

THE OLD RUN



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THE 1758 MIDDLETON RAILWAY
LEEDS**

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The Editor invites all readers to contribute articles, news items, letters, photographs and drawings on subjects of interest! All contributions should include the reader's name and address. Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd, the Middleton Railway Association, or the Editor.

All articles for the next issue should reach the Editor by 25th November 1988.

Details of rates and conditions for advertisements in The Old Run may be obtained from the Editor.

Caption for front page.
DSB385 steams up to the Parkside bend on Sunday 17.7.88
Photo: Brian Dobbs

EDITORIAL

As the end of the Season approaches, it has become apparent that the Railway has had a very good season indeed. Even allowing for the increase in fares this year, our visitor numbers have increased significantly, much to our satisfaction.

In my capacity as Publicity Officer, I have spent some time this Season riding up and down on the trains assessing the impact we have on our visitors and I am happy to say that, apart from one or two adverse comments, aimed at locos which primed over them (!), the general feeling is that we give good value for money and are both friendly and efficient for our size.

A comment which I liked was made only a few weeks ago by a couple walking through the gates - "Oh, it's much tidier than XXXXX", one of our 'rivals' some 30 miles west of Leeds. We are also gaining a reputation for not only being 'the friendly line' but also providing a really good personal service to those organisations requiring more than just a straight train ride. This is evidenced by the 'Inside Track' holiday firm who have been coming on an irregular basis for three years. They are now to visit the line on all their 'Yorkie' tours from next year as a direct result of our efforts to please their customers. Railway enthusiasts too, a much neglected group of folk in the past, are now being catered for, with positive results. The Sentinel event in July gained many enthusiast friends who were pleased to give us copies of their photos to use for publicity purposes. Indeed, the railway press are still publishing photos of the Sentinel taken by our enthusiast visitors.

All of this is very good news. The Railway is finally becoming accepted as a well run member of the leisure industry in general. This will in turn lead to more visitors, and hence more money at the door. If we continue to provide efficient, friendly service to visitors, they will return again and again and the line will prosper - an encouraging thought for the 1990's!

IAN SMITH

SENTINEL'S BIG DAY

On Sunday July 17th, a large crowd of invited guests and intending passengers saw the official inauguration into service of our Sentinel after her major overhaul. The event had been planned many months ahead, and this article should hopefully give some idea of the planning that went into what was, by any standards, a very successful day.

The original idea was to inaugurate 54 at Easter in order to provide a good start to the season. At the time this was planned, in September last year, the loco had just made its appearance at the Gala, and was expected to be in good form for the start of the 1988 season. Alas for such hopes! The vast majority of jobs had been completed by March, along with most of the painting, but on test steaming that month it was apparent that all was not well with the locomotive's engine unit. Further investigation revealed that the valve guides were badly corroded and that, whilst it was still steam tight, the steam manifold to the cylinders was also in very poor condition and should ideally be replaced. So it was decided to put back the intended launch date from April 10th until at least June, when the repairs would be complete. In the event, thanks to a new lathe, by coincidence actually built by Sentinel's under licence, repairs were completed by the end of May and the big day was set for Sunday 17th July.

Having set the date, guests had to be invited, and in particular, a guest of honour invited to actually launch the loco into service, this latter was easily done since Handel Kardas, Editor of the magazine 'Railway World', had visited the line in December last year, stood on Sentinel and remarked that he had never seen one in steam. Well, what would you have done? It's obvious - invite the gentleman to launch our Sentinel and of course fill in a gap in his experience! Handel graciously accepted the invitation, and the Railway had a Guest of Honour. The other invited guests were made up of representatives of the press and also those who had aided the restoration of the loco by donating either money or materials, plus representatives from Leeds Leisure Services. Having sorted out the guest list, it was time to circulate the media. Press Releases were sent out to the railway press and to local papers and the TV companies, and we sat back to await the outcome.

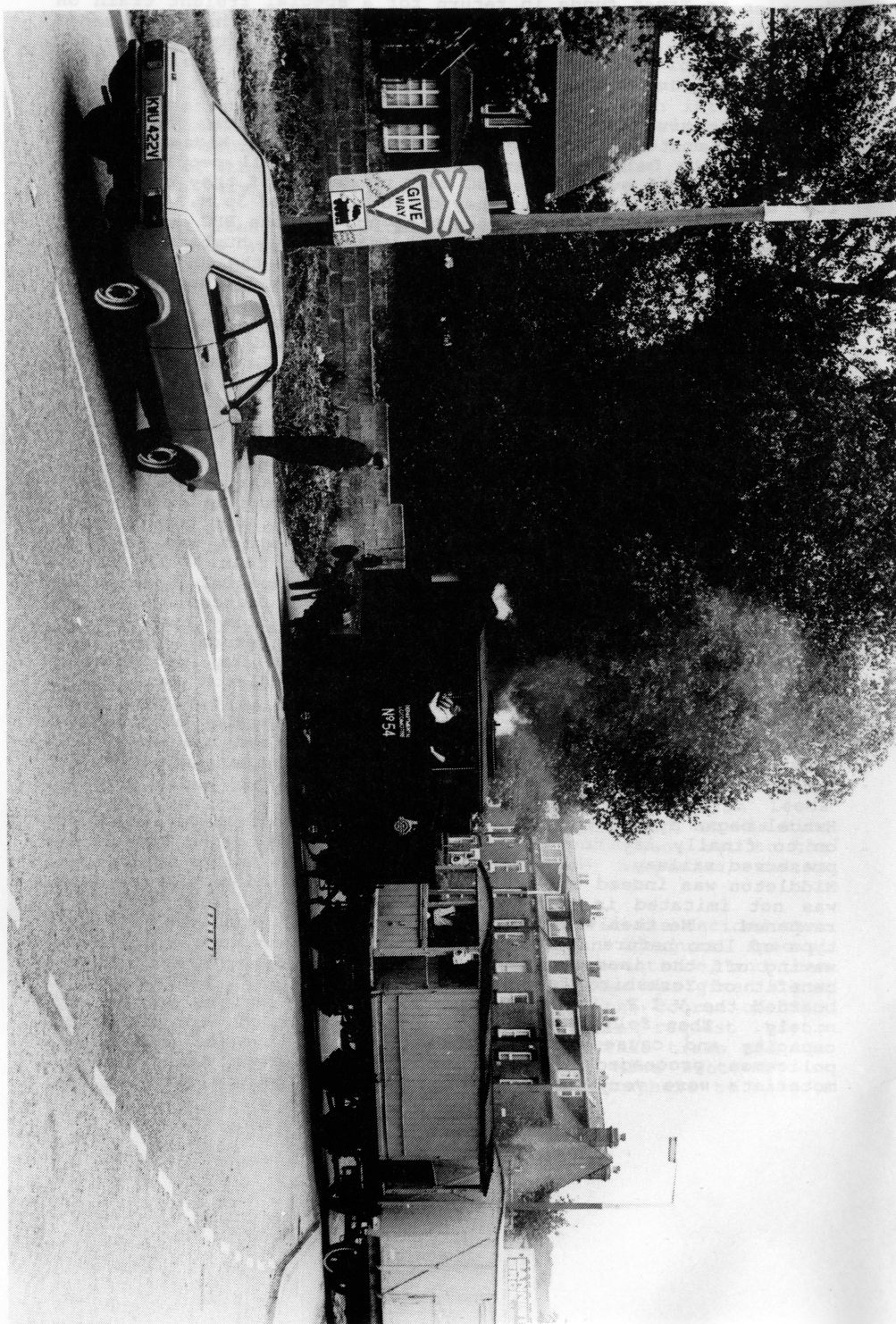
July 17th was also 'All Line Tour Day' and so it was decided that 54 should also work those in addition to an inaugural special train. Booking forms were printed for this event too, and then a third item appeared on the horizon. The loco was given a run out on 30th May to test the repairs, and in the course of this she worked a small freight train at the request of a photographer, Mike Taylor. As a result of this train and the help he received from our worthy Chairman, Mike wrote to us asking if he could organise a group of photographers to make a

donation to Trust funds in return for a special freight train on the 17th July. This was agreed, and thus item three was added to the agenda. As can be imagined, this was quite enough for one day's work, particularly for a loco which was, as yet, relatively untried in passenger service.

In order to give the loco a final test before her big day, it was agreed to roster her on an evening special on Wednesday 13th July, for the Deltic Preservation Society of all people! Two days before that event, the BBC rang up asking if they could film for 'Look North', and could they do so at around 3p.m.? A quick phone call to Vernon fixed everything up, and the BBC duly filmed an item about Vernon and his wife Karina being a husband and wife footplate team. The evening special for the DPS was run satisfactorily, and the loco was pronounced fit for her big day.

Sunday dawned relatively bright and clear, once again proving the weathermen wrong (they'd promised rain, rain and more rain), and Sentinel was duly lit up by her crew, Driver Graham Parkin and Firemen Vernon and Karina Smith. A little later, Peter Nettleton lit up standby loco DSB385. By 10a.m., 54 was in steam and brightly polished, Peter had done all the necessary shunting plus a line check, and all that needed to be done was to back on to the train. The invited guests were beginning to appear, and things began to liven up. Handel Kardas was quickly briefed on the timetable of events, which had had an extra event inserted, as will be revealed later, whilst our guests were invited to partake of the excellent buffet which was laid on courtesy of Henry and Anne Wall, our new Shop team. At 10.30, we began the proceedings with our special 'surprise announcement'. One of our guests was our founder and first Chairman, Fred Youell, still recovering from his recent operation. I, as spokesman, introduced Vernon, who then announced that the Trust Council had agreed at its last meeting to appoint Fred a Vice President of the Middleton Railway in recognition of all his efforts on our behalf in the past, and asked him to step forward to receive a small certificate proclaiming him to be a Vice President. Fred then replied, thanking the society for the honour, before handing over to Handel for the 'launch' of 54.

Handel began by thanking the Railway for the invitation, and went on to finally lay the old myth about Bluebell being the first preserved railway. He was pleased to announce to the world that Middleton was indeed the first preserved standard gauge line, and was not imitated in the north for seven years, when the KWVR reopened. He then went on to say a few words about the Sentinel type of loco before formally launching the loco into traffic by waving off the inaugural train, the latter being done for the benefit of Yorkshire Television. The ceremony over, everyone boarded the V.I.P. train and away we went, Sentinel doing very nicely. Then followed two all line tours, which were packed to capacity and caused a mild sensation when two of our local policemen proceeded to flag both trains over Moor Road - motorists were very careful that morning I assure you! The



normal passenger service commenced at 13.30, half an hour late due to the all line tours slightly overrunning, but no-one seemed to mind much about that. Again, these trains ran well filled and, as the afternoon wore on, it became obvious that a very good day was being had both in ticket and shop sales, and, perhaps more importantly, from the customers' point of view too. Many people were heard to remark how well the Railway looked, and how they were enjoying things, a very good sign for the future.

Once the service had finished, Vernon and Peter prepared the vintage freight train for its part in the proceedings. This was quite an operation and took nearly half an hour before 54 was on the downhill end of her train. DSB385 was to remain in steam at Moor Road ready to offer assistance if required, and also to take part in the run to Middleton Park. When all was ready, 54 crossed Moor Road and ran down to the loop in order to run round her train. The appearance of the Balm Road Branch had been transformed over the previous couple of days by the South Leeds Groundwork Trust, who had strimmed all the vegetation out of the way and were also embarked on other projects for the line. Whilst 54 prepared her train in the loop, I, as Master of Ceremonies, had to brief Mike and his photographers on the proceedings and also deal with the two men from 'Railscene Video' who were wanting to film the event for their video series. This done, a wave to Vernon on 54, and up she came for the first run past. This was as far as just beyond Beza Road crossing, from where the loco reversed for the 2nd run past, which was to take the loco back across Moor Road ready for the attempt on Middleton Park. The train was pursued by photographers all the way to Moor Road, an incredible sight for all who witnessed it - most unusual for our Railway! One of the 'Railscene' lads commented that it was just like BR in the '60s, industrial locations and hordes of photographers!

The big event was now at hand. The vintage freight comprised the Lowmac, BR five plank waggon, 10t box van and the heavy 26t LMS brake van, a fair old load for 54, and it was arranged that DSB385 would follow the freight up the line at a discreet distance, in order to offer assistance if required. Once everyone was in the required position for their 'master shots', I waved the Sentinel on and up she came. The sight and sound of that engine will be with all who saw it for many a long year! She literally stormed the incline out of the tunnel (albeit slowly!) and I heard one chap behind me comment that he'd spent the weekend chasing 'Mallard' all over the place and not got such clag all weekend! Then 54 surprised everyone, not least the crew, by not only taking her train right up to Middleton Park, but also blowing off on the 1 in 27! That was something that had never been done before with that engine and reflects highly on the efforts of the 'black gang' who laboured long and hard to restore the loco to full working order. All that remained was to photograph 385, following the freight with nothing actually to do, then take another shot of 54 coming downhill, with the brakevan on the uphill end of the train as requested, before it was time to pack up and go home.

Everyone who took part in the photo session had donated something towards the costs, and raised a total of £51, which was much appreciated by the Railway, and all behaved impeccably, which has led to the Railway considering making this an annual event and in the short term allowing vintage freights on the Balm Road Branch on Gala Day. Many of our photographers expressed their thanks for a well organised session and indicated that they would be returning, again good news. In fact, the event proved to be the best fund raiser of the year so far, raising over £500. The Railway was also seen on Yorkshire Television and BBC Look North and also in the local papers, giving a large publicity boost just when it is needed, the start of the Summer Holidays.

In closing, I should like to record my grateful thanks not only to those who restored the loco so well, but also those whose cooperation made the day possible - Vernon, Karina, Graham, Peter, Chris and Simon on the locos, Guard Geoff Saunders, and Shop staff Henry and Anne plus helpers. The day just would not have been possible without you.

IAN SMITH

CARRIAGE AND WAGON NOTES

Work progresses well on the conversion of PMV 1867 to a second coach. Whilst similar to the existing PMV conversion, several modifications have been made, the most noticeable being the provision of seating on the end vestibules, which on this vehicle will be fully enclosed. At the time of writing, most of the external body panels have been fitted and the first few of many coats of paint applied.

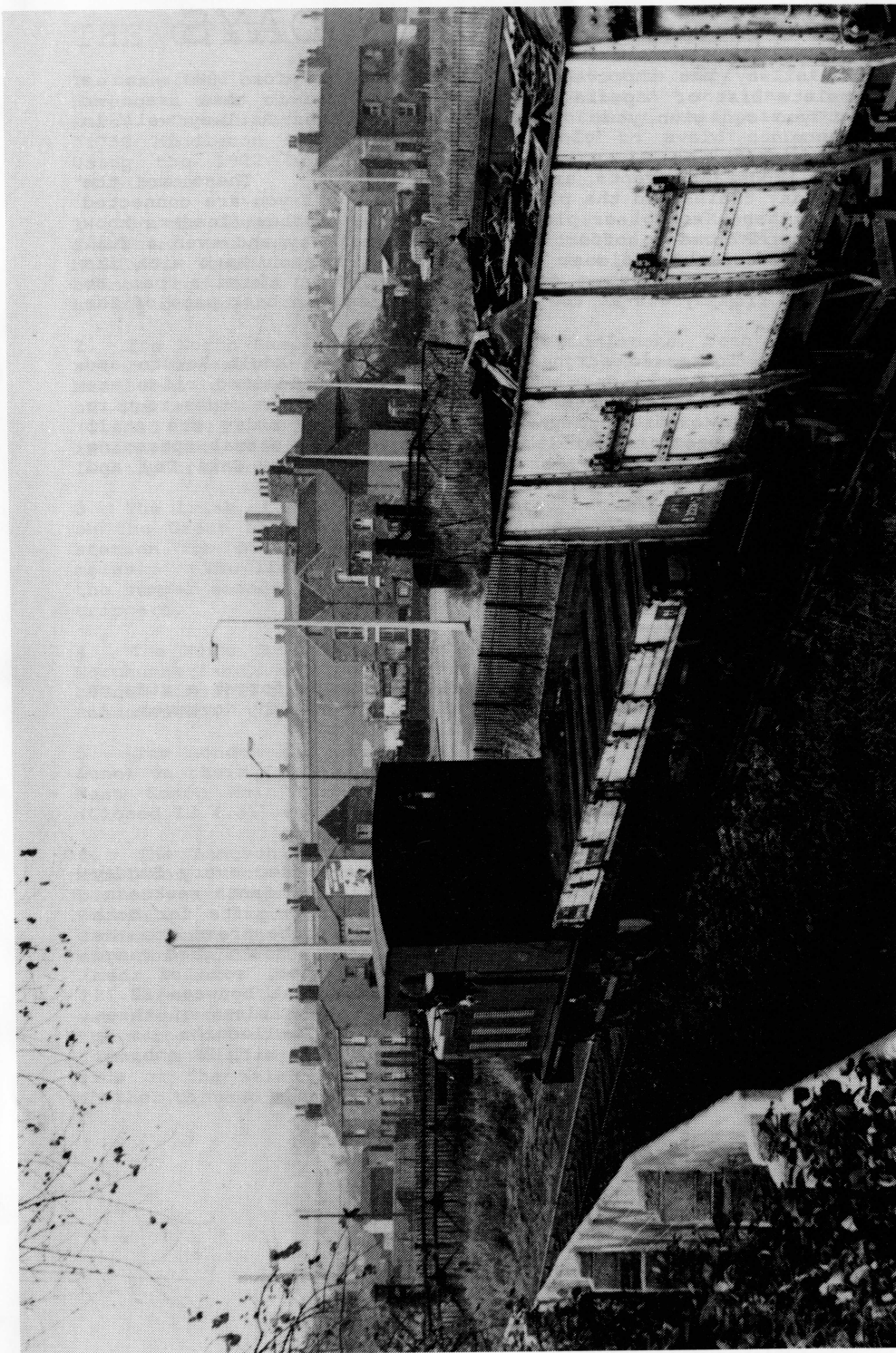
Vehicle roofs are once more creating a problem. The fibreglass covering fitted to the LNE riding van, which we hoped would be permanent, was lifted off by some strong winds consequent on it having split down one of the seams. Fortunately, enough material was to hand to rapidly effect a replacement. Similar problems are starting to occur with the roof of coach No. 2984, and this will have to be attended to before the Santa Specials.

One of the Shell tank wagons has found its way into the workshops to allow repainting to be completed. This was started some time ago, but has been on an "as time permits" basis. It is being turned out in a light grey livery as carried by 'A' tanks.

S.J. ROBERTS

FREIGHT FOR REAL

'John Alcock' approaches Moor Road from Balm Road with a load of scrap. Centre picture is the end of Burton Road, now our car park entrance. The old cottages of Carr Moor Side (right), Dartmouth Place (left), and the ancient Carr Hall (centre) disappeared nearly 20 years ago for the motorway to go through. This superb photo of Middleton at work in the early 1960's was bought at an early steam gala, and unfortunately bears no photographer's name.



1989 OPERATING DAYS

The Railway has improved its train services for 1989, and a complete list of 'Special Events' is included in this issue so that you can plan your visit to the Middleton Railway well in advance!

Three important events are worthy of note. These are the schoolday trains and the playgroup trains. If you are connected with either a school or playgroup, let the teachers/leaders know what the MRT has to offer - at least a half day and even a full day on the world's oldest railway plus Middleton Park with its Nature Trail and other attractions. Full details can be obtained from myself at the address given on the back page of the magazine.

Fares have increased slightly for 1989, to £1 Adult Return and 50p Child Return. On Saturdays, however, unlimited rides are available on diesel hauled trains only (steam train rides require a ticket for each journey). Members' free rides are still available, subject to available seating, on all normal operating days, but are suspended for the All Line Tours, Gala Day and Santa Trains.

IAN SMITH

DON'T FORGET SANTA!

For a good start to the Christmas Season, don't forget a ride on one of our traditional Santa Specials: Sundays 27 November, 4, 11 and 18 December. £1.50p a head.

'OPEN (NEARLY) ALL HOURS'

As an experiment, the Railway Shop is to be opened every Sunday from 11a.m. until 4.30p.m. from October until the Santa weekends. The Shop is being well stocked up with Christmas gifts for both adults and children, and will be advertised in the press etc. as being open for purchasing such items. There is now a good range of wooden push along engines plus wagons/coaches, some of them based on our own locos and stock, which retail at between £2.75 and £5 per vehicle. They are suitable for children of three years upwards, and the real gem in this collection is a strikingly accurate model of Sentinel 54 complete with BR emblem, which is selling like hot cakes!

THE OTHER MIDDLETON RAILWAY

The name may be the same, but the place may be very different! Have you ever thought of how many "Middleton" stations there were? On all our early preservation publicity, we appear as the "1758 Middleton Railway, Leeds" - wisely to avoid confusion. Using the 1922 Bradshaw timetable, here is the alternative "Middleton".

1. On the Great Eastern Railway branch line from Kings Lynn to Swaffham, Dereham and Norwich is Middleton, later known as Middleton Towers. This is today open as a 3 and a quarter mile branch from Kings Lynn, and is busy with sand traffic, passengers having ceased in the Beeching era (9.9.68).

2. The North Eastern Railway had two Middletons, both of which are on disused branch lines today. They were known as (i) Middleton in Teesdale - terminus of a branch from Barnard Castle on the minor cross country route from Darlington to Penrith. (Closed 30.11.64) (ii) Middleton on the Wolds was an intermediate station between Market Weighton and Driffield on the lightly trafficked line between Selby and Bridlington.

3. The Irish, too, had their Middleton between Cork and Youghal on the Great Southern and Western line. It is advertised as station for Ballinacorra (1 and a half miles) and Cloyne (5 miles). The line survived for freight into the 1970's, and in the summer season a sparse passenger service was operated for day trippers.

4. The North British Railway had its own Middleton, albeit in Northumberland, on one of the Scottish concern's few English branch lines, 9 miles west of Morpeth on the line to Rothbury and Reedsmouth. (Closed 15.9.52)

5. The London and North Western Railway had a Middleton (on Lune) on their Ingleton branch south of Low Gill Junction on the West Coast Main Line and about 3 miles north of Ingleton. (Closed 13.4.31)

6. The Lancashire and Yorkshire Railway had two Middletons. Middleton Junction (closed) was on the Manchester Victoria to Leeds via Rochdale line, half-way between Manchester and Rochdale. Trains ran from the Junction to the unusually named Oldham Mumps Station, to Heywood and Bury and of course on the mile long branch to Middleton (closed 7.9.64).

7. Served by London and North Western and Great Western trains was Middleton Hills on the Shrewsbury-Welshpool line - forming the principal route from London to the Cambrian Coast. Although 14 and a half miles west of Shrewsbury, it was on the English side of the Welsh Border. Today Sprinters dash through yet another disused station.

Closed to passengers by 1922 was the Middleton Road station. The only station between Morecambe and Heysham, it opened as late as 1904, and continued for several years as a goods station.

You will have noted that of all our "Middleton" stations, not one survives today for passenger traffic. The "simple" unstaffed halt, (at first without a platform at all) - known as Middleton Park Gates - would be the sole entry were there a 1988 Bradshaw. No doubt the operator would be Middleton Railway.

To discover what our Middleton Railway was like in the 1920's, the Bradshaw is no good. The Handbook of Stations (1925) however, records "Middleton Estate and Colliery Company Sidings" as being served via the LNER (ex GN) Hunslet Branch and the LMS at Hunslet.

Listed as served by our Middleton Railway are:

1. Middleton Colliery
2. Middleton Fireclay Works
3. J. King and Co., Garnet Road Siding
4. Leeds City Corporation (in connection with the Middleton Tramways and Housing Scheme). It is known that steam-hauled goods trains originally ran over parts of what became the Middleton Light Railway, latterly the No. 12 tram route. The Middleton Railway provided the link with the main line.
5. Simon Carves Siding - where was this?
6. Wagon Repairs Siding - to the south of the present Balm Road line - later Acmes Works (where the new housing is under construction).
7. James Birdsell's and Sons Siding - still in situ, now Robinson & Birdsell.
8. Clayton Son and Co., Dartmouth Siding. Moor End Works. This is interesting, for actual rail access was provided in the 1960's by the Trust into the Moor End Works. I assume it was road transfer from Dartmouth in 1925.
9. S. Denison and Son, Hunslet Moor Siding (near the present tunnel).
10. Hathorn Davey and Company Ltd. Siding (close to Jack Lane).

This certainly illustrates the varied nature of traffic on "our" Middleton Railway, although of course no official passengers were carried before our 1960 venture with 'John Alcock' and the Swansea & Mumbles coach.

Continuing with the other Middletons, we have the following non passenger stations:

- LNER (ex NER) Middleton Iron Works (near Fighting Cocks, County Durham).
- LMSR (ex GSWR) Middleton Farm Siding (near Linwood, Renfrewshire, Scotland).
- LNER (ex NBR) Middleton Siding (between Fountain Hall and Oxtan, Edinburgh).
- Shrewsbury & Hereford Junction Railway Middleton Siding (Ludlow).

LNER (ex NER) Middleton Quay Sheers (West Hartlepool Tidal Basin, County Durham).

LNER and LMS (ex GCR and MR) Middleton Bone Meal Siding (near Worksop, Nottinghamshire).

GWR Middleton Siding (near Briton Ferry, Glamorgan).

How much remains of these locations? Probably very little. Of all the Middletons only ours, and Middleton Towers GER remain as active railway sites.

There is, however, one other Middleton Siding to go on our list, served by the former Cromford and High Peak Railway. It is well worth a visit today, situated in the Peak District National Park close to Matlock, Derbyshire. You can see in action a stationary steam winding engine, formerly used to haul wagons up an incline too steep for locomotive haulage. A video presentation tells the story of the C & HP Railway. The old railway track bed is today popular with walkers and cyclists.

So in the old days, if a wagon was purely labelled "Middleton" there would have been great confusion. We are (almost) the last Middleton - and long may we continue as an active, historic railway.

JOHN BUSHELL

THIRTY YEARS AGO

On Saturday 7th June, 1958, 1953 'Blenkinsop' approaches Middleton Colliery pulling the R.C.T.S., R.C.H.S. bicentenary train (perhaps the line's first official passenger train?). The Yorkshire Evening Post described the scene with relish:

"The six trucks, lent by British Railways, were hauled by the N.C.B. engine Blenkinsop, named after the man who was co-designer of the first engine to run on the line in 1812.

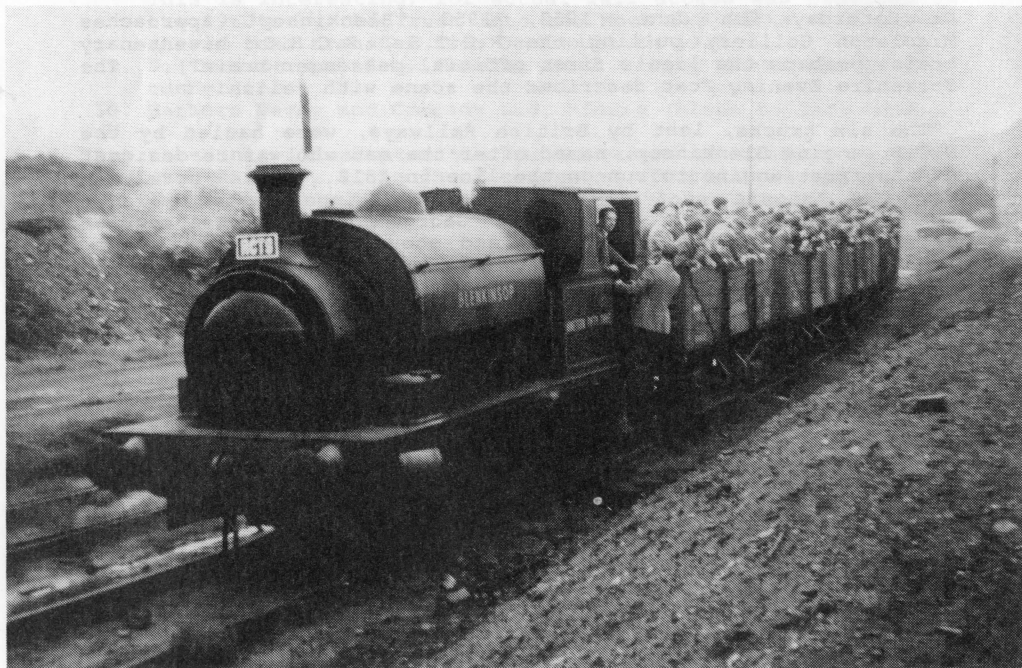
At the controls was 65-year-old George Buckle, its regular driver, who does his own firing and shovels 1 and a half cwt. into the firebox on each trip between Hunslet Moor Road Depot and Middleton Colliery.

The fans, mooing and whinneying as they herded into the open trucks, were fascinated by the little green 0-6-0 tank engine. Some of them, not so sure about her speed or muck-producing qualities, wore their caps back to front and donned goggles.

For part of the journey a man with a red flag preceded the train, but he wasn't really needed for almost all the small boys in South Leeds seemed to be running ahead or alongside."



Unusual visitor to Balm Road Yard on Tuesday 28.6.88: ex-BR Class EM2 Co-Co No. 27000 'Electra', heading for Hammerton St. Depot, H.Q. of West Yorkshire Transport Museum.
Photo: EM2 Loco Society.



Thirty Years Ago - see short article on Page 13.
Photo: S. Bye.

LOCO NOTES

The 1988 operating season is almost over as these notes are written, and it is pleasing to look back on the year and reflect on how relatively trouble free it has been. True, on one occasion we were in the state of having no steam locos fit for traffic with a 'little engines' day less than 24 hours away, but the problems were relatively minor and the deadline to have two locos in steam was met.

As usual, the Peckett has been the mainstay of service, but the Sentinel has seen considerable use since its return to traffic in July, and has proved to be reliable and economical in operation when crews have mastered its many peculiarities. It still has many tricks up its sleeve to play on the unwary, though!

Little work, other than routine, is necessary on the working locos so work this winter can be concentrated on 'Mirvale' and 'Alf', with the intention of having both available for Easter 1989. This will, of course, be very much dependent on the number of volunteers turning up during the dark winter days.

2003 'John Blenkinsop' continues to provide reliable service. Five tubes have had to be changed due to "necking" (localised thinning) at the firebox end, but this sort of thing we now regard as routine. Not so routine was the manufacture of a lubricator regulator for the piston rod to replace one that mysteriously disappeared. (To disappear, it had to unscrew itself, take off a secure cover, climb out of the lubricator and replace the lid, so we are pretty certain it was helped!) The loco should be available for Santa Specials.

No.385 In service. The tube ends are becoming thinned at the smokebox and a retube may be necessary before much longer, otherwise the loco is in good condition.

No.54 Following its official return to service on the 17th July, the Sentinel has given good service. Problems with the loco sticking "on centres" were traced to the exhaust camshaft timing being out. Since the engine timing has been re-set, there have been no problems. It has become apparent that the chimney base coating is locally thin and will probably be replaced before next season. Meanwhile, the loco is being sent on a short "holiday" to the North York Moors Railway for their Gala on October 8th and 9th, its first trip away since 1975 when it went to Shildon. On its return it is hoped to turn the loco to face uphill.

For those of you who like statistics, 1989 will be the year in which No.54 has spent half its life on the Middleton Railway, it having spent fifteen years on the LNER, thirteen years with BR, and 28 years at Middleton!

1882 'Mirvale' Work continues apace on this diminutive Hudswell. The outside frames have been needle gunned, primed and undercoated, and the inside frames are almost at the same stage. The damaged slide bar has been returned from being machined, and only awaits the white-metalling and machining of the crosshead slipper before it can be refitted. The axleboxes are to be white metallised to take up play in the hornguides, and the bearing brasses have been re-worked to rectify minor damage caused by overheating and lack of lubrication.

Once repairs commenced on the smokebox, it became apparent that a new smokebox would be the simplest solution, and the rolled plate for this has now been obtained, the work being carried out by an engineering firm at nominal cost.

Stripping down of 'Mirvale' has now proceeded as far as necessary, and the rebuilding process has begun in earnest. The engine has been found to be in good condition, smokebox area corrosion being the main problem although other minor pockets of corrosion have required attention.

1310 It is a long time since this loco last featured in Loco Notes other than to state that it is awaiting repairs. However, discussions are presently taking place between the loco's owners and the Railway with a view to it being returned to traffic for its centenary year (1991). Watch this space for further news!

1786 'Courage' is in service, but has seen little use since the NACRO scheme finished.

D631 'Carroll' In service and performing satisfactorily.

D577 'Mary' In service and performing satisfactorily. A derailing beam has been fitted to the front of the loco to replace the ones removed by the Severn Valley Railway. This protects the gearbox from damage in the event of a derailment. A similar beam is to be fitted to the rear in due course.

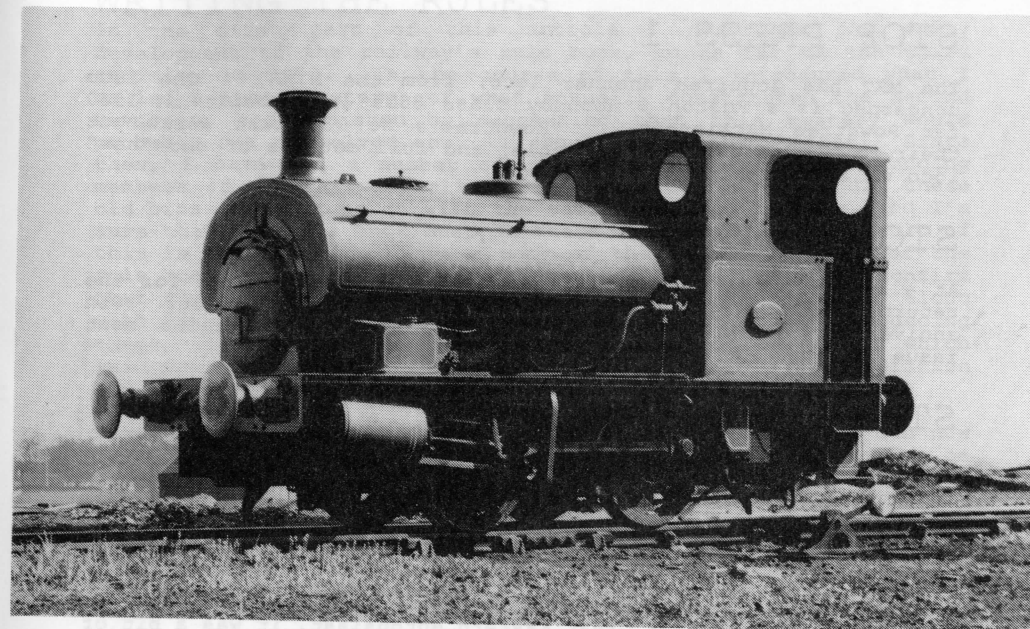
91 'Alf' Slow progress is being made on our latest acquisition, but it is hoped to bring it into the shed once Mirvale is back on its wheels.

138C In service, but due to come into the workshops for minor attention and vacuum fitting in the near future.

4220038 In service.

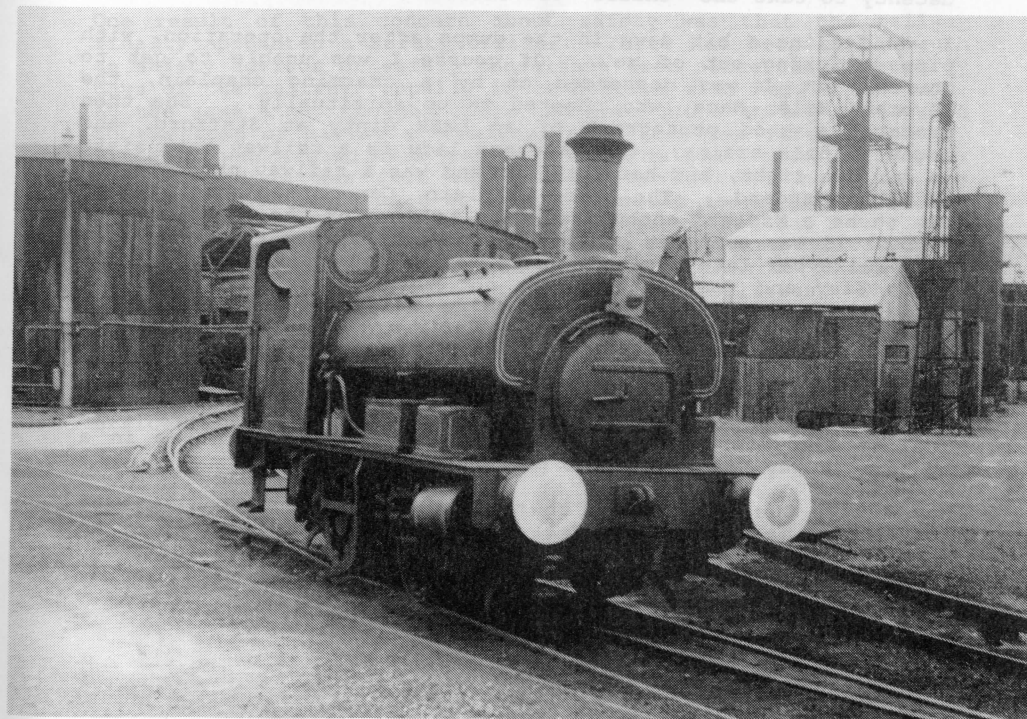
All other locos are stored awaiting repairs.

STEVE ROBERTS



HC1882 'Mirvale' as built with original chimney.
Photo: M.J. Lee.

SPOT THE DIFFERENCE



'Mirvale' at work at Mirvale Chemical Co. Note the tall chimney.
Photo: P.N. P.

STOP PRESS 1

The MRT has acquired another loco, from the NYMR. The loco concerned is a Ruston & Hornsby Class 88Ds 4wDM, built in 1960 for Rowntree Mackintosh. "Rowntree's No. 3" last worked at their Fawdon factory in Newcastle, and full details of our "new" loco will appear in the next issue.

STOP PRESS 2

At a recent meeting, the MRT Council have agreed to ask for the return of LMS 7401 from the N.R.M. in time for our 30th anniversary celebrations in 1990. Again, full details next issue.

STOP PRESS 3

The Steam Gala on 25th September grossed something in the region of £800. Many thanks to all who helped before and on the day.

CHAPLAINS ON RAILS

I was in Leeds Infirmary recently for a very nasty operation. As I have always been a Great Eastern enthusiast, it was a bit of a shock to find that the Infirmary was designed and built by Sir George Gilbert Scott, who did the same for St. Pancras at about the same time! The beds, incidentally, are made of either wooden or concrete sleepers, but they did at least have the decency to take the "chairs" off first!

I was feeling a bit down in the dumps after the operation, with pipes sticking out of me. Of course I was unable to get to Church, but I was descended on by a charming chaplain, the Reverend Helen Mace, who cheered me up spiritually. She then produced a good photograph of an LMSR Ginty at Stafford, and began to talk trains; the Reverend lady is a railway enthusiast in her own right, and her late husband was a railway photographer of high standard. The other Chaplain, Canon Stapleton, turned out to be a Midland enthusiast, who told me of the excellence of Derby. I was somewhat comforted to find that the Reverend Helen Mace, like her late husband, was a South Eastern supporter. The "Slow Easy and Comfortable" was not the finest railway in the world, but it pleased me a lot more than the Midland! The entire C. of E. section of the Infirmary Chaplaincy are now members of Middleton!

The speed of recovery doubled from the time the Chaplains visited me - even arguing with a Midland enthusiast is better than feeling sorry for oneself. I quote the hymn "God moves in a mysterious way His wonders to perform".

May I take the opportunity to thank the many Middleton members for sending me a giant Get Well card when I most needed it. As Mark Twain once said: "News of my decease is somewhat premature".

R.F. YOUELL

WRITING THE RULES

In the first part of this article I described the early development of the railway's rule book, up as far as the third revision in 1970. In the course of this I introduced what I called a minor mystery, of what actually constituted the second revision, and finished by suggesting that this mystery would probably not be solved now. I should have known better! Since then, I have had a number of conversations with long-standing members of the railway, all on the lines of "I've got all these old bits of paper to do with the railway stored at home, and I'm sure that old rule book must be there somewhere". The result of this is that I do now have a copy of the second revision of the rule book (and various other related documents), and can confirm that this revision was actually issued in January 1968, along with the rules for operating cranes. Apart from introducing these, its main purpose was to provide a set of new rules, which laid down requirements for preparing steam engines for operation and for disposing of them at the end of operations.

Having thus finished off the first part of the story, we can now take up the second. By this time the story was beginning to be much more than a simple case of the R&DSC responding to incidents, and then modifying the rules to ensure that they could not happen again. The railway was developing steadily and becoming a larger operation which involved more people, and it also had a new team in charge. Fred Youell had retired as chairman (for health reasons) in 1970 and Joe Lee had taken over, while John Edwards had taken over as secretary at about the same time. They, and the rest of the committee, had a number of important issues to face, several of which would affect the rules: most of these arose out of the need to ensure not only that the railway was safe, but also that it would appear to be safe when looked at from the outside.

One result of this concern about safety was that the railway finally appointed a safety officer. There had been titles such as safety advisor or safety consultant used since the very early days of the railway, usually in connection with Reggie Lawrence. At the same time, though, there had been quite strong opposition to the idea of having a committee post entitled safety officer, since it was argued that safety should be the concern of every member, and it was felt that having one person designated as safety officer might lead to others ignoring safety concerns. As the railway developed, however, it became clear that there were various aspects of safety which needed a particular individual to deal with them, and Dr. Lawrence (who had by then moved away from Leeds) was not able to take on these responsibilities. The post of safety officer was therefore created at the committee meeting on 17th June 1971, and Gordon Crapper was appointed to it, as well as to the job of traffic manager which he already held. Subsequently, the membership of the R&DSC was discussed at the meeting on 18th January 1972, when "it was felt that the safety officer should not be a member of this sub-committee", although

quite why this feeling existed is not recorded. In retrospect it seems a rather curious idea, since one would expect a safety officer to be very much involved in discussions of the rules, and it may be that the committee were trying to separate the rule-making function of the R&DSC from its disciplinary function. Whatever the reason, when the composition of the R&DSC was next discussed, in March 1973, this exclusion of the safety officer was confirmed, for the minutes record that "The Sub-Committee consists of Messrs. Cowling, Lee and Lodge", who were respectively the civil engineer, chairman and mechanical engineer.

Despite this, most of the work in producing the fourth revision of the rule book was actually done by Gordon, even though his name did not appear on it when it was finally printed. This work had begun in October 1972, when the committee referred a number of items to the R&DSC. Some of these had arisen from specific incidents: for instance, they were asked to consider how many people should be allowed on the footplate of a locomotive, following an occasion when the Sentinel had been test run after some repair work with eight people on board, consisting of most of the repair gang as well as the locomotive crew. (Not, it should be added, that anything had gone amiss, but some observers had thought that the cab looked crowded with that many people in it. In fact, the Sentinel is considerably more roomy than most steam engines, and it was concluded that there had been no real risk on this occasion.) Other items to be discussed had arisen from the change in operating patterns that had resulted from the completion of the M1 motorway, with the replacement of the old colliery line and headshunt by the new tunnel and approach to Clayton's Yard. In particular, it was suggested that the propelling of trains across level crossings ought now to be abolished.

The R&DSC took rather longer over its deliberations this time than it had done previously, and it was not until January 1973 that a draft set of rule amendments were submitted to the committee. Some of these were approved, but others were referred back to the R&DSC, and so more amendments were discussed at the next committee meeting. This was on March 6th, when "Mr. Apperley said that the reprinting would be very costly, and would have to last as many years as possible, and in view of this he proposed that the R&DSC should have a further look through the present rules to see if others needed omitting or revising".

This further review of the rules produced one more minor amendment, in that it was realised that there were two almost identical rules concerning the use of the locomotive whistle, and so it was suggested that one of them should be deleted. This was reported to the April meeting of the committee, and duly approved, and so it was in this form that the fourth revision of the rules was finally published during June, although the front cover was actually dated February 1973. Unfortunately, Tom Apperley's hope that this revision would last for many years was

doomed to disappointment, and very swiftly, for the committee meeting in July which received the report of the publication of the new rule books also discussed the problems arising from the increasing numbers of visitors coming into Clayton's Yard. In particular, it was becoming more common for special passenger trains to be run into the yard, so as to allow passengers to get off and look at the stored rolling stock, and some members were concerned that this was not a particularly safe practice. After a lengthy discussion of the safety and commercial desirability of running such special trains, it was agreed that the practice should be stopped, and that passengers should normally only be allowed to get on or off passenger trains at the two platforms at Moor Road and Middleton Park Gates. In order to implement this, the committee promptly formulated and agreed a new rule! Rather than modify all the newly-printed rule books, however, the new rule was put into effect by means of a traffic notice, and was not actually incorporated into the rule book proper for several years.

With the benefit of hindsight, this seems inefficient, or even incompetent, but it was a consequence of the very real worries that existed at that time about the various safety issues. The appointment of the safety officer had been a response to one of these, and there were a number of others that affected various aspects of the rules. For instance, it was realised that the development of the railway's workshop facilities (such as the arrival of the first machine tools) meant that the provisions of the Factories Acts were becoming relevant, and that this would require some sort of action. Accordingly, a programme of work was instituted to ensure that these provisions were complied with, and this had produced a few changes in working practices. These had not needed any changes to the rules, largely because there were very few rules actually in the rule book about workshop practice, but a number of instructions were issued (with a status similar to traffic notices) governing aspects such as who was allowed to use which pieces of machinery.

TONY COWLING

(To be continued in the next issue.)

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