

THE

OLD RUN

No. 201

December 2008

£2.00



***CELEBRATING 250 YEARS
OF MIDDLETON RAILWAY
SERVICE IN 2008***

Old Run

No.201

December 2008

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Especial thanks to those who have provided copy for this issue.

Photographs by the editor, except where otherwise shown

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Editorial

As we bring our 250th Anniversary year to a close we feature the September gala weekend amongst other events. It has certainly been a memorable year for the Middleton Railway.

We have included a couple of pages of puzzles to while away the time whilst you recover from your Christmas dinner!

Thanks to all who have provided copy for this issue, some of which has been held over for the March 2009 issue.

A Happy Christmas and a good new year to everyone!

Howard W Bishop,
Editor

The deadline for the next issue is 15 Feb 2009

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Front cover

Manning Wardle 0-6-OST (1210/1981) Sir Berkeley stands in Bannister's siding with the ballast train, whilst Hunslet 0-6-ODM (H1697/1932) waits with its passenger train at Moor Road station at 0930 hours on 20 September 2008, at the start of the 250th Anniversary gala weekend (Howard Bishop)

From the Chairman

**Andrew
Gill**

From the Chairman From the Chairman From the Chairman From the

How are we ever going to follow that! The Autumn Gala was to be the climax of our 250th anniversary celebrations, and what a climax it turned out to be!

Over the two days we had just short of 1,000 paying customers pass through our ticket office. It all started many months ago with planning of the events, the marketing, the added attractions, the timetable. A great many people put many, many hours of their own time into this event and this all showed in the finished product.

This was reflected in letters and postcards we received after the event, from people who had never visited the railway before: they were all very impressed.

It was not all plain sailing though, as we did not know until the Friday before the Gala, what would be available to run. One regret was that MSC 67 did not make the deadlines. This was not entirely our own fault, but a string of circumstances that prevented the piston and cylinder work from being completed.

It would be unfair to name just a few, so to all those involved in the Gala in any way, a huge "well done".

Congratulations have to go to the man who burned the midnight oil putting together the magnificent timetable, which over the two days worked almost to the minute. It is a bit dangerous to name names. But I do think that Andrew Hardy our new Traffic Manager deserves praise: at only 21 years of age, he pulled off a magnificent achievement.

There was so much publicity generated before, during and after the Gala, the subsequent weeks' passenger traffic has been far more than we would have expected after such an event.

Another spin-off of all this is that the Santa Train bookings are well up on this time last year, and, we are in an economic recession!!

One of the most pleasing things about the Gala Weekend was the attraction of a number of new members to the Railway, some threatening to become volunteers and one already volunteering, having had his Health & Safety induction last weekend.

Just before I end, I would like to thank the Guiseley Music Centre Jazz Band who came and played all afternoon on the Saturday of the Gala,.

Also thanks to the two members of the Leeds Traction Engine Club who came along and joined in with their steam roller and steam lorry for the whole weekend. These two vehicles gave endless photographic opportunities to our visitors: plus the Bentleys provided by our own members Messrs Malcolm and Andrew Johnson.

Thanks to you all for joining in so freely.

My last pleasant task for the year is to wish everybody a very merry Christmas and a prosperous 2009 for both yourselves and the Railway.

Andrew Gill

Chairman

From the Chairman From the Chairman From the Chairman From the

Middleton celebrates 250 years of railway service

Howard Bishop

Middleton celebrates 250 years of railway service

The Middleton Railway celebrated 250 years of continuous service in style on the weekend of 20 and 21 September 2008. The gala weekend was held to commemorate the opening of the Railway and the running of the first trains from Middleton Park to Leeds Bridge on 20 September 1758!

An orange orb occupied the sky over the whole weekend, a heavenly body so long absent you assumed it had headed abroad. It cast warmth, it spread light, its appearance meant you could head outside without dressing up like a trawlerman. Those with longer memories recall this phenomenon as sunshine! To celebrate its arrival, as well as the Middleton's 250th anniversary, folk arrived at Moor Road in their hundreds to make the weekend one of the best events for a long time.

The weekend was advertised as using every available serviceable locomotive, as well as operating passenger and goods trains over both the main line to Park halt and the Balm Road branch. For a small supplement visitors were able to reserve a place on one of the ballast train trips for a brake van ride, these proving extremely popular. Working to a regular, and intensive timetable, trains ran on both lines from 1000 to 1700 hours and were only occasionally a few minutes later than advertised.

Because of the tight working timetable it was necessary to exercise strict control over the proceedings. Planning for the weekend had been in hand for many months by a team of volunteers, but on each day the person in control was the Special Responsible Officer (SRO), ably assisted by a group of other work-

who together could be seen changing points at the ground frame, ensuring the appropriate locomotives were in the right positions at the right times for attaching to the right trains, and ensuring the smooth running of the whole. Many visitors expressed their appreciation of the event, the chance to experience different ways of travelling, and the opportunity to see both the displays in the Engine House and to go behind the scenes on conducted tours of the workshops. There was always some engine or train movement to see from the station platform.

All available locomotives were used affording photographers a chance to shoot their favourite engines whilst in action. In the order in which they reported for their respective duties, they were as follows: Manning Wardle 0-6-0ST (1210/1891) *Sir Berkeley* piloting Manning Wardle 0-6-0ST (1601/1903) *Matthew Murray*; Wickham Railcar DB999507 (8025/1958) (Saturday only); Drewry Car 4w (2268/1950) *OLive* [Sunday only]; Hunslet 0-6-0DM LMS 7051J (H1697/1932) *John Alcock*; Hunslet 0-6-0ST (2387/1941) *Brookes No.1*; Hudswell Clarke 0-4-0DM (D577/1932) *Mary* (Saturday only); Hunslet 4wDM (H1768/1935) *Courage*; Thomas Hill 4wDH (138C/1964); Brush/Beyer Peacock 0-4-0DE (7856/1958) *Alf*; (Sunday only); and Pecket G20 0-4-0DM (5003/1961) *Austins No.1* (Sunday only).

In addition to all the above activity, somehow it was possible to engage in some goods shunting in the Moor Road yard and loop during both days using the diminutive Hunslet diesel tractor *Courage*.

But this was not all the steam activity to experience, for members of the

Middleton celebrates 250 years of railway service

Middleton celebrates 250 years of railway service Middleton



*Sir Berkeley and Matthew Murray wait at Park halt, at 1015 hours on 20 September 2008
(Howard Bishop)*

he was so pleased with the way it performed there they decided to drive it home after the event, its first road excursion! After leaving Middleton on the Sunday of the Gala, they again drove it back to Bramley, in west Leeds and John says, "It took us just two hours to get back (same as going, even though it's half a mile longer) and trundling through City Square was incredible... the way people clapped and cheered was almost as if we were

expected!"

Leeds and District Traction Engine Club attended with two road engines John Knapton steamed his 1927 Wallis & Steevens 10ton Advance roller 'City of York No.3' the six miles, two hours, on the road to the event for both days and Ian Fearnley brought his remarkable Super-Sentinel DG6 steam wagon no. 8803, which sports a rear double axle bogie, on the Sunday. Both these vehicles are in the process of being restored and were a welcome addition to the proceedings.

John Knapton's steam road roller City of York No.3, a 1927 Wallis and Steevens 10 ton 'Advance' Roller No. 7941 was supplied new to York Corporation and retired in 1964. It was bought for preservation in 1968. John has restored it and this year, 2008, is the first time it has been on the road since 1971. He took it to the Harewood Rally in August

The festivities were enhanced by the presence of the Guiseley Music Centres' Jazz Band who entertained the crowds with their music throughout the weekend.

No doubt aided by the excellent coverage on local television news programme in the preceding week, the weekend's excellent visitor



*Scene in the Engine House on 20 September 2008
(Sheila Bye)*

vice Middleton cele-

Middleton celebrates 250 years of railway service (continued)

Middleton celebrates 250 years of railway service

arrival of around 200 enthusiasts and their friends who had travelled from London Kings Cross on a charter special hauled by a Class 67 diesel, and who were tripped from Leeds City station in a fleet of double-deck buses. At one time it was difficult to see the entrance to the Engine House for the crowds within and outside the Moor Road gates!

In order to operate the timetable safely, it is necessary on gala days to employ a Pilotman who acts as the "token" to authorise trains to enter and leave the Moor Road station and loop in either direction, but not at the same time! This entails walking the entire length of the Moor Road yard from the south gates on the main line to Park Halt to the Balm Road branch Moor Road crossing between the movement of each train. This appointment would suit someone who is actively seeking to improve their physique, because it has been estimated by one person who has done this in times past that he (or she), in the course of one day, walks approximately 20 miles and climbs around 1,000 feet in the course of climbing up and



Guiseley Music Centre Jazz band in full swing, 20 Sept. 2008

(Sheila Bye)

As mentioned previously, this was set to be one of the most memorable Middleton Railway gala weekends for many years. It was successful in no small measure to the excellent planning that had been made by the team over many months of hard work, and by the Traffic Manager, acting on each day as the SRO, not forgetting his team of assistants. In addition a small band of workers were busy doing restoration work in the workshops throughout the weekend, including Ian Riley of Bury who was boring out the second cylinder on Hudswell Clarke 0-6-0T MSC No 67 (1369/1919) on both days.

It should also be remembered that an army of folks were also involved in the running of the gala during these two days alone not to mention to days leading up to it. A quick count shows that on each day around 30 members were working in the operating department

Middleton celebrates 250 years of railway service

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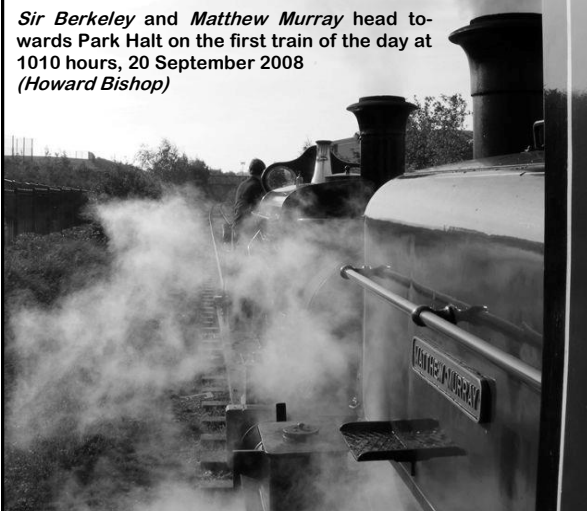
Brookes No. 1 negotiates the Moor Road crossing with a goods train 20 September 2008 (Howard Bishop)

(drivers, firemen, guards, cleaners, ancillary staff and engineers), as well as around 20 members who were working in the catering section, booking office, Engine House, car parking and hosting of visitors and conducted tours of the workshops. That makes around 50 people each day. Out of a total membership of under 300 that is no small feat and something worth acknowledgement. The cooperation and team work evidenced was outstanding.

And visitor numbers were so good even Stan the treasurer went home with a smile on his face!

(More Gala photographs will appear in the

Sir Berkeley and Matthew Murray head towards Park Halt on the first train of the day at 1010 hours, 20 September 2008 (Howard Bishop)



viceMiddletoncele-

In my capacity as a regular attendee at the Moor Road social evenings, which are commonly referred to as “Ian Dobson’s social evenings” in deference to their founder, I was asked to write something about them in the hope that more of you might be tempted to occasionally leave the safety and comfort of your armchairs.

The meetings, which are held in the Engine House on the first Tuesday of each month starting at 19.30 (7.30pm in old money), begin with an assessment of the technological requirements of the speaker and, in cases where something more technical than a flip chart is required, we hastily assemble the BOTCHIT (Bring Out That Carnforth Handy Interface Thingy) team whose members have been trained in the art of pressing random buttons on remote control units while chanting well-rehearsed buzz phrases such as “VGA cable”, “Function F4”, and, “I know what I’m doing”. In fact, one member of the audience recently commented that the BOTCHIT antics are almost as entertaining as the main acts!

The presentations come in various flavours and are not always about railways. For example, in the last three months, we have been told about “250 years of the Middleton Railway” by David Cooke, “The big railway before 1981” by David Monckton and “The Work of The Friends of Middleton Park” by guest speaker Gayle Graham.

David Cooke started his talk by donning a pair of gloves and showing us a piece of coal. He then gave us an informative and entertaining history lesson about the ways in which coal has been acquired and transported

over the years and the important role that it played in the development of Leeds and other cities during the industrial revolution. He finished with the sobering thought that, after spending donkey’s years transporting coal from them thar hills, our railway now finds itself having to burn coal that has come from foreign countries such as Scotland.

Gayle Graham told us about things that are happening in an area that is arguably even more foreign than Scotland to some of us – namely the one that begins in those trees at the far end of the Park Halt platform. Against a backdrop of past and present pictures of Middleton Park, Gayle told us about the plans of The Friends of Middleton Park and Leeds City Council to rejuvenate the park and, whilst Ian Dobson distracted her with a cup of tea, some of our trained operatives slipped some ‘Santa Special’ leaflets into her bag!

David Monckton’s hi-tech slide show brought back memories for those of us who are old enough to remember the days when trains were real trains, depots were real depots and, as we were to discover part way through the talk, honeymoons were real honeymoons (who else has been allowed to photograph trains at the Grangemouth oil refinery during the first few days of married life?). David’s pictures included some from his home patch in, and around, York and some that were taken during trips to other parts of the country. The former included shots of trains on the original York – Selby line which has since been downgraded to a footpath/

ollup!Rollup,rollup!Rollup,rollup!Rollup,rollup!Rollup,roll

cycleway. David repeatedly denied that he had ever been a train spotter and used locomotive numbers such as “47xxx” in his captions to support that argument.

The meetings usually finish at about 22.00 (10pm) which, in my case, is a safe time to go home because the washing-up has always been done by then! Oh, and I forgot to tell you, there's a refreshment break at half

time during which we drink tea/coffee and set the world to rights.

Everyone is welcome to attend the meetings, the programme for which can be found on the Railway's web site at www.middletonrailway.org.uk/meetings

I hope to see you there and, if you could bring a small screwdriver

tOR



TUESDAY SOCIAL EVENINGS AT THE ENGINE HOUSE MOOR ROAD

2 December 2008

6 January 2009

2 February 2009

3 March 2009

7 April 2009

Railway quizz with seasonal refreshments and prizes!

Keith Barber down Memory Lane, Leeds in the 1940s, 1950s and 1960s

To be advised

To be advised

David Tillitson—railways at home and abroad

Special events 2009

4 & 5 April Operating season starts

11,12 & 13 April Easter weekend

3 & 4 May Bluebell walks in Middleton Woods

6 & 7 June Diesel Gala

4 & 5 July Model Railway Show

August Wednesday trains

19 & 20 Sept Autumn Gala

31 Oct/1Nov Ghost trains

5,6,12,13,19,20 & 24 Dec Santa's special trains

1 Jan.2010 Mince Pie Special trains

After last year's rather hastily-cobbled-together exhibition, this year we set out to be a bit more organised, and I started contacting layout owners in September 2007! By December I had a few "definites" under my belt, so a quick wander round the Mirfield Model Railway exhibition in December more or less filled my requirements for 10 layouts and a couple of traders. I did my best to stick to local layouts as we are not (yet?) in a position to offer the luxury of paying for a van hire and overnight accommodation that some exhibitions do. We do offer to feed and water the exhibitors for free, and also the provisional promise of a footplate ride – not something other venues offer – seems to work wonders!

By early 2008 it was time to see if we could actually fit the layouts I had invited into the Conference Room and Exhibition Hall of the Engine House. Following discussions, we decided that we could, and we also hit-listed a couple of locomotives that could be stored outside over the weekend if necessary. So far only one layout and one trader had turned me down – due to commitments elsewhere – and no-one dropped out after saying yes. Thanks to David Monckton I had an accurate drawing of the Conference Room to work from, but Andrew Gill and I resorted to the good old size 9 foot method of checking the available space in the Exhibition Hall!

One thing we did not do at all in 2007 was advertise the event in the model railway press but, as I had a good list of layouts available, I emailed all the mainstream magazines in April with the details. They all offer a free exhibition listing service and, as no-one had mentioned an advertising budget, I decided that would be enough. It paid off, as I heard at least two groups of people mention over the weekend that they had seen it in the model railway press.

With the layouts all booked, thoughts turned to my own vintage Tri-ang layout and the train set that had been donated to the railway some time ago and stored at my house ever since. I rashly ordered the raw materials for a baseboard from the timber yard next door to Moor Road and promised to get on with it. I thought I could get on with the Tri-ang layout at home and the railway's own layout at Moor Road, but then *OLIVE* came inside for a repaint at Easter, I fell ill and it all fell apart! Eventually we managed to get *OLIVE* repainted and I managed to rebuild the baseboards for my layout at home, but reluctantly I decided that by early June the Railway's layout would have to wait until after the Exhibition – our first 'no show'! By mid-June it was off to North Cornwall on our annual family beach, cream tea and railway hunt, and I actually made up some leads for my Tri-ang layout in the evenings in our holiday cottage after Polly (4½) and Gill (older) went to bed exhausted from the beach and cream teas respectively!

The Tuesday before the Exhibition was one of the Social Meetings at Moor Road and Andy Hardy started to watch the DVD and then sloped off "to the Workshop for a bit". By the end of the evening he had put together the baseboard for the Railway layout and painted it green. It looked like we were back on for another layout!

I decided to book the Friday off work to help sort out the Engine House and get my own layout up and running before the other exhibitors arrived in the afternoon. I had laid the track before departing for Cornwall but putting it together at Moor Road exposed the rush job it had

been and it was Sunday (and a couple of minor relays!) before it was running as I wanted – not that anyone noticed

Friday afternoon saw the first layouts arrive and set up, and by the evening it all looked like an Exhibition. Andy and I set to late on to get the track laid on the railway's own layout, and we did some basic scenery too. Having spent from 10:00 to 21:00 on site on the Friday I then went home to sort out some of my 'Thomas' items to run on the layout. I then briefly saw my bed before arriving back at Moor Road on the Saturday at 08:00 to let the last remaining exhibitors in to set up!

The full list of exhibitors was as follows:
 Vintage '00' Tri-ang layout (Ian Dobson)
 Vintage 'TT' Tri-ang layout (Alex Garfield)
 Derwent, O gauge industrial set in the North East (Ian Hodgson)
 Grumbly Town, 00 gauge modern image, under construction (Ian Lewis)
 Under Cover, 009 gauge, set in wartime Germany (Darryl Foxwell)
 Zerlos, H0 gauge, set in Austria (Jonathan Stockwell)
 Schonblick, H0 gauge, set in Germany (Keith Neal)
 The Rush job, 00 gauge, freelance (Andy Hardy and Ian Dobson)
 Shunting puzzle, 00 gauge (Andrew Johnson)
 Port Abel, EM gauge, Wharfside (Bob Hughes)
 Live steam (Andy Hardy and John Linkins)

Adding the Deltic Preservation Society sales stand and DC Kits as traders we had a very respectable Exhibition. My daughter Polly obviously felt left out so she turned up with some Tomy Thomas equipment on the Sunday afternoon to add to the fun! Thanks to Traffic Manager Andy Hardy we also managed to organise footplate rides for any exhibitors who so wished – much appreciated it was too!

After a tiring weekend we had everything tidied up and put away by 19:00 on the Sunday night – far earlier than I had expected – and it was good to get back to work on Monday for a rest!

I have received many thanks from the exhibitors for the excellent hospitality we provided, and thanks to all concerned for that. At least one said it was the best exhibition venue he had ever been to! I am now putting together a list of potential exhibitors for 2009 (July 4 and 5) so if you know of an exhibitor who might like to bring a layout please contact me on 01274 613687 (evenings) or e-mail ian.dobson9015@btinternet.com

Thanks to all the exhibitors and traders for taking the trouble to come, and thanks to all the Middleton volunteers for their support. And by the way, it was on a par with a September gala for attendance and spending – that's some achievement!

tdr



A young lady named Polly with her Thomas train set (Ian Dobson)
 See also next page



Ian Dobson's photograph taken on 6 July 2008 shows one of layouts at the Model Railway weekend
(Ian Dobson)



Taken for a Ride

The Middleton Railway was able to give three young Scouts the opportunity to achieve their "Heritage Badge" award.

To get the award they had to work on a "Heritage Project", and what better place to come to than an Heritage Railway?

They did a sterling job in the Engine House, completing some floor painting around the Mining Locomotive display, and also giving the small Hunslet mining locomotive a good clean.

They are pictured here at Park Halt, having been presented with their badges by the Chairman. They had a ride on the train as a thank you from the Railway
(Andrew Gill)

Hunslet 0-6-0ST (2387/1941) *Brookes No.1* with a mixed train on 24 August 2008 climbs away from Great Northern curve
(Andrew Johnson)



Ric Reader sent in this photograph taken during the 250th Anniversary gala on 8 July 2008
(Ric Reader)



After spending much of the year in the workshops MSC 67 has finally returned to traffic, bringing the steam fleet back up to four locos. This situation only lasted a week, however, before 1601 *Matthew Murray* ended up in the workshops with major problems. Nothing is ever simple at Middleton!

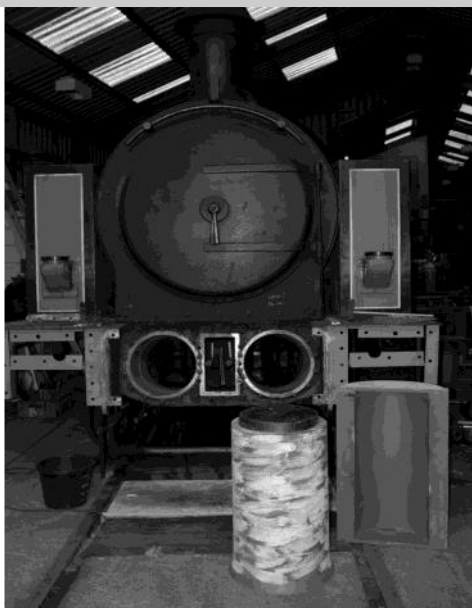
1601 MATTHEW MURRAY Our Manning Wardle Class L tank has seen much service this year, having borne the brunt of the steam turns. It suffered a bout of leaking tube ends in the firebox at the end of August. These have been re-expanded and re-beaded to cure the fault. Initially, only five tubes were leaking but, as often happens with these things, when you expand one tube, the one next to it starts to leak. In the end, well over 50 tubes had to be expanded to some extent and most had to be re-beaded. Beading of tubes entails knocking the end over with a special tool so that it sits firmly against the tubeplate. The boiler is now seven years old and experience suggests that the tubes will become life expired in about two years with them becoming prone to leakage as they get older.

Because *Brookes No.1* comes out of service in June 2009 for a mandatory boiler overhaul we would have been left with a situation whereby we had 67 and a possibly unreliable *Matthew Murray* to maintain the steam service. The owners of *Sir Berkeley* require the loco to be available for short hire periods so its availability cannot be relied upon. With this situation in mind, the Trust Council agreed to a proposal to bring 1601 into the works for a major boiler examination and re-tube as soon as 67 was back in traffic, the intention being to have the loco back in service by the time that *Brookes* is withdrawn.

That was the plan! During the September gala a steam leak was noted at the front end of the loco, around the cylinders. Immediate investigation revealed no obvious source so the loco was brought into the workshops for further investigative work. Removal of the cylinder covers revealed no obvious answer so it was decided to dig out the concrete lining in the smokebox. This covers the top of the cylinder block and helps make the smokebox airtight. Removal of the concrete provided our answer and it was one that we didn't want – a small hole in the steam passage from the main steam pipe to the steam chest. This is part of the cylinder casting and not good news. Our metal stitching contractor has examined the problem and is hopeful that he can effect a repair. If this is unsuccessful the cylinder block will have to be removed and sent away for a specialist weld repair involving preheating the casting in an oven and carefully welding-in new material.

Not only have we this problem but removal of the cylinder covers has revealed a bad score mark on the right hand cylinder and a loose piston head on the left hand one so there is yet more work required. It is likely that the cylinders will require boring out and liners fitting in a similar exercise to that carried out on 67.

In addition to the above work is also being carried out on the brakegear. A loose lever on the brake shaft is being attended to and two new brake adjusters are being made to replace the existing ones, which calculation shows to have a low factor of safety. (See the notes on *Sir Berkeley* for more information).



TOP: MSC 67 stands behind the Patterns used to cast the cylinder liners. BOTTOM: The casting made for the piston rings being turned in the big lathe, 3 Sep 2008

(Andrew Gill)



No. 67. The last *Old Run* gave details of the work ongoing on No.67. After some delay due to unforeseen circumstances unconnected with Middleton, the liners were duly fitted at the end of September and then

bored to their final size of 15¼" diameter, slightly smaller than the original 15½" specification for the loco. The pistons were machined to suit the smaller diameter and it was found that one piston was not true on the piston rod. This has been corrected during the machining. The six piston rings were turned out of a large piece of cast iron, cut and then opened out by gently 'peening' the inside with a ball pein hammer. This gently stretches the metal on the inside, causing the ring to slowly open out. Once the cylinders had been bored out the steady task of re-assembly could start.

Things always take longer to put back together than to take apart as you always find more work to do. Some looseness in the crosshead slippers has been taken up by re-shimming the slidebars. New bushes have been made for the piston rod glands and various other obvious bits of wear attended to. The oil boxes for the piston and valve rod glands have also been moved to a more accessible place. The work was finally completed by mid-October and the loco is now back in traffic.

No. 6 Bill Turnpenny has continued to work on No.6 virtually single-handed whilst the major volunteer effort has been elsewhere. The reverser has had the worn catch welded up and filed to be a good tight fit. The reversing rod has received some attention and the whole lot has been aligned up. We are not sure that it is exactly as the design originally intended because of apparent modifications whilst in service at APCM and the lack of suitable drawings but it seems to work okay!

1210 *SIR BERKELEY Sir Berkeley* returned to Middleton as planned and has seen occasional service when the weather has been suitable! On return, the driver's steam brake valve was found to be leaking badly and the gland has been re-packed.

Continued on page 22.....



1



2

Middleton Railway 250th Anniversary



4



2008
ETON
50



Anniversary September Gala



Middleton's 250 Gala weekend

—captions for photographs on pages 16 and 17

1. Manning Wardle 0-6-0ST (1601/1903) *Matthew Murray* at Balm Road loop alongside John Knapton's Wallis & Steevens 10 ton Advance Roller No 7901 of 1927, and Bentley Mark IV vintage automobiles owned by Middleton members Malcolm and Andrew Johnson, at 1520 hours on Saturday 20 September 2008.
2. Manning Wardles *Sir Berkeley* and *Matthew Murray* leaving Moor Road station on the 1000 hours passenger train on Saturday 20 September 2008.
3. Hunslet 4wDM (H1786/1935) *Courage* and Hunslet 0-6-0DM (H1697/1932) *John Alcock* pull away from Balm Road loop with a passenger carrying ballast train at 1230 hours on Sunday 20 September 2008.
4. *John Alcock* and *Courage* stand in the loop at Moor Road before hauling the train in (3) above. (*this photo: Sheila Bye*)
5. *Sir Berkeley* crosses Tulip Road and enters the Balm Road loop on a passenger carrying ballast train on Saturday 20 September 2008.
6. Ian Fearnley's magnificent Super-Sentinel DG6 steam waggon no. 8803, which sports a rear double axle bogie.
(*photos Nos. 1,2,3,5, & 6, Howard Bishop*)



LEFT:

Kris Ward gives accompanying guests a conducted walk around Hunslet's historic railway sites on 19 July 2008. This photograph taken outside the former Kitson locomotive works. A replica of the Arch has been constructed in the Engine House at the Middleton Railway

(*Andrew Gill*)



LEFT:
The late Fred Youell, founder of the preserved Middleton Railway, is seen acting as Guard on the passenger train in July 1988. Photograph provided by Alex Hurd of PV Videos - a still from a video of that era.

YOUR RAILWAY NEEDS YOU !!

What does it take for you to spare a day or two each month?

We are in urgent need of new volunteers to train as

Guards, shop and booking office staff, general assistants in the Engine House, administrators, and those with skills such as joiners and engineers.

If you like to see the happy faces of our visitors and passengers then come along and have an enjoyable day yourself.

Call in on a Wednesday morning or a weekend and speak to the volunteers on duty, or telephone Andrew Gill on 0113 230 0033 or by E-mail: admin@middletonrailway.org.uk



**THE LEEDS AND
DISTRICT TRACTION
ENGINE CLUB**
incorporating the
British Fairground Society

SOCIAL EVENINGS

All the socials commence at 7.45 for 8 p.m. on the third Tuesday in the month, and are held at Dewsbury Road Social Club, 393 Dewsbury Road, Leeds 11. Members of the Middleton Railway are invited to attend and take part.

Social evenings programme

16 December 2008
20 January 2009
17 February 2009
17 March 2009
21 March 2009

20 May 2009

Christmas auction and buffet.
President's holiday snaps! A revue of past year
Steam on Indian railways- John Holroyd
Annual general meeting—with a natter and grumble!
Norman Box's road haulage by steam presented by
Frank Strange of the Road Locomotive Society
Pie and pea supper at West Riding Small Loco Society,
Tingley

More 250th Gala photographs



TOP: Sir Berekeley alongside steam road roller and steam wagon at Beza Road.

BOTTOM: Passengers' view from the ballast brake van on crossing Moor Road.

(Both photos 21 September 2009 by John Robinson)





TOP: Manning Wardle 0-6-0ST (1210/1891) *Sir Berkeley* heads a passenger train from Park Halt.
 BOTTOM: Hunslet 0-6-0ST (2387/1941) *Brookes No. 1* waits to leave Moor Road with Manning Wardle 0-6-0ST Matthew Murray alongside.
(Both photos 21 September 2008 by John Robinson)



Since its return to service in 2007 there has been an ongoing problem with the steam brake taking ages to release. The KWVR fitted additional return springs to try and overcome this but the problem persisted. Investigation revealed that the drivers brake valve was not set up as it should be and it was thought that rectification of this would effect a cure but it was not to be. Further experimentation and investigation has finally established the cause but, as yet, not the cure! Sir Berkeley has a relatively complex arrangement of steam brake whereby destroying the vacuum brake also applies the steam brake – a combination brake in railway parlance. This did not work prior to its overhaul and, as its provision was considered to be beneficial, it was overhauled and repaired. However, it has been ascertained that, if the brake is released very slowly, everything works but, if the brake is released relatively quickly a shuttle valve in the exhaust line gets held on its seat and will not allow the steam to escape from the brake cylinder. Whilst doing away with the combination brake will solve the problem, we are reluctant to do this and a suitable cure is still at the thinking stage.



The loco brakes have also presented problems on other fronts. In its recent years the loco has had no brake adjuster on the RH side of the brake gear meaning it is not possible to take up excessive wear. The LH adjuster is also problematical as it is not capable of providing adjustment except over a very small range. Brake wear has been under observation but it has now

reached the point where action is required.. A new brake adjuster has been designed along similar lines to the LH one but providing adjustment over the full life of the brake shoes. Because problems with brake adjusters also existed on *Matthew Murray*, four new brake adjusters are currently being machined up in the workshops and will be fitted shortly. *Sir Berkeley* has now been winterised and is presently on display in the Engine House.

No.11 Work has continued on the brake gear. The holes in some of the brake arms were found to be worn beyond acceptable limits and these have been bored out and bushes fitted. The brake shaft was then re-assembled and fitted back onto the frames. The slotted links connecting the hand brake to the brake shaft were found to be worn and these have been re-machined true and parallel. Fortunately, the similar links on the steam brake were considered to be satisfactory and have simply been re-fitted after cleaning up. The hand brake and steam brake have now been coupled to the brake shaft. The two brake cross-beams have been retrieved from storage, straightened as necessary, and cleaned up and given a coat of primer. However, it has been discovered that these cross beams are both neither original nor the same size! It is likely that two new brake beams will be provided. The front frame stretcher under the cylinders was quite badly bent, probably due to derailment damage whilst in colliery service. An attempt has been made to straighten this using 4 x twenty-ton jacks and lots of heat. The result has been a big improvement in the shape of the stretcher but there is still room

for further improvement, which it is hoped will be achieved shortly.

2387 BROOKES No.1 *Brookes* has seen fairly regular use over the summer months with little problem other than a multitude of knocks and bangs. The intention is to keep it going until its 10 years' major boiler examination becomes due. It will then be brought into the workshops as soon as space can be provided and given much needed attention. Presently available for traffic but is taking a back seat to allow 67 to get in some mileage and save the need for a boiler washout.

No.14 Slow but steady progress is being made on this loco. Two new (OK second hand!) drawbars have recently been fitted. Thanks to cooperation, a Middleton member who had some spare Hudswell Clarke buffers has made them available and work is ongoing to overhaul these. Some work has also been carried out on the brakegear.

Fowler 3900002 The little Fowler is gradually beginning to take on its shape once more, as parts are slowly re-fitted. New steel has been obtained to replace badly corroded parts of the cab and these have been cut and fitted. Steel has also been obtained for the new roof but our bending rolls have failed to do the job required and it will be necessary to have these rolled to the correct profile by outside contractors. A new 'chimney' has been rolled and awaits its copper cap and base fitting.

D2999 A new set of batteries has now been fitted and the loco is once more back in regular service. It is suffering from a minor oil leak from somewhere at the front of the engine unit and it has so far been impossible to trace the source. Despite thorough cleaning and inspection of the area there is nothing obvious until the engine is running but it is then impossible to get near because of the proximity of the cooling fan and drive belts. The cooling fan is picking up the oil and spraying it over the front part of the loco making it even harder to establish the source.

D1345 Its owner recently found time to visit Moor Road and run the engine up to establish just exactly what work is required.

Fowler 4220033 Painting continues slowly as fill in job. The cab interior has received the first of several coats of paint. A new engine compartment door has been fabricated to replace a damaged original although this still needs finishing off and the various fittings adding. An accumulation of many years' of dirt and oil has been scraped out of the front of the engine compartment.

D631 As reported in the last *Old Run*, this loco developed clutch problems, which rapidly worsened. The clutch was removed and dismantled. Although the clutch linings did not appear to be life expired the decision was taken to renew them. The new linings have now been fitted, the clutch replaced and the loco is now serviceable, once more.

1786 Found itself in use again over the gala weekend when it performed shunting demonstrations, amongst other tasks.

138C, D577, 5003, 7401 and the Wickham are all serviceable and used as required. All other locos are stored, either on display in the Engine House or awaiting overhaul.

IOR

The supply of back issues of magazines is a frequently asked question on forums.

There is a very simple local answer to this as the VCT at Ingrow West has a large room with many railway mags going back to 1900. A section of the room has back issues of many club magazines including quite a few *Old Runs*.

I'm sure that by a swift email to VCT they would be able to advise the ones that they have - saves a trip to the Valley.

Andrew Johnson
Rothwell
Leeds

William Johnson seems to have been an ambitious person who wished to get on in the world. When he was married he made his mark on the marriage certificate. At some point he learnt to read and write. Riccall was on the North Eastern Railway Company line between York and Selby and had until 1958 a village station. Perhaps being encouraged by seeing stately steam trains effortlessly whisking between the fields William determined to get a job working with these wonders of the age. Newly opened in 1871 the railway crossed over the main road at a level crossing on the north side of the village.

William and his family occupied one of the two new houses which the railway had built next to the crossing and where William was employed as a crossing gate keeper. There is no doubt he had had to learn to read, write and tell the time in order to have the gates open and signals set for the passing of each train. A record of each train would also need to have been kept. There were two houses for the gatekeepers and their families at this location and this would imply a busy main line where the keepers would probably have worked alternate shifts.

By 2008 the railway had long gone but the houses, now at the side of the Riccall bypass, were still standing. As can be seen from the photo (left) they have now been converted into one dwelling. The windows have been modernised but the roofline and chimneystacks are of typical railway design.

The building of the railway through Riccall in 1871 would have not only connected the village to much of the nation by a fast modern means of communication but would have brought more employment to the village. A station and a small goods yard had been constructed. Ten years after the railway was constructed through the

there were 18 or 19 Riccall residents employed by the North Eastern Railway. The railway company may at the time have been the largest employer in the village. A search of the 1881 census returns shows the following people and their families residing in the village who had railway jobs, among them William Johnson described as "gatekeeper".

A number of these men lived on a street called Mount Pleasant. It is possible that this could have been a row or road of houses built by the railway company. The Station Master would have lived in a house provided for him on the station site. In 2008 Station Road was still existent although the railway had been dismantled in the 1980s and replaced by the 'Selby Diversion'. This replacement line was constructed to avoid the then new Selby coalfield and thus avoid the possible effects of subsidence to the railway.

On my visit to Riccall early in 2008 in search of the railway keepers' houses, I met a local resident who not only pointed out the crossing site, but told me of a keeper who had forgotten to open the gates as he was 'keen on the horses'. This had caused a Pullman train to collide with a car causing the death of the driver. The gatekeeper was convicted of murder. On further investigating this story, I found that the incident had occurred on 16 July 1952, and my son Andrew has subsequently discovered the accident report on which the following description is based!

Although the accident at Riccall occurred some eighty years after construction of the line it is likely that the control of the crossing would have changed very little. The map



Ogley a man who had 32 years service with the railway. What happened was that he had two trains approaching the crossing at about the same time – a goods train from the north and The Tyne-Tees Pullman express travelling from the south. Having accepted both of the trains he opened the gates then set the ‘outer distant’, ‘inner distant’ and home signals to clear. The goods train passed and at the same time a friend visited the cabin as he was interested in a wide range of sports to tell him the latest cricket scores. One of the two car drivers waiting at the gates sounded his horn.

below, which is taken from the accident report, shows the layout of the railway and the road which crosses the permanent way at an angle. At the crossing was a gate box which was the post of the duty gatekeeper. By the 1950s the gates were manned continuously in three eight-hour shifts. In William Johnson’s time, before the 48-hour week, the shifts would have been longer. As there were just two houses for the gatekeepers, each shift could have been of 12 hour duration.

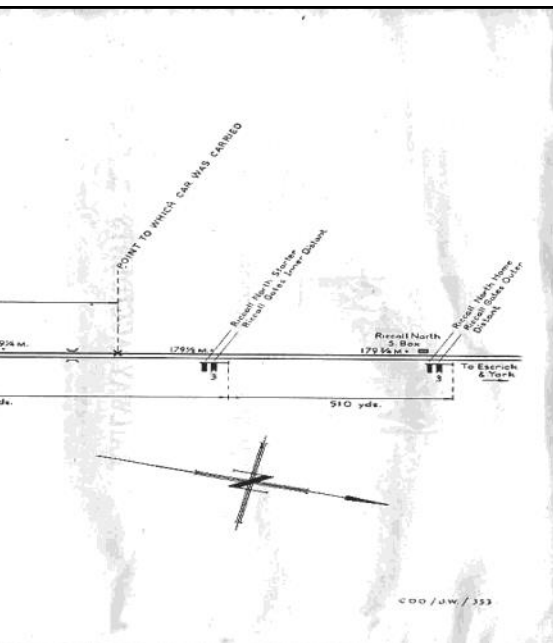
The 1952 description shows that the crossing was about 840 yards north of Riccall Railway Station. The gate cabin would have been recognisable to William although some of the equipment may have been modernised and the system of working developed from his days. The 1950s cabin was furnished with telephone, repeater block bells and indicators, gate wheel and a seven-lever frame. These controlled the signals that protected the gates. William Johnson would, like the gatekeepers in 1952, have recorded all of the events in the logbook. These include all telephone messages, bell codes and trains passing the crossing along with the time of the occurrence.

The report on the accident in 1952 reveals that the crossing keeper on duty was A. G.

Ogley’s evidence states that he had momentarily forgotten about the express and started to restore the signals and open the gates. He then remembered about the express and waved to the driver of the car on the crossing to cross quickly. Unfortunately the car driver stopped astride the tracks. The ‘Tyne-Tees’ headed by a 4-6-0 A4 locomotive with its load of 8 coaches weighing 485 tons was travelling at speed and was unable to stop. The train demolished the crossing gates and hit the car killing both of the occupants.

The report concluded that it was most probably a combination of factors including the crossing keepers domestic concerns that caused the accident. At York Assizes the following year Crossing Keeper Ogley was convicted of manslaughter and sentenced to 9 months imprisonment.

Disaster struck the Johnson family in 1878 when on 29th December Eliza died in her 38th year leaving William and his family, the youngest being the eight-year old Francis. Eliza’s death certificate had been signed by William this indicates that



he had become literate over the years.

This document is also the earliest record that I have found of William's change of occupation. So sometime between 1871 and 1878 he had obtained his post and house working for the N.E. Railway. It is possible that the railway had recruited locally for the staff that they required for the new line.

As discussed above the jobs created would have been more regular than farming where some hands were employed to cover just the busy periods such as harvest.

1. *Report on the Accident which occurred on 16th July 1952 at Riccall Gates, Ministry of Transport, Railway Accidents, HMSO 1953*

tor

LEFT:

Plan of accident referred to in this article

Former members of the Women's Land Army are seen at Moor Road with Mr Benn after receiving badges from him in recognition of their service during the Second World War. Note that *Sir Berkeley* now faces north for the first time at Middleton, offering new photo opportunities

(David Cook)



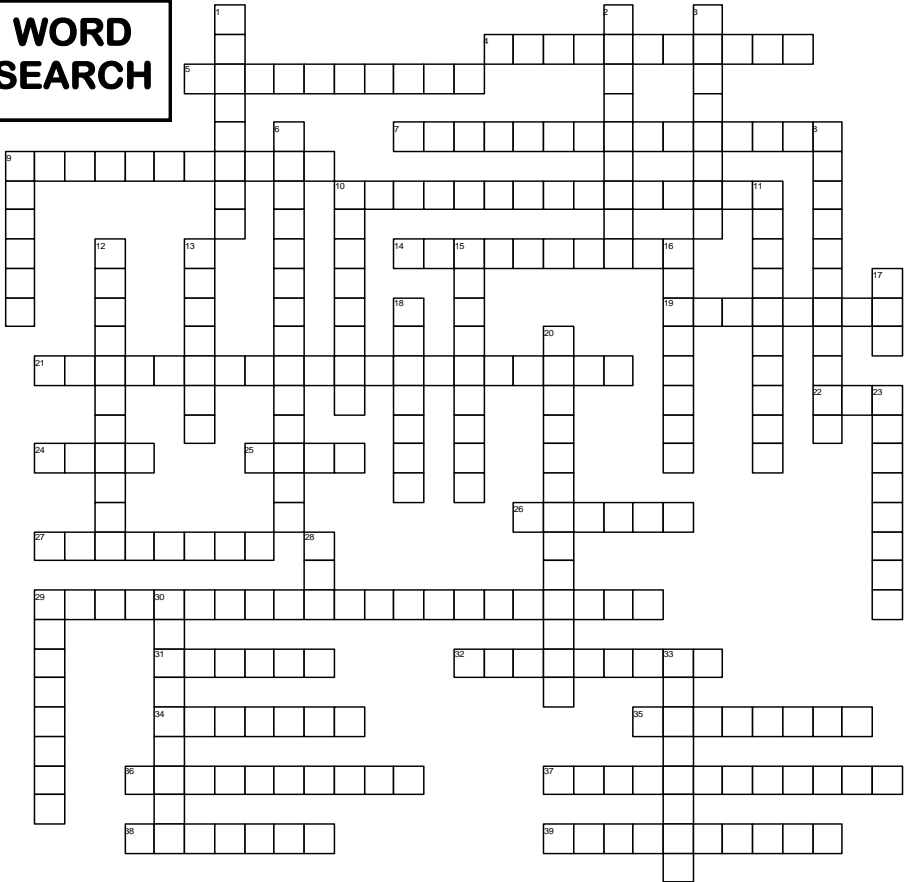
LEEDS LOCOMOTIVE QUIZ

Some are easy, some are obviously a bit more of a challenge. Quiz set by Andrew Johnson

- 1 Who was the current Matthew Murray supplied to?
- 2 What is the significance of the Manning Wardle named "Warwickshire" that is currently preserved at the Severn Valley Railway?
- 3 Where did the locomotives "Jerry M" and "Cloister" get their names from?
- 4 When was the last steam loco built in the UK and Leeds for industry?
- 5 Manning Wardle supplied many locos to a railway that was taken over by the LNER at the grouping. This linked some of the JJ Charlesworth's collieries. Name the railway.
- 6 Name the loco in the Middleton Railway logo.
- 7 What are the dimensions of the cylinders in a Hunslet Austerity tank?
- 8 When built Linda and Blanche had an identical brother. Name him.
- 9 Alan Pegler had some work done on a loco by Hunslet. Which one was it?
- 10 What is the world's oldest operational steam loco? (Yes it was built in Leeds!)
- 11 How many Matthew Murray locos have operated on the Middleton Railway?
- 12 Conway is a Manning Wardle design built by Kitsons. When Kitsons closed who built locos to an identical design?
- 13 Who built 2' gauge 0-6-2ST Barber?
- 14 The Llanberis Lake Railway is built along the formation for most of it's way on a previous railway. What was it called?
- 15 Fowler built ploughing engines as pairs. Why?
- 16 What was the loco type built in Leeds to compete against Gorton's Beyer Garrett?
- 17 Other than Hunslet who else built Austerity tanks in Leeds?
- 18 Listowel & Balybunion Railway in Ireland had how many locos throughout its existence?
- 19 The Liverpool & Manchester Railway No 57 "Lion" star of the classic British comedy film "Titfield Thunderbolt" was built by whom?
- 20 The Great North of Scotland Railway bought some 0-4-2Ts for operating in the docks at Aberdeen from whom? These were classified Z4 & Z5 by the LNER.

ANSWERS TO BOTH PUZZLES GIVEN IN THE NEXT ISSUE

WORD SEARCH



www.CrosswordWeaver.com

ACROSS

- 4 Hackworth's first locomotive (two words)
- 5 Founder of Middleton Railway (two words)
- 7 Line moved to accommodate tunnel (two words)
- 9 Another name for cog railway (two words)
- 10 Name of national railway system (two words)
- 14 Road crossing in Middleton village (two words)
- 19 water feed
- 21 Last Leeds loco works to close (three words)
- 22 Took over Middleton Colliery in 1947 (initials)
- 24 Amphibian present in points?

- 25 Americanism for sleepers
- 26 Alternate name for points
- 27 Diminutive Hunslet product (two words)
- 29 Charity founded by volunteers (three words)
- 31 No stopping without this
- 32 First commercially successful steam locomotive
- 34 MRT's CME
- 35 Stops here (two words)
- 36 Middleton first volunteer locomotive (two words)
- 37 Far from heavy Middleton tramway (two words)
- 38 First steam locomotive built by George Stephenson
- 39 worth more than pressed men in 1960

DOWN

- 1 Middleton Company (brickworks)
- 2 Draws fire (two words)
- 3 Tunstall Road station's new name (two words)
- 6 Owner of Middleton Estate who started coal mining in 1706 (two words)
- 8 First Leeds Midland Railway station (two words)
- 9 Stephenson's main line locomotive
- 10 Name of main colliery served by MR (two words)
- 11 1807 Act abolished this (two words)
- 12 New name for a Museum? (two words)

- 13 Major funding for Engine House
- 15 1758 Act established this
- 16 Train not complete without (two words)
- 17 They loan us exhibits (initials)
- 18 First business carried by volunteer railway
- 20 Locomotive builder at Round Foundry (two words)
- 23 Middleton's connection with Midland Railway in 1881 (two words)
- 28 Other main line connection for Middleton (initials)
- 29 Designer of Engine House
- 30 Canal opened 1816 from Leeds to ?
- 33 Site of first Middleton HQ

It is sometime since a significant report appeared in *Old Run* and much has happened in the last 12 months.

Palvan As previously reported, along with Fowler diesel 4220033 we acquired a BR built Palvan (Pallet van) which had latterly seen service with the MOD. Although we initially didn't want the van, inspection showed it to be in reasonable condition and, with the planned conversion of our third PMV into a coach, the extra storage space was thought to be useful. It was thus brought into the workshops for the necessary repairs and a repaint. The bodywork repairs have largely consisted of patch replacement of rotten plywood panels although two new doors have been made and fitted to the east side of the vehicle. The roof canvas was in poor condition and needed removing to access the rotten parts of the roof, in any case. After some deliberation as to how to re-cover the roof it was decided to try the traditional method of a roof sheet and a bedding compound but instead of using canvas, we used a fibreglass material that we already had in stock from a previous roof repair exercise. Having never done this before, it was a bit of a learning curve but questions asked in the right places provided much useful information on how to go about the task. Whilst all this work was going on with the body, others were active underneath, working on the frames and brakegear. Many years of rust and dirt have been cleaned off and the metalwork has been given several coats of paint. The wagon had originally been vacuum fitted but had lost its cylinder when it went to the MOD. A suitable vacuum cylinder having been acquired, this was over-

hauled and fitted to the vehicle, along with repairs to the remains of the vacuum system. Some work remains to be done to complete the van, which will take over the role of our tool van. The outstanding work involves securing the east side doors, painting the inside and fitting shelving so that, hopefully, we have a much better organised tool van than before.

No.1 Flat Wagon This wagon, basically a standard 9ft wheelbase underframe that once carried a LaPorte acid tank, somehow ended up in the old workshop (these things happen!) and a couple of members decided to set to and tidy it up before it went back out. The tidying up suddenly became a full repaint and repairs to the brakegear followed by the fitting of a new timber deck and steel angle edges. It was also decided that it would be a good idea to fit the wagon with a through vacuum pipe to enable a continuous brake to be available when used with the Palvan and Ballast Brake, both of which have operational vacuum brakes. To complete the work, it has been lettered *Middleton Colliery Co. No.1*; totally fictitious but quite smart!

Dogfish Flushed with their achievements with the flat wagon, attention was then turned to the Dogfish ballast wagon. This has been cleaned down and given a coat of olive green paint, eliminating the 'Dutch' livery it previously carried and making it a bit more in keeping with the Railway's image. A nice touch has been the provision of the old style red *Electrification Warning* flashes that adorned all locos and high items of rolling stock from the early 1960's

What Next? The LMS van (85133) is still in need of finishing off. The next wagon to be dealt with is the LNER 12T all steel open wagon, which came to the Railway a few years ago. This had a new floor fitted and other minor works done but it has always been in use for various duties to benefit from further attention. **TOR**

The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

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Registered Company No 1165589 Registered Charity No. 230387
Registered Museum No. RD2114

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Hunslet 0-6-0ST (2387/1941) *Brookes No 1* hauls a goods charter train on 24 August 2008 away from Great Northern curve
(Andrew Johnson)

