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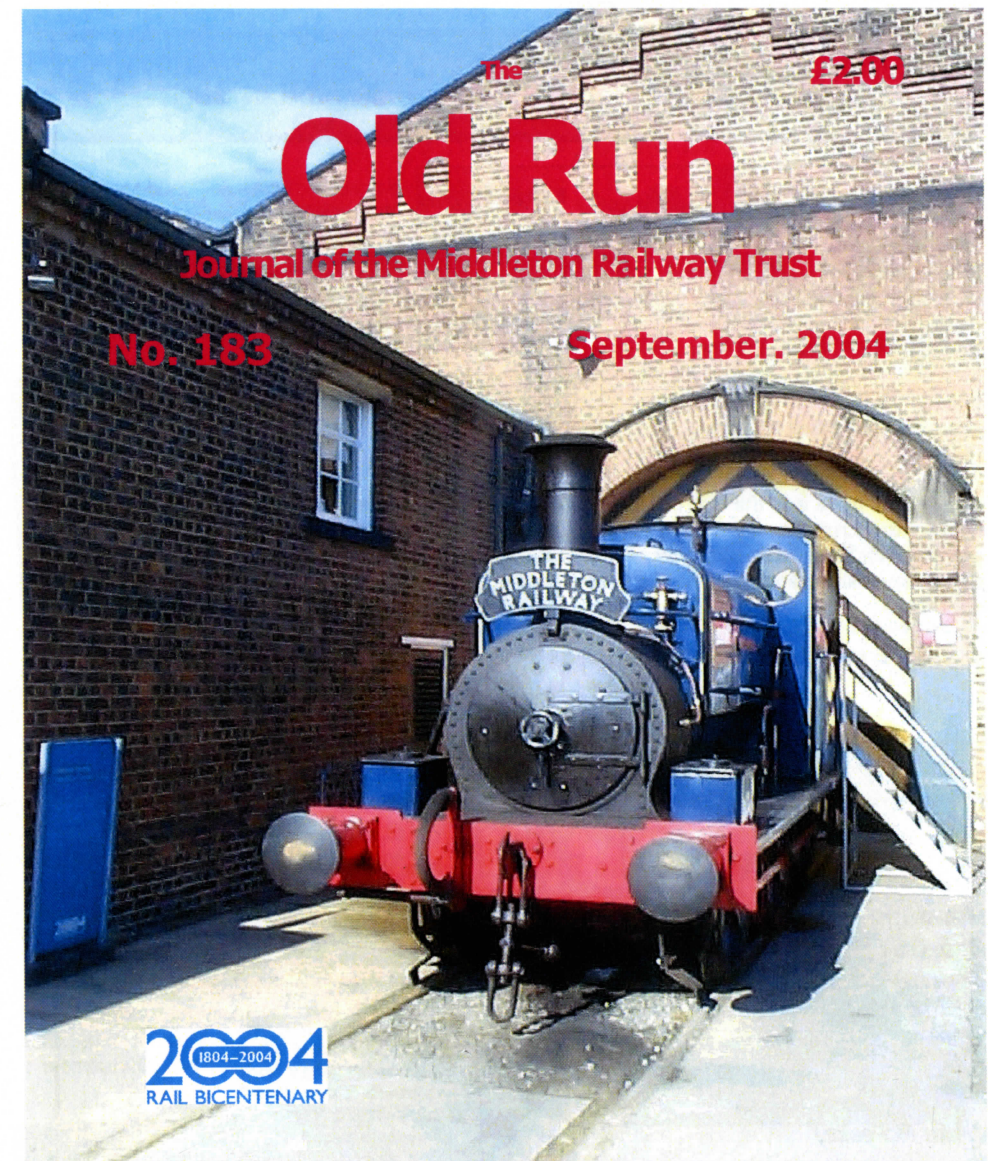
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# Old Run

Journal of the Middleton Railway Trust

No. 183

September, 2004



2004  
1804-2004  
RAIL BICENTENARY

**Matthew Murray at Railfest 200**  
**Lady volunteers to the fore**  
**Leeds-built locomotive comes home**



## Editorial

An extremely busy few months are recorded within these pages of our journal this time round. Featured are the very successful Railfest 200 event at the National Railway Museum, which entailed extra work for a whole host of volunteers and the highly acclaimed visit of locomotive *Matthew Murray* which attracted lots of attention and the visit of the locomotive to the North Yorkshire Moors Railway before returning home at Middleton.

The Annual General Meeting of the Middleton Railway Trust Limited in June saw the election of new Chairman David Monckton. The Railway is in safe hands. Welcome to the driving seat, David!

Also in June there was the visit of the Yorkshire Television film crew in connection with a publicity drive to recruit new volunteers, featured on the weekday afternoon "It's your call" programme. Not to mention all the usual work of running a railway: train services, Schools' Days, day-to-day maintenance and the like. Many people went the extra mile this period and deserve our thanks.

Thanks also to all who have sent it copy and photographs. They are much appreciated.

*Howard W Bishop*, Editor

**The deadline for the next issue is 31 October 2004**

## Front cover photo

**Manning Wardle & Co 1903-built 0-6-0ST No. 1601 *Matthew Murray*** in an industrial looking setting at the National Railway Museum, at the Railfest 200 event, 5 June 2004.

(Mike McPeake)

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**Especially thanks to those who have provided copy for this issue.**

## Yorkshire Television visits Middleton

A Yorkshire Television crew visited Moor Road on 16 June 2004, spending five hours interviewing working members of the Railway and videoing aspects of the work undertaken by them, and action scenes at the railway.



**Above: Setting the scene: the film crew in action**



**Left: Piece to camera by Treasurer Stan Holdsworth.**

This was part of the Railway's drive to attract more volunteers to help in the running of "the world's oldest working Railway!"

The results were featured from 5 to 9 July in YTV's regional *It's your call* Community programme, and have resulted in several enquiries about membership and train services.



**Above: Visitors from California, USA, enjoying the ride**



**Left: Sound test for Chris Nettleton**

(All HWB)



## From the Chairman

On a balmy June evening flushed with the success of England winning a football match I walked into the AGM just like any other member of The Middleton Railway and emerged a remarkably short time later as the new Chairman. I am honoured and flattered that my name was the only one put forward and accepted by those present. However, I would very much have preferred that there had been more than one candidate for this important position so that the membership could have had the opportunity of making a positive choice.

Within a very short time four e-mails dropped into my box from our Editor politely requesting a few biographical details for *Old Run* together with 'From The Chairman' and a photograph all in time for the July deadline. My first 'executive decision' is that based on my youthful good looks and a note from my mother I am invoking the Picture Policy set out in the Spring 2003 edition of *Old Run* to spare you from the photograph. I have been around at the Railway long enough for most of the local members to have run across me at one time or another, and for those who don't get to Moor Road so often here are a few words about me.

I am old enough to have seen and appreciated the end of Mainline and Industrial steam through the '60s and early '70s. My earliest railway memory is of standing very still on Hereford Station with my mother and sister in 1959 promising myself that I would show no outward fear of the big hissing engine bringing the train in that was going to take us to London. Ever since then I have had a fascination for railways and in particular steam locomotives. A move to Leeds with my young family in 1985 from York, where I had lived since 1965, led to our visiting Moor Road Station regularly at weekends - I got my steam fix and the family had an afternoon out. In the following years my children grew out of the Middleton Railway whilst I progressively grew into it.

During 1986 I became a member of the Middleton Railway and in the same year was part of the Mirvale Syndicate which purchased and brought that locomotive to Moor Road. In 1988 I joined Council and succeeded Ian Smith as Publicity Officer in 1991, in the same year I also purchased my first boiler suit and Brookes No1, fulfilling a childhood dream to own a steam locomotive. In real life I am a Chartered Architect and 1993 saw me relinquish the post of Publicity Officer to concentrate fully on Project Managing the Shed Extension. 1994 saw me stand down from Council for a 'rest' and to contemplate what was needed to make Brookes run again (unsurprisingly the conclusion was time and money). I returned to Council from 1997 until the 2000 AGM when I stood down again for a break and to look for a new project once Thomas was working reliably. My search for something suitable saw me purchase No11 in 2002 and then along came the challenge that is *Picton*, both of which have already been documented in *Old Run*.

My architectural training and the whole of my working life has been spent in Leeds, largely with the same Practice where I have been Partner and latterly Principal since 1989. Since 1999 I have also run from the same Office, The Brookes No1 Locomotive Company which administers all of the bookings, finances and other arrangements for Thomas. Being 'Boss' allows me the freedom not to have to slavishly work from 9-00 to 5-00 and explains why I can sometimes be found at Moor Road during the week and again why I sometimes disappear for a few weeks when I have a deadline to meet. As long as the work comes in and gets done on time, then I can earn my living and still make time for midweek boiler washouts.

Now comes the philosophy. During my time with The Middleton Railway I have seen a steady improvement in the range of things that the Railway can do and has to offer, which is a tribute to the efforts of the mem-

bership past and present. We are fortunate to have a quality and continuity of committed volunteers in all of the key departments that is not shared by many newer and louder Preservation Centres. For the future and to better share the increasing load, we must do all we can to attract more new and younger faces from a generation most of whom do not share the same nostalgic motivation that we do and who are more susceptible to the notion that it is 'uncool' to make the commitment that we do. All of our progress, with the experience and confidence we have gained along the way has been achieved against a background of ever more all embracing requirements from outside which, whilst they may be a good thing, do not always understand our particular circumstances. The demands on a Preserved Railway such as ours today compared with 1986 or more particularly 1960 have become ever more complicated with the result that nostalgia is no longer allowed to be the simple pleasure it once was. Where once we could have consulted

the trusty *Old Les's Almanac* and its companion volume *The Rough Guide to Railway Preservation* to solve a problem or run a train, we now have to demonstrate in writing that we have thought our way through what we want to do before we start, and that we have a piece of paper for every eventuality.

The Middleton Railway is far from broken and does not need fixing. I intend the Chairman's role for my time in office to work with Council to continue to steer a reasoned and reasonable course to meet present day requirements, and to build on the progress so far achieved. Not least we want to continue to give pleasure and satisfaction to the people who come to see us as well as ourselves, whilst working to leave something tangible and worthwhile for those who follow us. Otherwise what is the point?

*David Monckton*, Chairman

## Wandering Leeds built loco comes home

David Monckton

On 16<sup>th</sup> June 2004 unique Hunslet 0-4-0T works no 1684 of 1931 arrived at Moor Road from The Great Central Railway (Northern), Ruddington. This latest arrival follows the recent pattern (and policy) of returning Leeds-built locomotives to the city where they were built.

The vital statistics of the locomotive are: outside cylinders (12" dia x 18" stroke), diameter of coupled wheels 3' 4", rigid wheelbase 5' 6", height from rail to top of chimney 10' 10", extreme width 8' 8", overall length 21' 9 1/2", total weight in working order 23 tons 10 cwt, boiler pressure 160psi, heating surface 408 sq ft, grate area 6.8 sq ft, tractive effort at 75% of boiler pressure 7776 lbs.

No 1684 was supplied new to Hall and Company Sand Quarries, Coulsdon, Surrey on 24<sup>th</sup> August 1931. Little else is known of its early

years in industrial service until it returned to The Hunslet Engine Company in the 1950's who used it as a hire locomotive. In this capacity it spent the period from March 1954 to September 1955 on hire at Wolseley Motors, Washwood Heath, Birmingham (later known as the LDV plant). By 1960, probably with the benefit of an overhaul at its makers, it had been sold on to The National Coal Board and was to be found at Graigola Fuel Plant, Kings Dock, Swansea between September 1960 and January 1963. From here it moved to NCB Phoenix Briquetting Works, Port Talbot until closure late in 1963 when it moved on to Norton Hill Colliery, Radstock. This establishment closed in 1966 and 1684 was transferred for the final time in industrial service to Kilmersdon Colliery, Somerset where it was latterly kept as standby locomotive until closure in 1968.



## Wandering Leeds-built loco comes home (*continued*)

It passed into preservation with the 1338 Preservation Fund as a static exhibit at The Somerset Railway Museum (Bleadon & Uphill Station near Weston-super-Mare) where it notably shared a home with Kitson-built GWR 0-4-0ST no 1338 which can now be seen in working order at the Great Western Society, Didcot. Ownership of 1684 remains today with the 1338 Fund, but with the closure of The Somerset Railway Museum in the 1980s it came under the stewardship of well known preservationist and one time Middleton member, Martyn Ashworth. 1684 had spells with Martyn at The Peak Railway, Buxton, Swanage Railway and GCRN at Ruddington. Coincidentally 1684 shared siding space with Brookes No1 (*Thomas*), Arthur (*Mathew Murray 111*),

*William and Harry* at Buxton – the first two having subsequently returned to steam after long periods of inactivity following overhaul at The Middleton Railway and the latter two also having had short spells at Moor Road.

When he recently came to the conclusion that for the foreseeable future his opportunities to restore the locomotive were extremely limited Martyn thought of the Middleton Railway as his most suitable successor in looking after 1684. The locomotive has come to Leeds on the basis of a long term agreement with its owners which should see it take its place in the queue for restoration and an eventual return to steam for the first time in preservation. □

## See photograph opposite

### *SIR BERKELEY* gets £50k Heritage Lottery Fund grant

The Heritage Lottery Fund has awarded a grant of £50,000 towards the restoration of *Sir Berkeley*. Built in December 1890 by Manning, Wardle & Company, it is to be restored to operational condition in a partnership between the Heritage Lottery Fund, the Middleton Railway, and the locomotive's owners, Vintage Carriages Trust.

Under the agreement the locomotive's original boiler will be kept and conserved at Middleton as part of the Leeds Collection, for future generations to see the fascinating method of construction. The boiler barrel is made up of four separate sections riveted together. The boiler barrel is riveted on to a flanging ring, which is itself riveted to the firebox - a practice long since made illegal!

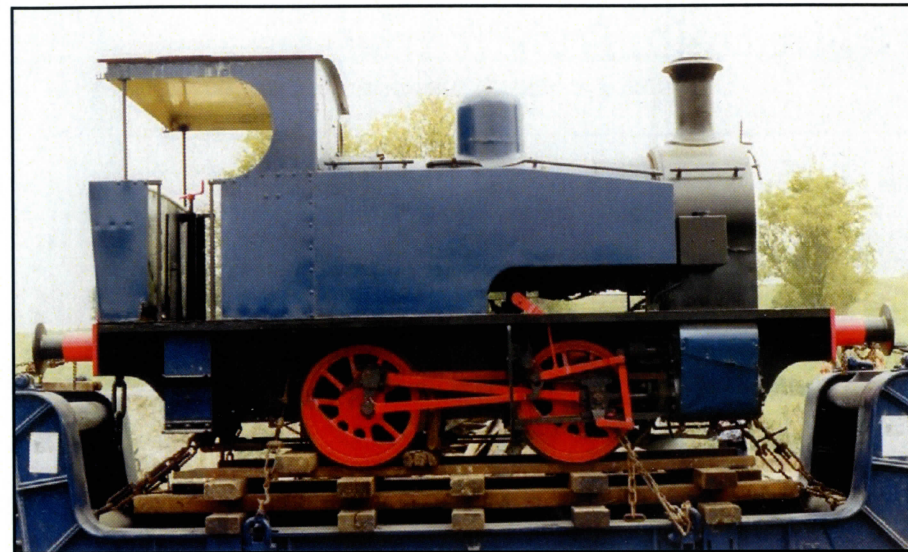
A new boiler is to be constructed by Bradford-based company Israel Newton, which has built several new locomotive boilers in recent years and the frames, wheelsets and motion will be overhauled by the volunteers of the Middleton Railway.

Middleton Railway Chief Mechanical Engineer, Steve Roberts, said, "Middleton Railway Trust is delighted to be working alongside the VCT

towards restoration of this historic Leeds-built, contractor's locomotive. When fully restored it will join our growing fleet of Leeds-built locomotives in telling the story of the Leeds locomotive building industry which first started back in June, 1812".

"We are delighted to be co-operating with the Middleton Railway Trust", said Trevor England of the Vintage Carriages Trust. "*Sir Berkeley* was built just a stone's throw from the Middleton Railway, so it is appropriate for it to be restored and operated for the benefit of future generations by the volunteers of the Middleton Railway. Not only will it be restored, but the original boiler will be conserved and will eventually become a focal point in the Middleton Railway's exciting plans to interpret the rich industrial heritage of the Leeds locomotive building industry".

*Sir Berkeley* is in fact an E B Wilson design in all but name. The wheels, with two "bosses" for the side rods; the elegant shape of the coal bunker plus the safety valve cover all hark back to E B Wilson. The weatherboard simply puts the "icing on the cake" so far as making *Sir Berkeley* the epitome of the Victorian contractor's locomotive design. □



**Hunslet 0-4-0T works No. 1684 of 1931**, moved from the Great Central Railway (Ruddington) on 16 June 2004. It is unique in having both a Belpaire firebox and outside Walschaert's valve gear. It is to be cosmetically restored and eventually overhauled. This photograph taken on 1 June 2001 at the Great Dorset Steam Fair. (*David Monckton*)  
(See page 30 for its arrival at Moor Road)



1932 Leeds-built Kitson & Co Ltd 0-6-0ST No. 5429 *AUSTIN I* at Moor Road crossing on a freight from Balm Road. 27 March 2004.

(*Ian Dobson*)



## Freight train, freight train....

An adaptation of an article by Steve Roberts, first appearing in February 1982

**T**he trouble with operating passenger trains is that it can be a relatively boring business! Whilst many would argue that being on a steam locomotive could never be boring, the very fact that you are traversing the same stretch of line with the same train every time can be very monotonous.

Things are very different when it comes to operating freight traffic! Unfortunately, freight traffic nowadays does not exist, but back in the early 1960s when I first became involved at the Middleton Railway, they were operated daily and every one was an adventure.

When you turned up for duty, you had no idea what work was to be done, and one of the first tasks was to ascertain what wagons were where, and to plan the various movements to get the job done as quickly and efficiently as possible. The general traffic flow was: loading traffic for Clayton's and empties for Robinson & Birdsell's (Robbie's) inwards, with Clayton's empties and Robbie's loaded outwards, although the occasional shipping contract for Clayton's would reverse their traffic flow. Whilst traffic for Robbie's was always 16 or 21 tons mineral wagons, that for Clayton's always provided quite a variety. There were always plate wagons, bogie bolsters and often such objects as trestles, tubes, trestle wagons and all the other types associated with steel traffic at that time.

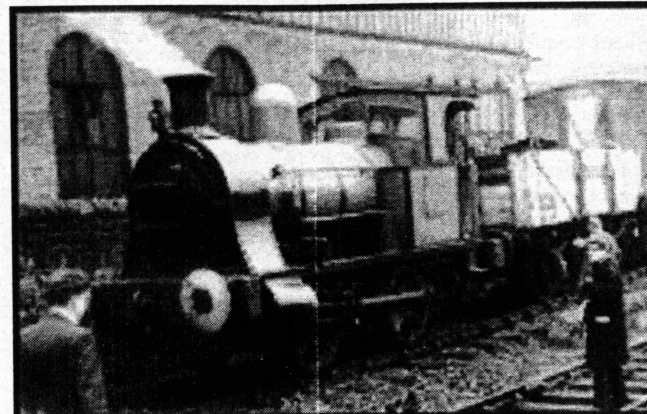
Those who think that freight train operations were merely a case of taking outgoing traffic to the BR mainline, and returning with the loaded wagons, would be way off the mark! Frequently the amount of incoming traffic would be more than could be managed in one go, and two or three runs would be needed to clear this. Outgoing traffic was generally no problem in this respect, since at that time (before the advent of the motorway and the 'top point') it was downhill all the way, and all that was required was the pinning down of a few brakes. However, if more than one journey was required to clear the incoming traffic, then the outgoing wagons would be split for convenience.

Another problem would arise occasionally, which was if the incoming traffic blocked both ends of the Balm Road loop, some of this had to be moved before anything could be sent out. The fun really started when the wagons fouling the top of the loop were for Robbie's and there was a full rake of wagons already in Robbie's waiting to go out. When this happened Acme's siding (how many remember where that was?) was used as a refuge for this surfeit of wagons.

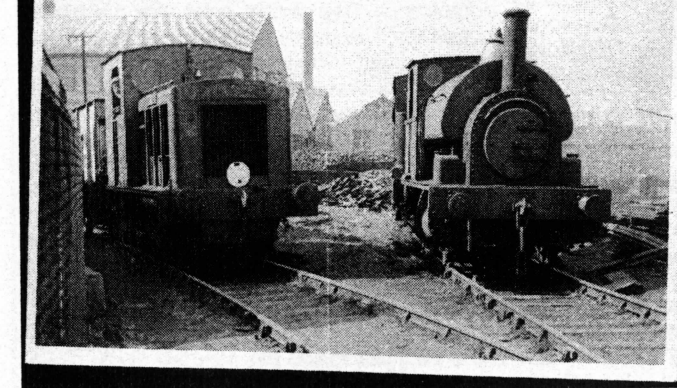
When making up the outgoing train, Clayton's wagons would generally be marshalled next to the loco as the driver had better visibility over the low sided steel carrying wagons. The headshunt was only long enough for six plate wagons and a loco so longer trains were taken down to the bottom of Clayton's curve in sections and made up on the straight by Parkside rugby ground. Clayton's empties were always left in the back road by Ben, their crane driver. Robbie's generally left their outgoing traffic below the gate but we occasionally had to go into the yard to collect them. Steel turnings was the usual traffic and this was loaded in a dock on the right side of the yard adjacent to the remains of an old GWR steam railcar that had finished its life on the Nidd Valley Railway.

All down trains had to halt above Moor Road to enable the brakes on every third wagon to be pinned down: a very necessary requirement. Sometimes this was not enough, and the driver would whistle furiously for more brakes to be pinned down. It is a very unnerving experience to be driving a train that you suddenly realize you can't stop because of lack of brake power – believe me, I know! It's something you only ever let happen once. You may be accused of being over cautious but you'll never let it happen again.

Having successfully propelled the outgoing wagons to BR, the hard work now started. Robbie's usually ordered their wagons in batches of six and these would generally be  
**(Contd. on page 10)**



Freight  
train  
scenes of  
yester-  
year



Evocative scenes of freight trains in action on the Middleton Railway during the period from 1960 to 1983 during which transshipment of goods wagons took place between BR and local firms.

**(MRT archives)**



## Freight train, freight train (cont from page 8)

pushed into the loop by BR in on set coupled together, but not always. Inevitably they would be in the middle of wagons for Clayton's and would require sorting. However, the wise driver would avoid doing this in the loop as it is on a stiff gradient, making shunting there hard work. Any sorting was generally done on the headshunt at Parkside, where it was generally flat.

Once you'd decided how many wagons to take, sometimes by mental calculations involving the many and varied wagon weights involved, though more often by inspired (?) guesswork, the driver would ease back to slacken the couplings and give himself a chance of getting the train on the move first time. Incoming traffic was generally left in the left side of the loop (looking towards BR) and this added to the fun as a reverse curve had to be negotiated out of it. Getting your train on the move was always an interesting battle for the train crew, especially the driver. Once he had got the loco above the top points, he knew he was winning, and every yard forwards after that, the easier it would become and once the train was clear of the points the rest was easy. But not quite!

The section up to Moor Road crossing was relatively easygoing providing you didn't slip to a stand in the quagmire that was Acme's Crossing. With anything but the shortest train you took a run at Moor Road – and hoped for the best! It could be most embarrassing to slowly grind to a halt with all but the last wagon over the crossing and then have to go back to try again, all in front of an ever-increasing queue of increasingly irate motorists! Working sanders were a real boon in those days.

The short run from Whittaker's Junction to Parkside was about as level as anywhere at Middleton, and was certainly the really only easy bit on the whole line. Nothing much could go wrong provided you had your fingers crossed! I mentioned earlier that any sorting was done at Parkside, and as the train clattered over the infamous tram crossing, the driver would shout something like, "Take two" to his shunter meaning that he only wanted to

take the first two wagons up the 1 in 33 of Clayton's curve. The rest would be left for later. The shunter, armed with his shunting pole, would drop off the moving train and the driver would make a slight brake application to slacken the couplings. A quick flick with the pole and the rest of the train would be left behind to come to rest in the dip just before the headshunt.

Clayton's incoming traffic would generally be put straight into the middle road where they could be offloaded by 'Ben the Crane', but occasionally would be pushed into the various sidings first. The empties for Robbie's were usually left below their gate unless Wally, the yard foreman, saw you coming, in which case he'd invariably ask to "weigh 'em off". This involved propelling them one by one, over the weighbridge - not too difficult with 16 tonners, but 21 tonners only just fitted the weighbridge and required fairly accurate positioning. Shunting in Robbie's was always hazardous as you never knew which lump of metal you were going to hit next!

Splitting trains at Parkside (and elsewhere for that matter) held another trap for the unwary – the overhang load. This was a regular occurrence with Clayton's steel traffic. Overhanging loads always had a barrier wagon with them, but if they were in groups from a common originating point only the end wagon was so protected and the loads overhung adjacent, loaded wagons. Dents in the Bagnall's cab and Sentinel's bunker were the inevitable result of splitting these trains.

Shunting in Clayton's yard was not without its problems. The double point was the biggest trap for the unwary. Short wheelbase wagons went round fairly easily, but the plates would bufferlock if you weren't careful, whilst bogiebolsters always did so. These last had to be uncoupled into the bargain. A lump of wood was held between the buffers (don't tell anyone!) to prevent bufferlocking, and a special C-link was used to couple up for hauling movements. Once you had finished all this, you could finally put the loco to bed for the night. In the case of *John Alcock* this simply meant switching off the engine,, but with the Sentinel 54 or Bagnall 2702 you had to go through the whole

(Contd. in column 2, at foot of 21)

## Lady volunteers to the fore!



Following on from OR182 article about the important role of the female volunteers in the operation of our Railway, we are proud to publish a few photographs of some of them in action. Ladies out there, why not join them?

1. Hayley Wood with grinder in the workshop
2. Jackie Maples astride *Matthew Murray* sans cladding!
3. Hilary Sedgwick and Dinah Lovely in the shop
4. Chris Nettleton and Clarice Saunders in the Display Hall (1-2 Peter Nettleton, 3 HWB)



# Middleton Railway invited to tender for diesel locomotives for Bangladesh!

The fame of the Middleton Railway as a builder of railway locomotives has spread to the far east with an enquiry from Bangladesh Railways, no less, for the supply of new diesel locomotives!

Reproduced below is the text of an email received in our email inbox recently, that appears to be a serious invitation for us to tender for a prestigious order.

"June 19, 2004

The Managing Director  
Middleton Railway  
UK

Dear Sir,

We are pleased to introduce ourselves as the marketing company of Bangladesh, represent international companies to participate in the tenders of Govt. organizations for the procurement of various goods & services.

The Govt. of Bangladesh has taken a massive plan to develop its Railway Communications sector within next few years. Out of a part of this plan & programme, Bangladesh Railway is going to procure Diesel Locomotives in this fiscal year of June 2004-2005 from its own fund & also from the fund given by international funding agencies. This procurement will be done through international bidding systems.

In the above view we would invite you to participate in the tenders where we like to represent you as your local agent or representative. Apart from participating in the tenders you are requested to submit a proposal for supplying Diesel Locomotives to Bangladesh Railway and send it to us to place to the Ministry for special considerations.

We sincerely believe that you will respond to our proposal & inform us immediately so that we can provide you the detail related documents.

Thanking you,

With best regards,

Badrul Alam Khan  
Director  
Gazi Associates  
84-85, Water Works Road, Lalbagh  
Posta, Dhaka-1211, Bangladesh  
Tel : 880-2-9566080, 9566485, 9570900  
Mobile : 0088-011865616  
Fax : 880-2-9565286

\*E-mail : badrul@gazi.com\*

Middleton Railway webmaster Martin Plumb, who received the email, sent it to the editor, who enquired whether this was genuine or was it a spoof?

Martin replied: "The evidence suggests that it came from the company in Bangladesh that it says it's from (Gazi Associates). There's a Gazi web site at <http://www.gazi.com> but the button for Gazi Associates doesn't do anything.

I can only guess that they did a web search to try to work out who might want to tender for the supply of diesel locomotives to Bangladesh and didn't analyse the results very carefully!

Perhaps this is a suitable sideline for our resident diesel guru, Graham Parkin? What price Wickham Railbus *et al* now?



## Models of Middleton Railway, part 1 Andrew Johnson

For those who have ever thought "I'd like my own Middleton loco", if you can't afford to buy 12"/1 foot scale, why not go for something a little smaller? Here are a few ideas! There are also those that want to say "Here is a model of my loco!" Also included are models of other Leeds-built locos. Unless stated otherwise, assume that all models mentioned are kits. It is best to view a manufacturer's web site, or talk to a supplier at a show, to get an idea as to the complexity of the model. When modelling a specific loco it is best to consult with detailed photos and books about the prototype.

The current track plan at Moor Road with the motorway, as a fiddle yard exit and a scenic break, would create a reasonable sized shunting layout. This would require 10 points as per the plan in OR170 for the visible area. Alternatively the proposed plan (also OR170) requires one less point. Scaling down the Moor Road site, from the car park to the gates on the south end, would in 1/76 (4mm/1ft, 00-gauge) give a model of roughly 3.5m in length. Each manufacturer has their own preferred methods of modelling the locos. There are the following methods of construction.

1. Brass – You may need to be brave in bending flat sheets into some complex curves. Should be soldered together for strength and longevity.
2. White metal – A good way to represent some of the finer items such as louvered engine doors. Often involves a lot of preparation to tidy the excess flash from the castings. Best glued together; however if you have a soldering iron that can be controlled to below the melting point it can be used.
3. Plastic – This is often the first place to start in kit building. Use a Dapol (ex-Airfix) kit loco to try on. Also available as a ready to run loco from Hornby/Dapol. Revell Contacta Professional is very good plastic cement with a needlepoint dispenser. An excellent model to start with is the 'Pug' as visited the railway for the 1998 Gala. (Commercial chassis kits and power bogies are available for plastic

kits – see small adverts in a good model railway magazine.)

4. Resin – Fairly recently a number of manufacturers have introduced one-piece castings for the body. All that you need to do is to add the details as supplied.

Most kits are comprised of combinations of a few of these. There are different materials that are best suited to certain parts of a loco kit such as a brass/nickel silver chassis. Some body kits are designed to use a proprietary chassis – popular in 1/76 is the Bachmann 03 for diesel locos.

Painting – Just like the real thing this is a very emotive subject. Recently I was looking on the DPS forum on liveries and there are valid reasons for everything. Clean the model thoroughly prior to priming the surface with an undercoat. Apply sufficient light coats of top colours as appropriate. Do I spray, hand paint or both? If you haven't got a proper spray gun it may be possible to find a suitable shade of car paint. Hand painting allows you to use the specialised paints from Rail Match etc., (not too crucial for a black loco!). Weathering – If you like your locos mucky then add some! An alternative way is to paint using matt paint or to use a matt varnish when done; it looks grubby without being so!

Whenever I have an idea in mind of a locomotive, coach or other item that I want a model of, one the best tools that I use is a good Internet search engine. Alternatively visit one of the local model railway exhibitions (you may also be asked to man the MRT stand if you get recognized – worthwhile if only to give the existing staff a rest break!).

The next issue will contain a list of models available, though not necessarily a definitive list. Some models may not currently be in production, for example Impetus/Kalgarin are expected to start production soon.

(Part 2 will appear in the next issue)



## Centre Stage for *Matthew Murray* at Railfest Middleton Railway plays prominent role at event

The Middleton Railway's Manning Wardle 0-6-0ST *Matthew Murray* found itself the star of the show at the National Railway Museum's Railfest 200 celebrations in late May/early June.

GWR 4-4-0 *City of Truro* needed some minor work doing to the boiler, which required the loco to be out of steam for some days. A replacement was required for the passenger shuttle at short notice. *Flying Scotsman* had failed en-route to York from London in the previous week and so was not available.

*Matthew Murray* was requested to work the service, since she was both the easiest to move and also was built in the same year as *City of Truro*, 1903. She worked the passenger service for three days, being replaced by Furness 0-4-0 No.20 on the Thursday and Friday with *City of Truro* providing motive power for the final two days. *Matthew Murray* was popular with NRM staff and the public. Here was the type of loco which almost certainly constructed the railway upon which *City of Truro* worked for much of its life!

MRT Vice-President Ian Smith said, "We were delighted and honoured to assist the NRM with such a prestigious duty. Using *Matthew Murray* was an inspired choice since, if Richard Trevithick invented the steam locomotive in 1804, it was surely Murray who 'proved' the concept with his pioneering class of rack and pinion locos, which not only worked for close on 30 years at three locations in the British Isles, but whose design was also exported to both Belgium and Germany – the first exports from a city which built thousands of locomotives and vehicles for the railways of the world".

Incidentally, the Trevithick *Penydarren* replica steam locomotive broke an axle at the NRM early in the event, and was unable to operate for much of the time.

The Middleton Railway was well represented throughout Railfest 200 by a group of people led and organised by Cedric Wood. Not only was *Matthew Murray* manned throughout the show, by an army of people staffed the Railway's own stand at the show.

The choice was made to market Middleton Railway books and marked items, including children's products. The projection was 10,000 people per day over nine days, potentially 90,000 customers. We were located in the old concrete shed at the NRM labelled the Railway Bazaar. Whether to describe the MRT's involvement in the event as a success depends on your point of view. The numbers of people entering the event were as projected for most days, but the majority stayed outside the shed, except during inclement weather. When people did buy it was at the end of the day when they were leaving. Overall we took amounts commensurate with Sundays at the Moor Road shop.

However, the publicity generated was of tremendous value, and the number of visitors at Moor Road on the weekends following Railfest 200 was high as a consequence. Certainly the Railway benefited from the efforts made by so many members to show the flag at the premier railway event of 2004.

Mike McPeake writes: "We had three days of running starting on the Monday. Ian Smith was the driver of *Matthew Murray* for Monday, and I know that they got quite a few trips in (around 30). Tuesday we did 25 and Wednesday was around 35. The journey length was 0.5 mile for the round trip so although the overall mileage wasn't that high, we certainly did our share of going backwards and forwards!

Interestingly, once past the Museum gates we were on Network Rail territory, and so technically on mainline track! The system allows for the NRM to run up and down the line as long

as they have placed 'protection' down to prevent stray Class 66s creeping up on you.

It was great fun and even when on static duties we had a great time talking to the public. We had loads of ex-railwaymen just happy to reminisce. I also did a couple of footplate cuisine demonstrations – cooking bacon in the time-honoured way! That featured in quite a few photographs and videos and seemed to strike a chord with a lot of people.

### Manning the Railway's stall were :

Howard Bishop, Sheila Bye, Joan Hardy, Ken Hardy, Carole Holdsworth, an Holdsworth, Andrew Johnson, Richard Lord, Dinah Lovely, Christine Nettleton, Derek Plummer, David Sedgewick, Hilary Sedgewick, Brian Wood, Carol Wood, Cedric Wood, Hayley Wood.

I lost count of the number of timetable leaflets we gave out but it ran in hundreds. However, the most interesting thing was the number of people who lived in Leeds and who said that they had never visited us! Needless to say firm promises were extracted

from each one to make sure that they did so in the future! More worrying was the number of people who had never heard of us. I think we have to reach a wider non-railway audience, and perhaps the Marketing Officer should give thought to advertising more in non-railway regional journals such as the *Dalesman* and *Yorkshire Life*, and the many free newspapers in the region".

### The loco crews were :

Tony Cowling, Stuart Dickinson, Brian Hall, Tony Higgins, Douglas Lovely, Mike McPeake, Malcolm Midgley, Chris Nicholson, Andrew Parsley, Bob Payne, Andrew Plumb, Martin Plumb, Ian Smith, Stephen Turner, John Wilkinson.

Certainly Railfest 200 gave those who represented it the opportunity to fly the flag and push the Middleton Railway for all they were worth. Our thanks go to all who took part and especially to Cedric Wood for organising the staffing and loco rosters and for his daily overall supervision: no mean task. Also thanks to those who kept the services running at Moor Road during the event.



### Centre fold pictures:

1. The beautiful scene in Middleton Woods during the Bluebell Walk, 9 May 2004
2. A group of happy walkers with Countryside Ranger Graeme Ashton, alongside MSC No.67, manned by Mike McPeake, 9 May 2004
3. *Matthew Murray* greets *Duchess of Sutherland*, *City of Truro* and *Prince* at Railfest at the National Railway Museum, at 0740 hours on 3 June 2004
4. *Matthew Murray* acting as "Thunderbird" for *City of Truro* on the Railfest shuttle service, 1 June 2004. The loco provided motive power for over 50 trips during the week.
5. Tony Higgins, fireman of the day, 4 June 2004
6. Mr Robert Murray Thompson, great-great-great grandson of pioneer engineer Matthew Murray, at the Middleton railway stand at Railfest, 4 June 2004
7. Driver Mike McPeake enjoying explaining how an injector works to an interested visitor at Railfest, at 1336 hours on a very wet 4 June 2004
8. Cedric Wood, Derek Plummer and Richard Lord man the Middleton Railway stand on 4 June 2004.  
(1. Ian Dobson, 4. Cedric Wood, others HWB)





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**N**ot many years ago I advocated to Council that three operational steam locos was the optimum number. To have more was both a waste of manpower resources and an unnecessary cost. How times change. We presently have three locos in this category but have found ourselves with just one available for much of the season so far. True, we did opt to send one away on loan for some of the early season but, at the time of entering into the agreement, we didn't expect to be sailing close to the wind, so to speak! This situation is also likely to get worse before it gets better. It is unlikely that we shall have any additions to the operational fleet before the end of next year and with the little Peckett (2103) coming to the end of its ten year boiler certificate the number will be reduced to two during 2005.

**1601 Matthew Murray** As reported in the last Old Run, *Matthew Murray* was a guest engine at the National Railway museum's Rail 2004 festival. It was originally intended that it would be an early arrival at York but with the non-availability of Peckett 2103 and the need to have two locos in steam for our Mischiefous Engines weekend it ended up being virtually the last to arrive. *Matthew Murray* was originally intended to be a static exhibit, being in light steam only. However, the failure of several of the more prestigious exhibits (*Flying Scotsman* and *City of Truro* to name just two) led to a request from the NRM to use the loco on the shuttle service, a duty which it carried off with little problem. After the event, *Matthew Murray* should have come back to Middleton but it obviously impressed in certain quarters as it was requested by the North York Moors Railway for their North Eastern 150 gala later in the month. It seemed nonsensical to bring the loco back to Leeds for one weekend then ship it back to the NYMR so it was arranged that it would go there direct from the NRM. It was on this latter move that some damage was sustained to the leading sandpipes. It appears that the loco has been pulled into the trailers 'swan neck' during loading, bending

both front pipes and fracturing the valve casting on one of them in the process. The damage is repairable but we are presently negotiating with the haulier and the NRM over the cost of repairs. *Matthew Murray* performed satisfactorily over the weekend although, admittedly, its duties were confined to Pickering station where it was utilised to haul Stephen Middleton's NER petrol railcar from the sidings and into the platform. The loco is now back at Middleton and is presently in service. It does require constant attention to such things as valve glands to keep it in reasonable condition.

**2103** Our faithful little Peckett has spent virtually all this season out of traffic awaiting the delivery of new buffer and drawbar springs. As previously mentioned, these are volute springs rarely available from anywhere these days. The buffer springs, especially, are of an unusual design and the staff at the Tested Spring Co (who are now virtually the only suppliers of volute springs of this size) had not made any similar previously. Successful manufacture entailed several trial springs and the whole job was delayed even further due to illness and holidays among their blacksmiths. The springs eventually arrived in mid July and were quickly fitted to the loco, which is now available for traffic. As we have three Peckett locos (two steam and one diesel) with twelve identical buffers we took the opportunity to order a couple of spares at the same time. In addition, we are supplying a set of four to the owner of 'Fred', an Avonside saddle tank now resident in Belgium. Whilst the Avonside's buffer springs are not identical, the Peckett springs are dimensionally near enough to fit.

**No. 67.** As the only operational loco during much of May and June, the Ship Canal tank has been in constant use. Almost inevitably in such circumstances, you can expect things to go wrong and 67 has obliged in this respect with problems with the fireman's side injector. Initially this started with the clack valve occasionally sticking and, once it was re-seated, everything was OK. However, the incidence of this happening increased and, as it did so, the valve

seat deteriorated. Inspection showed that the valve seats had been re-cut several times in the past and the amount of metal remaining to re-work the valve was minimal. The loco was kept in traffic until the Peckett was available but has now been brought into the workshop for various to be carried out. We fortunately have a spare second hand injector and this is to be overhauled and fitted. The big ends have started to knock badly and these are being stripped and re-machined to eliminate the wear. At the same time, the valve and piston glands are being re-packed and other minor maintenance jobs carried out.

**No. 6** Work continues on the loco as labour is available, the operational locos having to take priority. The front frame stretcher casting has been needle-gunned and painted with high temperature aluminium paint. The remaining fitted bolts have been produced and fitted to the front frame stretcher. These have replaced some loose rivets and their fitting effectively brings to an end the overhaul of the actual frames. Fitted bolts have been used as it would have been necessary to remove the left hand cylinder to re-rivet. Fitted bolts are an acceptable alternative to rivets and are effectively an interference fit in accurately reamed out holes, requiring the bolts to be driven home with a sledgehammer, in all, a much slower task than riveting! The outside of the frames has now been painted up to a gloss black finish although a second coat remains to be applied. Both cylinder cladding plates have now been made and fitted, together with the necessary insulation. The first traces of green paint have now appeared on these although it is not the correct colour and is only being used to build up a good thickness of paint on the new plates. All the horn guides have now been ground true and parallel and a start has been made on machining and fitting up the axleboxes. The front axleboxes were badly worn and repairs to these will building up the brass bearing and associated underkeep. So far the left leading axlebox has had this work carried out, together with relining the brass with white metal. It is hoped that the rear axleboxes will not require as much work as they appear to be in better condition but they have not yet been properly checked to ascertain their true state. The front sandboxes have been needle-gunned and given a coat of red-oxide primer, as have the rear steps. A new angle bracket has been

made for the left hand one as it was badly corroded. The brake hangers have been cleaned and needle-gunned and await assessment as to any necessary repairs. A start has been made on checking the various motion bearings with the fitting up of the little ends. At the moment we are running out of jobs that can be done on the frames and running gear until the loco is re-wheeled, a task that must await the completion of the axleboxes. A start needs to be made on the cab and tank, two items that will require substantial platework repairs.

**1210 Sir Berkeley.** Little apparent progress has been made on Sir Berkeley. The frames are presently stored at the top end of Moor road yard and are not practically accessible for work to be carried out. It awaits the necessary space becoming available in the workshop, an event that won't happen until No.6 is re-wheeled, hopefully in September. Construction of the boiler is now under way at Israel Newton's works in Bradford.

**No.11** Virtually no work has been carried out on No.11 since the last published notes. The only recorded tasks being the rebuilding of two of the buffers. The owner (i.e. me!) is hoping that some progress will now occur as he has finally taken early retirement. However, with all the other 1001 things needing doing this may be a bit optimistic!

**54** The re-build of the engine unit suffered a bit of a setback when we went to collect the replacement cylinder block from the Scottish Railway Preservation Society and found that this was actually cracked. A further cylinder casting may be available from them but this has not yet been confirmed. In the meantime, work continues on the frames. Removal of the ballast weights (rather large pieces of cast iron) has revealed that the corner gussets are in exceedingly poor condition and that these will have to be replaced in their entirety. No progress can be reported on the boiler, which is still awaiting the outcome of discussions with our insurance company. We have been fortunate enough to acquire an arrangement drawing for the boiler. This does provide us with much of the information required by the insurance company and will hopefully enable us to reach agreement on the way forward. All that's needed is the time



to pursue it!

**1310** The gloomy picture painted in the last report has turned out to be not quite as gloomy. A further inspection of the firebox has revealed that, what we initially took to be the end of the girder stays is in fact a build up of scale and the stays are machined back to clear an ordinary round head rivet. This does make repairs to the firebox a substantially cheaper option but one that is still likely to run well into five figures. The required repairs have been agreed with the insurance company. A full specification is now being prepared and tenders are to be invited shortly.

**BROOKES No.1 (aka THOMAS)** Presently absent from the Railway as it fulfils its bookings as *Thomas*, it is not expected back before the Gala in September. Despite having the injectors overhauled, they are still not trouble free. The clack valves have deteriorated and required re-seating to keep them operational. Various other jobs have been necessary, entailing the owner and others making several unwanted visits to keep it operational.

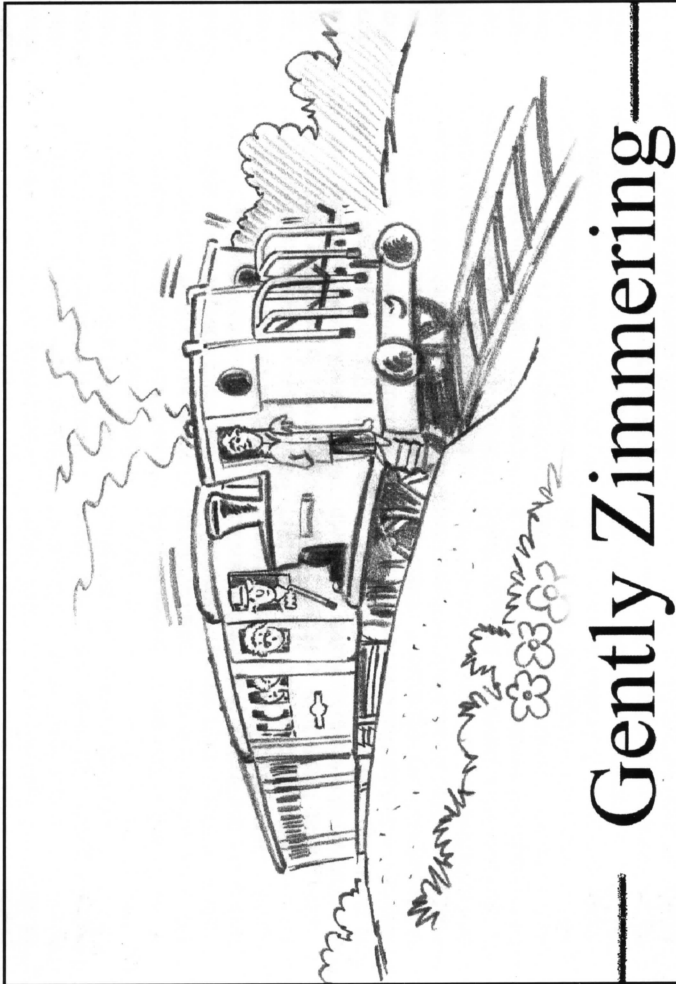
**PICTON** Little progress has been possible due to the need to keep *Brookes No.1* operational.

**1684** A new arrival at Moor Road since the last old Run, this is a small Hunslet 0-4-0T loco, details of which appear elsewhere. The loco has never run in preservation and has deteriorated considerably over the ensuing years with little in the way of restoration being carried out. In fact some of the work that has been done, such as removal of the coupling rods, has led to corrosion of crankpins due to them not being protected. Much work will be necessary to make it operational and it is regarded as a long-term project. It does fit our collection policy eminently and, once operational, it is expected to be an ideal loco for our use.

**D2999** The damaged axlebox bearing was successfully re-worked and refitted to the loco, which is now back in traffic and earning its keep.

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

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## 2004 Special Events

### ENTHUSIASTS' WEEKEND,

**25 & 26 SEPTEMBER**

With special trains (passenger and goods) and an intensive timetable

### HALLOWEEN EVENT, 31 OCTOBER

Scary trains and scary people. Bring your lantern and join in the fun!

### SANTA'S SPECIAL TRAINS,

**28 NOVEMBER, and 4&5, 11&12, 18&19 DECEMBER**

Meet Santa on the train. Presents for the children and wine and mince pies for the grown ups.

Dear Editor,

"I must say....."

Reference the photo of the burning car on the track in OR182, I was on the train and can assure you that No. 67 came to the rescue of the train and not the diesel. David Mitchell, York

The put the record straight, as the driver of No. 67 on 27 March 2004 the locomotive hauling the passenger train halted because of the burning car on the track was *John Alcock* crewed by Martin and Andrew Plumb. It was necessary for Andrew to walk back to Moor Road with the single-line token in order for me to take No. 67 up the line to act as "Thunderbird" and return the train to Moor Road. Mike Scargill, Horsforth

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(Contd. from page 10)

rigmarole of dropping the fire and ensuring there was enough coal and water for the next crew to light the loco up – it was quite likely to be the same crew anyway! Yes, operating freight trains at that time could definitely be interesting – those were the days! □

## Tinker, tailor, soldier, sp...

In order to keep the wheels turning The Middleton Railway urgently needs extra volunteers to help in a whole range of activities. We need not only trainee cleaners, firemen and engine drivers, but also guards, engineers, electricians, painters, track workers and booking clerks, to name but a few. Whatever gender or age, we can find a place for you in the grand scheme of running and maintaining our historic heritage for present and future generations.

If you can give some time in this way you may even find it and the company of fellow workers enjoyable!

Please contact a member of the Railway's Council, now



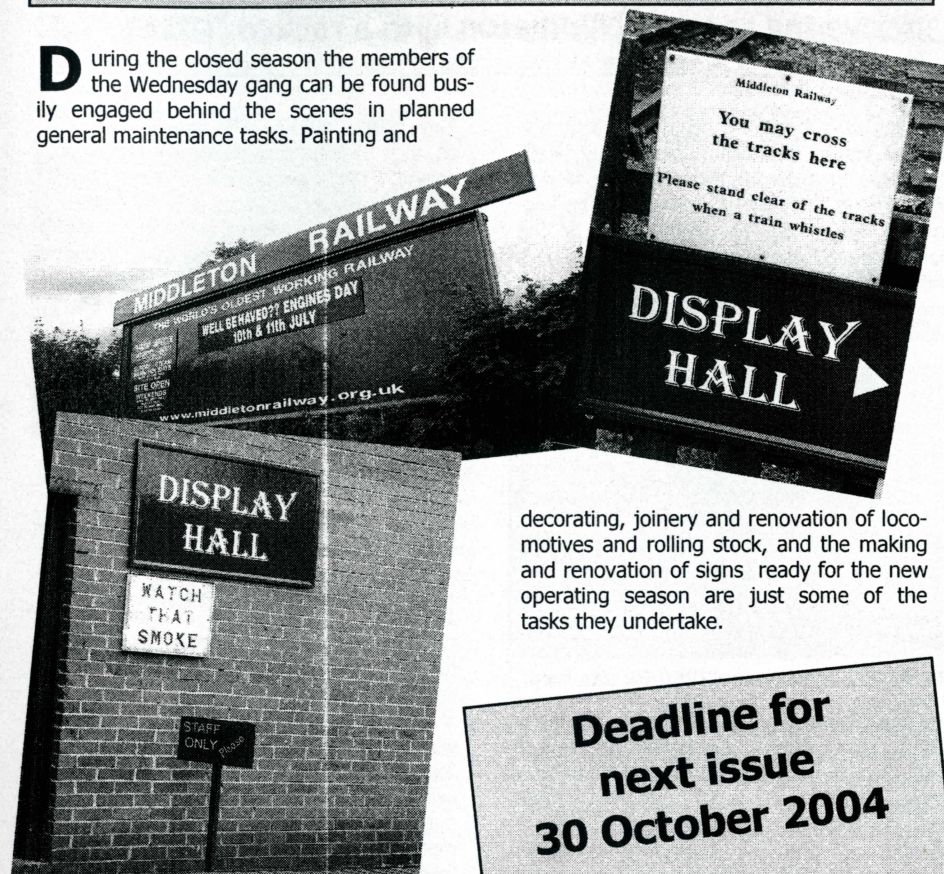


**Keeping the wheels in motion.** A few shots of the vital tasks performed by volunteers, week in and week out, to keep the Railway running and open to the public, featuring Graham Parkin, Andrew Parsley, Steve Roberts, Stuart Dickinson and Kris Ward. *(Peter Nettleton)*



## Wednesday gang's work

**D**uring the closed season the members of the Wednesday gang can be found busily engaged behind the scenes in planned general maintenance tasks. Painting and



decorating, joinery and renovation of locomotives and rolling stock, and the making and renovation of signs ready for the new operating season are just some of the tasks they undertake.

**Deadline for next issue 30 October 2004**

## Blue plaque's final resting place

The Civic Trust heritage plaque is now proudly displayed on the gable end of the booking office and shop building overlooking the road at Moor Road station

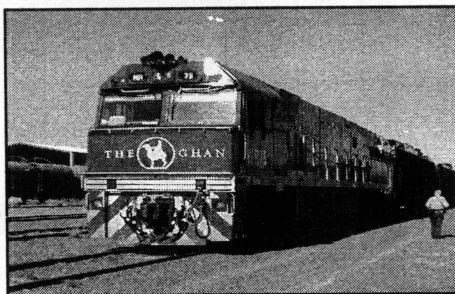




# Of travels down under

## Discovering another Middleton with a railway "first"!

Fulfilling a long-term aspiration, your editor visited Australia again in late April/early May in order to travel on the world's newest main-line railway. Australia's 'The Legendary Ghan' now travels on one of the world's great transcontinental train journeys and provides the first rail link between the cities of Adelaide in South Australia, and Darwin in the Top End of the Northern Territory.



**GE Cv40-9i 132 tonne 3000Kw d.e. loco**

The train takes its name from the pioneering Afghan camel drivers who helped open up the outback in the 1800s. The original Ghan which began operating 75 years ago, ran between Adelaide and Alice Springs, always with the intention of one day extending to Darwin. Flash flooding and termite damage were regular hazards, the old wooden sleepers being replaced with concrete beams in 1980.

On February 1 this year the Adelaide – Darwin service opened. In the 47 hours it takes to make the 2979km journey the real world ceases to exist. North and south are essential elements here, but you are unaware of them as you look out from the cabin and watch an un-subtle cherry twilight in the west then step into the corridor as a bloated moon rises over the desert. At dawn wake to a sky the colour of the red earth. A man, hundreds of kilometres from anywhere, stands at the side of his ute and waves both arms in salute as we travel by; later the train stops in the middle of nowhere, and the only signs of life are dingo tracks and camel droppings by the railway line.

Time passes quickly, with four-hour stops at Alice Springs and Katherine for sight seeing. It's a geography lesson in motion, travelling between climate zones, from the olive groves, vineyards and bleached wheat fields of the Clare Valley north of Adelaide through the red centre desert sparsely vegetated with spinifex and grey saltbush, to the darkly green tropics of the north and its giant spire-like termite mounds as we approach a highly humid Darwin. You wonder how cattle, camouflaged against the earth, survive in an area that appears too arid to support any form of life; to look at the broad, dried-up rivers beds and imagine them full of water in the wet season.

The inaugural passenger service on the 1 February set a record in itself. The Ghan measured 1071 metres in length for 2,077 tonnes, claimed to be the longest ever passenger service. On the day I travelled, only the eighth time going north, it was a massive 43 coaches and four motorail vehicles long, with a total tare weight of over 2300 tonnes, and over 1km long, hauled by only one locomotive after Alice Springs, its second loco failed en-route and was shunted into a siding there. The train has three classes of travel, Gold Kangaroo, Silver Kangaroo and Red Kangaroo, and contains day coaches, two types of sleeping cars, three dining cars and three lounge bar cars as well as staff accommodation. The extended Ghan is already so popular there are plans to extend it to no less than 50 coaches shortly, surely a world record length for a passenger train?

From the world's oldest working railway, established in 1758, whilst in South Australia I happened across Australia's First Public Railway, established in 1854 and that very week celebrating its 150 anniversary. At a gauge of 5'3" the Goolwa

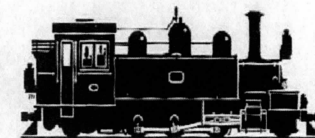
to Port Elliott line has by happy coincidence an intermediate station with the name of Middleton! So the two preserved railways serving Middleton at the opposite ends of the world, were able to exchange official greetings! This was Australia's first railway venture, horse drawn on iron rails from 1854 and steam hauled from 1884. Reminiscent of the



Middleton, Leeds? Known as the Cockle Train because it was patronised by the cockle fishermen in its early days, today it boasts some delightful wooden coaches, and two lovely North British built 4-6-0 steam locomotives. Travelling a few miles further on the line ends today at Victor Harbour where there is a preserved horse-drawn tramway running across a breakwater and causeway.

From Adelaide I travelled by local commuter electric train to Port Adelaide to visit Australia's National Railway Museum. Whilst not on as grand a scale as our own NRM in York, it is well worth a visit to see the huge 4-8-4 streamlined express passenger steam locos withdrawn in the 1960s that hauled the Indian Pacific express between Perth and Sydney amongst other items.

A further highlight of my visit was to the famous Puffing Billy steam railway in the Dandenong Ranges east of Melbourne, Victoria. One of four low-cost 2'6" railways built to open up the remote areas at the time of settlement at the end of the 19th century, it runs 18 miles from Belgrave to Gembrook, and has been operated by volunteers since 1965. It is a very professionally run organisation, with daily steam trains all year and regular dining car trains patronised by world-wide tour operators.



I was welcomed by train conductor Les Fenwick, still every bit a Yorkshireman, from Ripley, Harrogate, who moved to Australia 50 years ago. Through his good offices I was able to make two cab rides covering most of the return journey. The highlight was cabbing their newly outshopped Garrett locomotive, built in Manchester of course. My thanks to Les, and his loco crew colleagues, Chris le Marshall (Asst. Operations Manager), Lyn Helsby, Pete Stowell (from Derby, UK, and a working member at Midland Railway Butterley when on holiday in the UK!), and Alan Johnstone, for making my visit so memorable. They send greetings to all volunteers at the Middleton Railway.



**The Puffing Billy Railway, Australia's famous steam line. Left:** Belgrave station with passenger train ready to leave for Gembrook behind 1912 built Victoria Railways 2'6" gauge 2-6-2T, No. 12A. **Right:** The author alongside 1926 Manchester-built Beyer-Peacock & Co Ltd Garratt No. G42, on its second day of operation after complete rebuild, at the intermediate station of Lakeside. The railway carries over 250,000 passengers a year. (Both 30 April 2004, HWB)



# Sales stand Sales stand Sales stand Sales stand Sales stand Sales stand Sales stand



## News from the Shop Buyer

New souvenirs are now available in the shop.

These items are selling well and the Teddy is especially appealing with his t-shirt displaying the Middleton logo and coming with his own Adoption Certificate printed with your name. He will make a good birthday or Christmas present for young and old alike. All items come in a variety of bright colours (excluding the Teddy).

|                                     |       |
|-------------------------------------|-------|
| Folding Hairbrush                   | .75   |
| Frisbee                             | £1.50 |
| Teddy                               | £4.25 |
| Torch Key ring                      | £1.10 |
| Rucksack Key ring (also fits Teddy) | .70   |
| Ruler – 6"                          | .50   |
| Pen                                 | .40   |
| Pencil – Bendy                      | .50   |
| Mugs                                | £1.50 |
| Ball                                | .70   |
| Mini Set of Pencils in Case         | .50   |



## Mystery photograph

A prize will be awarded to the first correct answer received by the editor. This photograph taken by the editor is of narrow-gauge Garrett locomotives used to haul a train carrying **the name of an exotic fruit in another hemisphere!** Can you name the train and the railway?

The former Chairman, Ian Dobson introduced his new daughter, Polly, to the delights of the Middleton Railway recently.....and Carole Holdsworth seems to have been left holding the baby!



Representatives of the Friends of Middleton Park Steering Group visited the Railway on 15 July 2004. They toured the Moor Road headquarters, saw the Display Hall and Workshops and projected shed extension and, after riding the train, walked the line of the proposed extension. (HWB)



## Caption competition

The winner of the last caption competition was Frazer Croft of Leeds 10, with the following entry: "Quick, let's go for a joyride!". He wins a video tape.



# Personnel personal profiles

## Bob Payne

**T**hough nowadays living in Whitley Bay, Northumberland, Bob Payne was born in 1933 at West Hartlepool and attended the Grammar School there. He says he was taken in his pram to West Hartlepool railway station to see the trains. As a lad he recalls that "his gang" went to view the ships in the local docks. The grubby bit of paper with the ship names written on it was lost. However he clearly remembers a train with a locomotive carrying the name "Nilguai" pulling it. Thus began a lifetime of loco spotting.

On leaving school in 1949 he joined British Railways, thus commencing a lifelong career as a professional railwayman. His first job was as a clerk in the booking and parcels office at West Hartlepool. Progression followed by way of Castle Eden, Guisborough and Greatham stations. Eventually his career path involved him in working at the Control offices in York, Darlington, Middlesbrough, Wakefield and Newcastle upon Tyne.

Married to Sylvia, and with a son, Ian, and despite his full-time involvement with railway work, Bob has a long association with preserved railways and railway organisations. For many years when younger he was involved with the Ffestiniog Railway doing track maintenance work and at the Keighley and Worth Valley Railway. He is a member of the Railway Correspondence and Travel Society and the Locomotive Club of Great Britain. He also is a member of the Youth Hostels Association, and over the years has enjoyed cycling and walking.

Although joining the Middleton Railway quite recently, he is no stranger to Moor Road, having been introduced to Middleton by the late Ken Cockerill in August 1969. Bob's involvement as a working member only began in 2000, in response to a call to help out in case of shortage of firemen, particularly at Gala weekends, and in 2002 he became a "passed cleaner" at Middleton.

Bob's first love, and long standing involvement with preserved railways, is the Tanfield Railway in County Durham. Tanfield shares with Middleton the distinction of being one of the oldest existing railways in the country and in the world. Bob says that he would like to thank all the working members of the Middleton who have made him so welcome on his working visits, and would also like to welcome them to the Tanfield railway when they go there.

He shares the desires of us all in looking forward to the day when the Middleton railway is extended in the Park.



BOB PAYNE WRITES;

When I was at Castle Eden, I had to travel on the 0705 train from West Hartlepool and return on a train from Castle Eden at about 1720. The Station Master there just happened to be WH Smith's agent, and I used to deliver the papers round the village. For this I received the then princely sum of two shillings (10p) and was also allowed to take Saturday mornings off. That was great – I had never had a Saturday off since I left school.

For some months whilst at West Hartlepool I had the job of "Hartlepool Clerk". This job entailed travelling on the ecs from West Hartlepool to Hartlepool at about 0625, opening up the ticket office at Hartlepool and, if necessary, selling the occasional ticket to the passengers who were

going to work at the Cerebos works at Greatham. Most of the passengers had a weekly ticket which was distributed with their pay packet. The unusual thing about Hartlepool ticket office was that the float was £1.0s.0 1/2d and it was not kept in the safe but in an envelope in a slot alongside the stock ticket drawers. I do not think anybody knew where the safe key was anyway! I then travelled back to West Hartlepool where I then issued workmen's tickets until 0800, then had my bate and dealt with train enquiries until about 1430.

Another job I had at West Hartlepool was "counter clerk" in the parcels office. One of the duties there in the summer was to meet the fruit train in at about 0545 and check the contents of the vans before the graders started to off-load the produce. Frequently there were several vans of strawberries with three to four hundred chips of strawberries in them. The stench from those vans was horrendous and since then I have never enjoyed eating the fruit or anything strawberry flavoured.

Guisborough station was a "good number". It was a two shift job, but I always worked back shift as I could not travel in for early shift. There was not a lot to do as passenger clerk, but I used to help the porter do his duties, which probably laid the foundation stone for my interest in railway operations. There was also an engine shed there but I could not really get involved in that side as the engine went out first thing in the morning and was not back when I left in the evening.

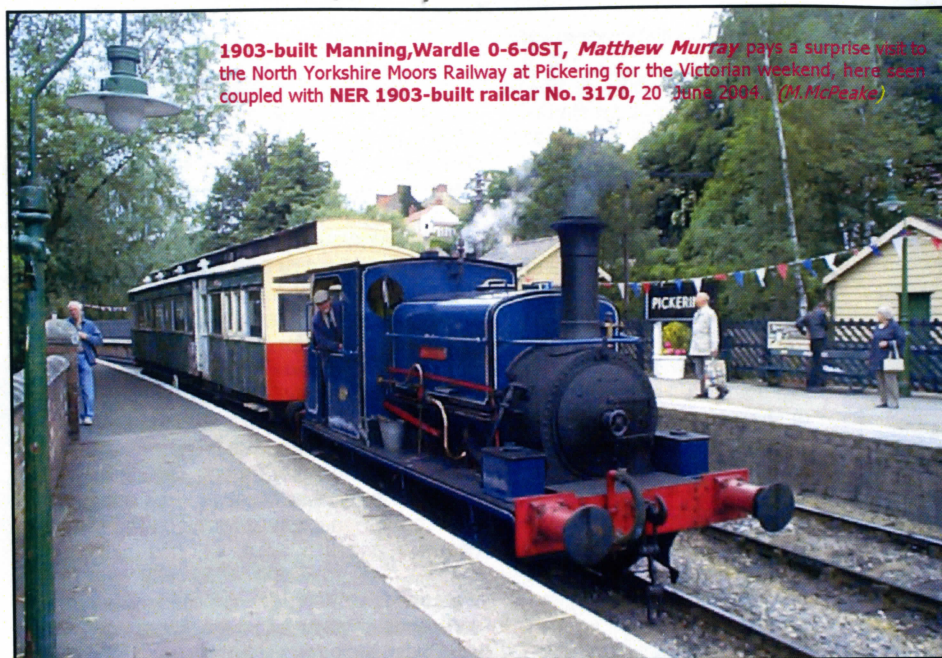
Just after 18, I was sent to Greatham to learn "goods station work". I arrived one Monday morning and was introduced to the complexities of goods station account. On returning home that evening I found a letter from the army calling me up for National Service in three weeks time. I duly told the chief clerk on the Tuesday morning who promptly said words to the effect, "Forget about goods work – just look after the passenger side" and so I completed for the first time a full "month-end" set of accounts. One good thing about Greatham was that there was an arrangement whereby the station staff could avail themselves of the Cerebos works canteen – very good it was too!

On one occasion when I was in Middlesbrough Control, we received a "train message" which said a West Auckland crew were returning from York with 80 empty coal wagons for St Helen's yard at West Auckland hauled by a J39 engine. There is quite a stiff climb from Darlington to Shildon, and I thought it would be a struggle for the J39. I had a Q6 with another West Auckland crew down at South Bank with no load to take back, so I spoke to the driver and explained about this long load coming from York, and would he go "light engine" to Darlington and couple to the front of the J39: He agreed. Now West Auckland drivers had only two positions for the regulator – closed or wide open! So – the two locos were on this train at Darlington South and were given the road through Darlington station and away they went! A few moments later the station inspector came on the control phone and asked what we had just sent through the station. Apparently the two locos, both working flat out, had blown several panes of glass out of the station roof and like Queen Victoria he was "not amused".

Also whilst at Middlesbrough I had to learn the "Easter area" which was all the railway east of Guisborough Junction at Middlesbrough. Arrangements were made for me to spend two days with the traffic manager at South Bank walking round the industrial area of Teesside. He said wherever BR wagons went he could go, and that is where we went (plus one or two other places) and I took the opportunity to mix business with pleasure and made notes of all the industrial locos that were to be seen in all the nooks and crannies of the steel works, etc. It was also interesting to go into some of the mills and furnace areas to see the steel making processes.

One of the jobs I did at Middlesbrough was to cover one of the mineral leading controllers for holidays, sickness, etc. I used to speak to the traffic managers at various collieries and coke works, etc. to arrange train workings and it was not unusual for me to turn up on my bike at various locations to "see what the face looked like" at the end of the phone. I was always made welcome and some of the men could not believe that I cycled up some of the hills that led to their locations. It also gave me the opportunity to see their locos. □





1903-built Manning, Wardle 0-6-OST, *Matthew Murray* pays a surprise visit to the North Yorkshire Moors Railway at Pickering for the Victorian weekend, here seen coupled with NER 1903-built railcar No. 3170, 20 June 2004. (M. McPeake)

## New locomotive arrives



Hunslet Engine Company 14" 0-4-0T No. 1648 of 1931, and owned by the 1338 Trust, arrived at Moor Road from Ruddington on 16 June 2004. The locomotive joins the Leeds Locomotive Collection for eventual restoration. It last steamed in the late 1960s. (HWB)

## The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

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The delightful spring scene with May blossom in abundance, on the day of the Mischievous Engine's event, 22 May 2004. *Matthew Murray* and MSC No.67 exit the tunnel train en route for Middleton Park Halt. (*Mike Scargill*)

