberts)

BELOW The Bagnall poses on the Parkside headshunt in 1966. It's a long time since this little workhorse last ran (1980, in fact). (Photo by Steve Roberts)



L A N E

1210 Sir Berkeley.

Following a meeting with the Vintage Carriages Trust, it was agreed that, although we couldn't do any over-haul work on the loco pending a bid for funding, it would be acceptable to continue with the stripping down. Consequently, the front buffer beam, which is of composite steel and timber construction, has been removed. The timber is known to be split and broken and in need of replacement. Following this, the frames were brought into the shed over the pit to enable the valve gear and brake gear to be removed. Once this was done, the frames were lifted from their wheels which were rolled out from underneath. The heavy trolley was then rolled under the frames, which were lowered down onto it.

Work on 'Sir Berkeley' has now, alas, come to a standstill pending the success, or otherwise, of a lottery bid for repair funding. All we can do is sit back and wait.

No.11

As a consequence of the inability to work on 'Sir Berkeley', we have had a re-think on the use of shed space. The owner of No.11 was busy working on his loco outside whilst valuable workshop space was being taken up by Sir Berkeley, which couldn't be worked on. Common sense said that this was not realistic and, as a consequence, Sir Berkeley's slot in the workshops has been taken up by No.11, which now resides over the pit in the back road.

The frames were lifted off their wheels using jacks and the 3 ton lifting frame. This method has been used successfully for the recent wheel removal on the three locos. It is far easier (and

safer) than the previous method of using only jacks and has turned what was a almost a days job into one of about an hour. It is unfortunate that, with the equipment we presently have, we can only do this on frames where the boiler and most of the weight has been removed.

The wheels have been cleaned down and primed. Whilst cleaning, a cracked spoke was discovered. From its condition, it is thought to have been there since new. It is not a cause for concern and expert advice is being sought on the method of repair, if one is deemed necessary. The axlebox bearings all appear to be in excellent condition so it is hoped that no work will be required on these.

The running plate has now all been removed and work is presently concentrated on the laborious task of needle-gunning the frames, prior to applying the first coats of paint. Some loose frame rivets have been discovered so it looks as though we might just have a repetition of No.6 on our hands!

54

The Sentinel managed to sneak into the back road of the workshops during the recent big shunt. Work has started on stripping down the engine unit so that it can be overhauled. This has never been out whilst in Middleton ownership (which, incidentally is approaching 41 of its 69 year lifespan). Previous engine overhauls have been carried out *in situ* but the need to attend to the crankshaft oil seals means that it has to be fully dismantled. Removal of the engine unit entails removing the cab and the necessary preparatory works are presently being carried out.

A quotation for the overhaul of

the boiler has been accepted and this will be despatched to John Dean Engineers shortly. The boiler work will be done on a 'fill in' basis as it is expected that the required mechanical work will take longer than the boiler.

When the loco was sent back from Quainton Road all the various parts were thrown into the loco cab and bunkers. An initial audit did not reveal any obvious missing items but it was difficult to ascertain exactly what was there. However, as we have progressed the dismantling work on the loco, it has become obvious that some important parts are missing. They were all there when it went to Quainton so we need to investigate just what has happened to them.

138C

The Thomas Hill Sentinel rebuild crept into the workshops for a repaint as soon as the space was vacated by No.67. The owner is presently busy scraping away all the layers of paint and rust to get everything down to bare metal prior to applying several coats of paint. The final livery is not yet decided but blue has been mentioned.

91

This loco sort of suffered an in service failure when it was started up to run a P'way train. After a few moments of running the engine suddenly died. The fault was found to be a displaced key on the fuel pump drive. This was soon rectified but bleeding the system took longer than expected and 7401 was substituted, instead. The loco is presently available for traffic but it is intended that it comes into the workshops for minor repairs and a repaint as soon as 138C is complete. Following a sug-

gestion from one of our members, Council agreed to the repainting of the loco in BR green with the number D2999, the original D2999 being a visually similar locomotive supplied to British Railways by Brush in 1960.

OLIVE

Does this qualify for a place in loco notes, I ask?! Whether it does, or not, it is now officially available for traffic although it has yet to work in formal service. This is about to change, though; if all goes to plan, it is rostered for the Saturday service on 31st August. In the meantime, the faithful few from the owning group (the EM2 Society) continue to put the finishing touches to it.

5003, D577, D631, Rowntree No.3, 7401 & 1786 are, as usual, all serviceable and used as required. All other locos are in store pending overhaul or repair.

THE FUTURE

The failure of 67 will now pose problems for us and it will be necessary to rethink the future locomotive policy. The workshop back road is currently occupied by three locos – No.6, No.11 and No.54. All three are long term restoration prospects and, with the possible exception of the Sentinel, are unlikely to be outshopped before the end of 2004 at the earliest. Whilst No.67 is repairable, it will require workshop space which will affect the planned winter workload. The almost certain need to machine the cylinders following repair will require the pistons removing, together with connecting rods, slide bars and back cylinder covers, not to mention the front buffer beam. All this work will mean

that the loco is unlikely to see service for some time, always assuming that Council sanctions the necessary expenditure.

The knife edge that we have found ourselves on necessitates a review of our plans and we, perhaps, need to increase our working fleet quickly. So, what can we do to provide more motive power? With our existing fleet, there are three possible short term restorations. 'Mirvale' last ran in 1999 being withdrawn on the expiry of its boiler ticket. It isn't too bad mechanically but will need a full re-tube and almost certainly a new front tubeplate. The Y7 again is fair mechanically although

would benefit considerably from some attention in this area. It, too, needs a full re-tube but what other boiler work will be necessary is not yet known. The third contender is the Cockerill, No.1625. This is expected to only require a re-tube and full boiler inspection to get it back into a useable condition. It is, however, not the most suitable of locos to rely on for day-to-day operation. No doubt, your Council will be giving this subject a high priority at its next meeting.

NOTES & NEWS

CARRIAGE & WAGON

Coach No. 2084 sustained a broken window following a vandal attack during July. This was quickly replaced with one from stock. The veranda of this coach is starting to suffer from rot in one corner and the floor will have to be replaced shortly. The majority of the floor on this vehicle was replaced a while ago but the veranda was left at that time as it was considered to be in reasonable condition.

The LNER Ballast Brake has suffered from several months of relative inactivity, due mainly to the personal workload of Mike Thomlinson who has been masterminding the rebuild. However, a desire to have the vehicle serviceable for the Gala has seen an upsurge in activity. The remaining roof timber has been fitted and a start has been made on building the vestibule

panels. The roof planking has received a coat of bitumastic paint. Painting of the underframe has been completed and a start has been made on applying the first of several coats of paint to the timber bodywork. Mechanically, the hand-brake linkage has been completed and a start has been made on re-fitting the vacuum brake equipment. Besides painting, which is one of the two major outstanding tasks, a number of small finishing off jobs require to be done before it can be used as a brake van once more. The other major task is the cladding of the roof. This is being done with 16 gauge galvanised steel sheet, the necessary materials presently being on order. It is intended that it will be made usable for the gala but whether it makes it will remain to be seen. There is a lot to do and it will be touch and go! If it does, it will then come back into the

workshops for the final completion works to be carried out, chief among these being the fitting of new seating. It is quite likely that we will re-instate a small stove but a final decision has yet to be made on this subject.

MOOR ROAD DEVELOPMENTS

A noteworthy effort has recently been made to start the mammoth task of tidying up the Moor Road site. In particular, the considerable piles of old sleepers have had the chairs removed and graded into condition, the worst going on a bonfire and those that have a future possible use, either as re-layable quality or saleable quality, have been neatly stacked. Allied to this has been a major onslaught on the undergrowth at the south end of the site. Much still needs to be done but this start has been commendable.

Having mentioned this recent tidying activity it would be very remiss not to mention the unsung efforts of our 'Wednesday Gang' who religiously turn up each week and cut the grass and keep the car park area neat and tidy, along with a multitude of other necessary jobs that are so easily forgotten about.

PLANT & MACHINERY

The JCB recently suffered from a badly cut front tyre and, as a result, two new (well, second hand!) tyres have been fitted.

The 10 ton Smiths crane has continued to see gradual overhaul and refurbishment whilst remaining available for use when required. The cab has been cleaned down and repainted, as have several of the panels surrounding the engine and drive train compartment.

The steam cleaner recently suffered minor damage through being op-

erated without the water supply being turned on. This has now been repaired and it is operational, once more.

RAIL MUSEUM RECEIVES NOTICE OF INTENDED PROSECUTION

This amusing tale has come from our friends at the Vintage Carriages Trust.

The Trustees of the award-winning Museum Of Rail Travel at Ingham near Keighley, which is owned by the Vintage Carriages Trust, were amazed to receive a Notice of Intended Prosecution from the Police.

The Vintage Carriages Trust received the Notice of Intended Prosecution from Greater Manchester Police's Central Ticket Office. The notice alleged that one of the museum's exhibits – CAN 863 – a 1948 vintage Scammell "mechanical horse" 3-wheel tractor unit – which is on loan to the Trust from Messrs Tate & Lyle, the well-known sugar refiners – travelled along Bury Road, Bolton, at 44 miles per hour in a 30 miles per hour zone. The Notice of Intended Prosecution also stated "This allegation is supported by photographic and/or video evidence."

Museum Trustee Paul Holroyd – who worked for the Metropolitan Police Service Civil Staff for 21 years – and who supervised the issuing of Notices of Intended Prosecution himself for a time – takes up the story: "The Scammell mechanical horse is physically incapable of travelling at anything like 44 miles per hour – even downhill with a following wind! Indeed, the first Scammell mechanical horses were such basic vehicles that when they were introduced they didn't have a speedometer – merely a light which illuminated

when the speed exceeded 18 miles per hour ! Our Scammell has only ever been away from Keighley once since it was placed on loan to us by Tate & Lyle – and even then it was transported on the back of a trailer when it visited a vehicle rally at Alexandra Palace, London, a few years ago.”

We immediately wrote back to Greater Manchester Police and pointed out that whatever alleged evidence they had, we had 24 hour CCTV Footage from our museum’s security system which proved beyond all doubt that the Scammell mechanical horse was safely inside our museum building at the time of the alleged offence.

We have now received a letter from Greater Manchester Police stating:

“I have made enquiries with the officer dealing with the case and on checking the film he confirmed that the registration is correct, but it is not the same vehicle. It would appear that the vehicle in the film has a sticker denoting the vehicle is from Belgium, unfortunately, as your vehicle is the one listed with DVLA you have been sent the Notice.”

I have discontinued proceeding in this matter.”

Jackie Cope, Curator of the Museum of Rail Travel, added “When we opened the Notice of Intended Prosecution we nearly fell over with laughter. I’m sure it would have been highly amusing to the magistrate if the case had gone to court.”

Further information about the Scammell mechanical horse is available on Vintage Carriages Trust’s website at www.vintagecarriagestrust.org which also includes details of VCT’s filming credits and a database of over 4,000 preserved railway carriages with over

3,000 images.

SUCCESSFUL THOMAS

The August Thomas event was very successful, reversing a recent trend in traffic levels. Last year, we ran a similarly timed event over a four day period, experimenting with operating on a weekday as it was during the school holidays. The Friday and Monday of this event were not well attended (by Thomas standards) and it was decided not to repeat them this year.

Thomas events have been a major lifeline for the Railway for several years now and, although they may not be everybody’s cup of tea, their continued presence on our scene is considered to be a necessity in order to help fill our coffers. The same statement can be applied to most, if not all, of the standard gauge Heritage Railways. However, before much longer, this may change. The Copyright holders are seeking to impose higher fees and percentage cuts which will dilute the ‘profits’ considerably. We are presently very fortunate in getting the loan of Thomas (in reality Brookes No.1) through the kind generosity of member and owner, David Monckton and, as a consequence will not be hit as hard as some of the smaller Heritage Railways.

A HOMECOMING FOR PICTON

David Monckton

If all goes according to plan, by the time that you read this edition of the Old Run, another locomotive will have landed on Middleton metals. A product of the Hunslet Engine Company, it is one that few people will have heard of and even fewer would have ever expected to return to the city of its birth. David Monckton recounts the tale of how he became the proud owner of his third Hunslet steam loco.

In my local newsagents one lunchtime I was flicking through the pages of the February 2002 issue of Heritage Railway when I saw something that prompted me to buy it – an illustrated contribution on the letters page referred to the existence of three standard gauge Hunslet 2-6-2 tank locomotives in Trinidad. This was worth following up. A phone call to the Editor and then another session of detective work put me in touch with Richard Cort, the contributor, who kindly let me have copies of his pictures and the contact details he had for Trinidad, from here contact with the mill management was made via e-mail and fax.

Briefly and amazingly when the management of the sugar mill at Usine St Madeleine replaced its steam fleet with Hunslet diesels in 1957 they ‘prudently’ shunted their five best steam locomotives, comprising the three Hunslets and two smaller tank engines, into a remote siding just in case the new diesels were not up to the job. The diesels proved to be satisfactory performers and inertia overcame the steam locomotives to the extent that they remain in their siding today, approximately forty five years later. The passage of time, nature and the elements have taken their toll of the locomotives which could be best described as being in late Barry condi-

tion with the two smaller ones suffering more than the Hunslets. The rail system at the mill was abandoned in approximately 1998 by when there was no longer a connection to the remote siding. Worse still Richard Cort’s photographs showed that the locomotives had sunk to their axles in the mud with no track visible and there was not a paved road anywhere near them. Sizeable trees had grown up to envelop them and they had been colonized by swarms of very aggressive bees and other wildlife. This had all the makings of a challenging project.

My interest in these Hunslet locomotives stems from the belief that they present a unique opportunity to fill a gap in preservation representing a medium sized standard gauge industrial locomotive built for export embodying many features and a wheel arrangement not usually associated with industrials built for the home market. They can tell a story typical of the times in which they were built and operated, and of the contribution of steam to the world beyond these shores and I can think of no more fitting place for one to be preserved (other than in Trinidad) than at The Middleton Railway a few hundred yards from where they were built. On this basis I approached the mill management with a request that I be allowed to

purchase the locomotive of my choice and remove any available 'missing' components from the other two for a nominal sum subject to my being able to extract and transport it to Leeds at a price that I could afford.

The mill and thus the locomotives is now owned by Caroni (1975) Ltd, the state owned company who run the sugar industry in Trinidad and permission had to be sought from them by a sympathetic local management for the granting of my request. A few weeks later an e-mail arrived headed 'Permission Granted' and I was told that my request had been agreed subject to the placing of an appropriately worded plaque on the restored locomotive.

A few false starts and a lot of e-mails later a plan had been formulated for the project and a site visit was arranged for the beginning of July 2002. Because in real life I am an Architect and know only too well my limitations when engineering appraisal and opinion are required I persuaded Mark Tweedy to accompany me to provide a more educated view on the feasibility of the project. Neither of us can be described as seasoned travellers and the lengthy flight out to Trinidad, with waits for connections coupled with further delays at Heathrow and culminating in a forty five minute white knuckle taxi drive from the airport to our hotel took its toll. Thankfully a recovery period had been built into our itinerary and well fed, watered and rested we were driven to Usine Sainte Madeleine, in through the gates, along a tree lined drive, out past the mill buildings and along a track into the cane fields. Half a mile further on we turned a corner and were greeted by the sight of the five locomotives standing in a row as they had since

1957. In a typical act of kindness Gordon La Croix, the manager, had arranged for all of the trees to be cut down and the undergrowth to be cleared from around the locomotives leaving them exposed and ready for inspection. Copious amounts of spray had also been used to slow the bees down but they were still very protective of their adopted home.

It was immediately obvious that the description 'late Barry condition' was appropriate for the Hunslets, they had been stripped of all cab fittings, pipework and other non-ferrous parts, the motion was largely missing and the superstructure heavily wasted. On the plus side all three stood on nearly new tyres and one had a boiler the visible parts of which appeared to be nearly new, although external corrosion is expected to be found when it is fully exposed. The other two boilers appeared to be older with more apparent problems including local modifications which may not meet the immediate approval of UK inspectors. All three had been converted to oil burning in Trinidad. From this the choice was relatively straightforward and no 18 PICTON, works no 1540 of 1927 was selected as the best. A limited number of components were identified on the other two locomotives for recovery which makes PICTON approximately 70% complete. For the record the other two are no 19 TAROUBA, works no 1749 of 1934 and no 20 CEDAR HILL, works no 2055 of 1939. All three Hunslets have 16" x 22" outside cylinders, Belpaire boilers, Walschaerts valve gear, 3' 7" driving wheels, a nominal tractive effort at 75% of 15717lbs and weight in working order is 52 tons 9cwt.

A chance encounter with a fellow enthusiast visiting Leeds from Antigua

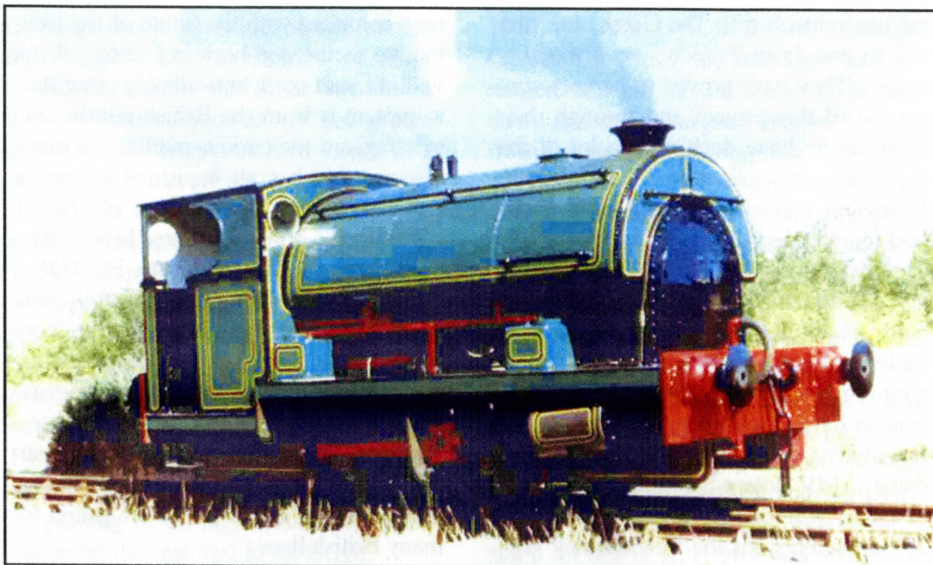
put me in touch with The Geest Line who sail to and from Trinidad on a monthly basis. They have proved to be very supportive of this project and through their local agents have dealt with a lot of the necessary arrangements on my behalf. Following consultation with local transport companies the plan for extraction eventually involved two bulldozers, a digger, laying temporary track to the nearest hard standing then a crane lift onto a trailer and road haulage to the dock side with removal of the pony trucks at a convenient juncture to bring the weight of the locomotive within the limits of the ships crane. MV Solent Star sailed from Port of Spain with the locomotive on board on 15th September for the fourteen day voyage to Portsmouth and thence to Leeds.

The first stage of the project is

now complete with the future of the locomotive secure and back in Leeds. Work will not start on it immediately other than to protect it from the British climate and to safeguard the curious public. In many respects this has all happened a year or two too soon as the overhaul of No 11 needs to be completed first before anything meaningful is done to PICTON. Decisions have then to be made following a complete appraisal of whether the locomotive should be restored to working order or as a static exhibit, cost will inevitably be a factor as will the perceived importance of returning it to original condition in which case at a maximum width of nearly 10' 0" it will be out of gauge for many British lines.



Hunslet Engine Co. No.1540/1927 PICTON pictured in Trinidad earlier this year.. The loco has rested in the same spot for forty five years. Behind can just be seen the remains of a Hudswell Clarke 0-4-0ST
(Photo by David Monckton)



Peckett 0-4-0ST No 2103 poses for the camera. This loco has been a mainstay of the fleet since its return to service. (MRT Collection)



The recently restored 16 ton Mineral wagon (on loan from the National Railway Museum) is shunted by Peckett Diesel 'Austins No.1' (Photo by Steve Roberts)

HAVE WE A FUTURE IN CORPORATE ENTERTAINMENT?

The Story of the Denison Connection

Sheila Bye

Following a lecture on John Blenkinsop for the Yorkshire Archaeological Society's Industrial History Section, came the customary questions and comments time. Eventually, one of the non-members in the audience stood up and announced that he didn't have a question or comment, but would like to take the opportunity of expressing his sincere thanks to the Middleton Railway Trust.

For saving the Railway for future generations? Well, partly I suppose, but his gratitude was really much more personal. It transpired that many moons ago, this gentleman had been a sales manager for Samuel Denison's works, situated a couple of hundred yards away from our modern Moor Road Station site.

Other firms' buyers would come to inspect machinery in which they had an interest, often spending most of a day at Denison's. In the morning, they were shown around the works. It was then this gentleman's duty to entertain them over the lunch break. Feeding over, he usually took them next door, to the Engine Inn, pointing out the acid-etched 'Salamancas' on some of the interior doors, and explaining their significance.

After a glass or two, he would take them along Moor Road to our Railway, where what is now the station

yard was still just a stump of mainline plus the Balm Road branch, surrounded by weeds and long grass. Here, he would tell his visitors what he knew of the Railway's history and its importance to locomotive development. If they were lucky, someone would be using their own lunch break to run a goods train, and if they were *really* lucky, there would be a friendly driver and an empty flat wagon. His visitors usually needed no second invitation, and so it came to pass that local residents were treated to the bizarre sight of a small group of well-scrubbed, business-suited company officials perched in the middle of a grubby flat wagon trundling round to Dartmouth Yard (naturally 'at own risk'!).

As for the visitors, they usually had not enjoyed themselves so much in ages. Returning on foot to Moor Road, the sales manager would quickly shepherd his rapturously happy guests back to the works and straight into the showroom to 'move in for the kill'. And so, he said, he would like to thank the Middleton Railway Trust most gratefully, though rather belatedly, for helping him to achieve the very best sales figures he ever had, substantially higher than he would have expected to reach without our society's activities all those years ago.

This was not the first time Denison's and its predecessors had entered the story of the Middleton Railway. In the late 18th century its ancestor, Gothard & Salt's Hunslet Foundry, had a branch line from our railway, starting near the bottom of the Belle Isle to Hunslet Carr incline, now Old Run Road.

The Salt part of the title was Titus Salt, grandfather of the rather more famous Sir Titus Salt, founder of the Saltaire mills and its workers' village, north west of Bradford. The Hunslet Foundry is said to have been in existence for c.20 years before the start of its Gothard & Salt era in 1772, making it an even older enterprise than our railway. Being so close to the railway's original route, down Old Run Road and along Moor Road in front of the foundry towards our modern station, it was natural that they would receive orders for castings etc. required by the colliery, and the firm features regularly in the Middleton ledgers now kept at West Yorkshire Archives, Leeds.

They reputedly cast rack wheels and rails for the Murray/Blenkinsop locomotives, and back in the 1970s an elderly visitor told me that when he was a young man he had gone to work for Denison's and, pottering around the field at the rear of the works during his lunch break, he had found an ancient wooden foundry pattern for a large cogged wheel. Perhaps it was gearing for a completely different piece of machinery, but who knows? The jumble of mouldy wooden patterns was still there when I was a child but, as luck

would have it, they were all cleared out long ago before anyone realised how important a relic some of them might be.

In 1855, the foundry passed into the hands of Richard Kilburn, grandfather of E. Kilburn Scott the enthusiastic though decidedly erratic biographer of Matthew Murray. Scott mentioned in this book that his grandfather melted down the rack rails when they were taken up in, he says, 1862. Richard Kilburn had been a machine-maker in Holbeck, and had been obtaining castings from the foundry for his works, so it was a logical move for him to purchase the foundry himself when it came up for sale. At that time, his eldest son, also Richard, was 14 years of age and still at school, but he was forthwith put to work in the foundry, and managed it very successfully until the end of the century.

Scott wrote that *"The old foundry was famous for a special quality of iron, almost like a semi-steel, which was used by many engineering firms for the high-pressure cylinders of hydraulic presses. This was partly made from old cannon taken from dismantled forts, etc."*

"The metal was melted in a specially constructed air furnace, run by an old-time character called Dave Hartley, who used to light it up about 3 o'clock in the morning. When he died the furnace stopped, because no one could be depended on to start work at that hour."

Samuel Denison bought the foundry from R. Kilburn & Sons in 1899, and used it for the manufacturing of weighing machines. Early

Directory of Railway Officials & Year Book 127

THE
DILO
WHEEL BALANCER



*Safety
in speed
depends on
balance*

A portable and fully automatic weigher, dispensing with fixed balancing tables. Used in locomotive sheds throughout the world. Regular repeat orders are a tribute to consistently satisfactory service.

DENISON

Established
2nd January 1870

SAML. DENISON & SON LTD.
HUNSLET FOUNDRY · MOOR ROAD · LEEDS 10 · ENGLAND

Manufacturers of Weighing and Testing Machines

The Denisons advert referred to in the text. Denisons were world famous for their range of testing and weighing machines.

on in their ownership, a new branch was laid into the works from our railway, this time leaving the new alignment of the railway, about halfway down our modern station yard. It is not known how much traffic this saw, but when the Denison's turnout was lifted in August 1960, it was remarked in *The Old Run* that the branch was long disused. At that time, however, the firm did have another type of railway 'connection', as can be seen

from the accompanying advert from the *Directory of Railway Officials & Year Book* of 1959-1960. The round objects alongside the track in the illustration are the dials of weighing machines which seemingly have been adapted to work together.

Latterly Denisons concentrated on the manufacture of tensile and other testing machines and were well known for the excellent quality of their product. Sometime about 1969 the firm was taken over by the well known Birmingham weighing machine manufacturer, W & T Avery & Sons Ltd. Although initially continuing to trade as a separate company retaining the name of Samuel Denison, the companies were eventually merged under the Avery-Denison name.

The factory site was bought by Evans of Leeds, the well known property development company, during the early 1990's. This firm built a new, smaller factory adjacent to the existing one and Denisons, by now merged with other companies to form the Denison-Mayes Group Limited, moved into these new premises. From here they continue to supply testing machines, load cells and such similar equipment. The old factory was refurbished and became the manufacturing headquarters of Evans Universal Limited, Incinerator and Cremator manufacturers. This firm continues in business but is now part of Facultative Technologies Ltd.

LETTERS TO THE EDITOR

The Editor welcomes letters from members (and non-members!)

Dear Sir/Madam, I would like to suggest a completely new, different timetable which could come into effect from next year to more improved (clearer,

easier to understand etc...) timings with more time at station termini. The timetable is as follows:

		*	*	*	+	=			
Hunslet Moor Road	Dep	10.30	11.15	12.00	13.00	13.45	14.30	15.15	16.00 16.45
Middleton Park	Arr	10.38	11.23	12.08	13.08	13.53	14.38	15.23	16.08 16.53
Middleton Park	Dep	10.45	11.30	12.15	13.15	14.00	14.45	15.30	16.15 17.00
Hunslet Moor Road	Arr	10.53	11.38	12.23	13.23	14.08	14.53	15.38	16.23 17.08
Code	*	Trains run on Sundays & Schooldays							
	+	This train does NOT run on schooldays (WEEKENDS)							
	=	This train runs in season (WEEKENDS)							

This timetable could also run on Mince Pie/New Year Specials. The first train of the day departs half an hour earlier than at present on Sundays only, this so that people can make more out of their day, especially with the limited winter sun and also for families with young children who can't stay late. On Sundays and School Days, there is a 38 Min lunch break in-between 12:23 - 13:00 for the crew and passengers to have a

break for a while! The above 45 Min frequency timetable is more easier to understand than on the current timetable as it is repetitive. I think that more people would go to the railway, especially those with young children and school visits, when they see an easy to understand timetable as the above. I look forward to hearing from you.

Yours sincerely, Peter Skuce.

Mr Skuces's proposals have been circulated to those responsible for timetable and operations.

Immediate comments that come to mind are the increased length of the day for

train crews and the running of two trains in the late afternoon. Experience shows that we get few visitors after 16.00 and the last train of the day is likely to be poorly patronised.

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

Telephones: 0113 271 0320 (shop) 0113 270 6162 (shed)

E-mail: info@middletonrailway.org.uk

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MEMBERSHIP SUBSCRIPTION RATES

Full Trust Membership	£9.00	
O.A.P. Trust Membership	£6.00	
Junior Membership (of M.R.A.)	£6.00	
Family Associates of Trust Members (in same household)	£1.00	per person
Life Membership	£150.00	

