

# *The* **OLD RUN**

Journal of the Middleton Railway Trust

No. 190

May/June 2006

£2.00



**Engine Shed opens to public  
First train leaves new station**



Supported by the National Lottery through the  
**Heritage Lottery Fund**

## Editorial

**W**e made it! There were those, including some of the most committed, who seriously questioned the wisdom of opening at Easter 2006, but in the event we managed it - and the public gave us their support. It was good to see the great number of visitors over the first weekend, and to see trains operating once again. Since when, the development of the recourse and visitor centre in the magnificent Engine House complex continues - and there's lots more to do. So the saga is once again recorded in the pages of this journal.

It is with great pleasure that we announce the appointment of Andrew Gill as Assistant Editor of the *Old Run*. He will be involved in all areas of the journal's preparation and production. Welcome aboard, Andrew. You'll see more about him on page 28.

*Howard W Bishop*, Editor

**The deadline for the next issue is 15 August 2006**

## Front cover

**First train to leave the new Moor Road station following reopening of the Middleton Railway. Hunslet prototype 0-6-0 diesel No. 7501 (1697 of 1932) John Alcock, on Easter Saturday, 15 April 2006.**

*Photographs by Howard Bishop except where shown*

## Contents

3	From the Chairman
4	The story so far, part 5
7	The David Monckton collection
9	Friends reunited
12	Matters mechanical
18	"Dear editor, I must say...."
20	Tinplate Hornby toys
25	Our website construction pages
26	Test your Middleton Railway knowledge
28	Personnel personal profiles

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*The Old Run* is published quarterly by The Middleton Railway Trust. Publication dates are 25 March, 24 June, 29 September and 25 December with deadline dates of 15 February, 15 May, 15 August and 15 November respectively. The Editor welcomes contributions—photographs, articles, news items and letters—relating to the interests of the Trust and the operation of the Railway. Copy for publication can be typewritten or word processed and is acceptable on CD or by email. Photographs can be prints, or saved to disk in jpeg or tif format. Opinions expressed by contributors do not necessarily reflect those of the Middleton Railway Trust Ltd., Middleton Railway Association, or the Editor.

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

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# From the Chairman

Well we did it! The first train ran on our new railway as we hoped it would on Easter Saturday. A very big thank you must go from all of us to all of the team who have worked long and hard to make this happen - they know who they are and I will not embarrass anybody by naming names here. However, when you read elsewhere in this issue about just what was involved in getting to this stage, please pause and reflect and say to yourself - was it really worth it? The answer should be a unanimous and instant yes with no buts or maybes. Through an enormous amount of effort we have passed the first and most important milestone on our journey to safeguard our railway for the long term and hand on something of real worth to those who will follow in our footsteps, just as we have built on the foundations laid by Fred Youell and all of the early members - some of whom were involved with this project but many of whom are no longer with us.

The challenge now is to realise just what we have got to offer compared with the two container bodies, sleeper platform and contractors hut that we operated and grew from in the early days and to make the most of our good fortune. Above all, no matter what anybody tells you, first and foremost we are and remain a working railway just as in 1960 or 1812 and our new facilities are our servant not our master. What we now have is not so much a big new 'wendy house' in which to keep our toys: rather it is a tool, just like anything we have in the workshop, to fix our railway. We have promoted ourselves into a different league from where we were last year, and we must set our stall out to do the things that are done in our new league or risk relegation.

The new railway gives us the opportunity to do so much more that will be to the long-term benefit of the Middleton Rail-

way in years to come; when for instance there is an even longer queue of locomotives wanting ever more expensive boiler repairs or mechanical overhaul which our very capable but ageing engineers cannot keep pace with, or important locomotives or rolling stock needing cosmetic repair to conserve them until it is their time to work again.

I would like you all to pause for a moment and remember fondly our railway before the work started and ask yourself as we open our doors - ***Do you really think we can carry on just as before?*** My opinion, for what it is worth, is a definite NO. A silly example is that the floor is so much bigger now that we cannot expect one of the usual suspects to mop it down on a Monday or Wednesday 'just as he always used to'. We have to find a better way. There are so many more opportunities to open the building on lots more days during the week that

we cannot really expect that in the medium to long term the same 'few' can keep turning up to cover all of these occasions. We must not impose on anybody's goodwill too much or their hobby will turn into a chore and they won't come back. So, think on! We have some excellent and interesting new premises where volunteers can come and spend their leisure time with like-minded people. Do you know anybody who might like to come and help us make the most of our Railway - why not bring them down and show them round?

Outside the new building the hard work is not yet over and there are still a lot of finishing off jobs to do in the next two years of our three year project. So I will continue to pester you to get involved and help in your own way in the fresh air as well - more so because there are lots of new opportunities for you to do so now that the heavy work is mostly done. More of that in the future.

*David Monckton*

## The story so far, part 5 David Monckton

As I write this we are nearing the end of the beginning, in other words we are approaching the first anniversary of when we stopped running passenger trains in April 2005. We still have two more years to deliver our Lottery Project and, whilst the great majority of the money has been spent and the heaviest work done, there are lots of little and large awkward things still to do before we can truly say that the construction phase is complete. Now we are turning to the more human side of the project, where we develop and build up things for our visitors to come and do and see and learn and want to come again and again - these will be catalogued in a later chapter.

This time, other than saying it's all sort of finished, I am not going to give you a blow by blow account of progress we have made; rather I am inviting you to come and see for yourselves. Bring your friends to see it as well because it is worth the journey. Then, lest we forget and, because we are all prone to 'senior moments', particularly because the work has all happened in a bit of a blur and just in case anybody is foolhardy enough ever to want to do it again, let's just remember here who and what has been necessary to get us to the brink of opening our doors to visitors and running

trains again.

First and foremost there are the volunteers - out of a membership of approximately 250 a minimum of 57 have 'signed in' at least once to come and do some active work on site. Many have come back several times a week over a period of months and it is worthy of mention that several of these were not regulars before we started on this project. In addition we can assess that there are approximately another 25 who have helped in their own way away from Moor Road. Without such a wholehearted commitment from so many the non Lottery funded works could not possibly have been carried out in tandem with the paid Contractors' works.

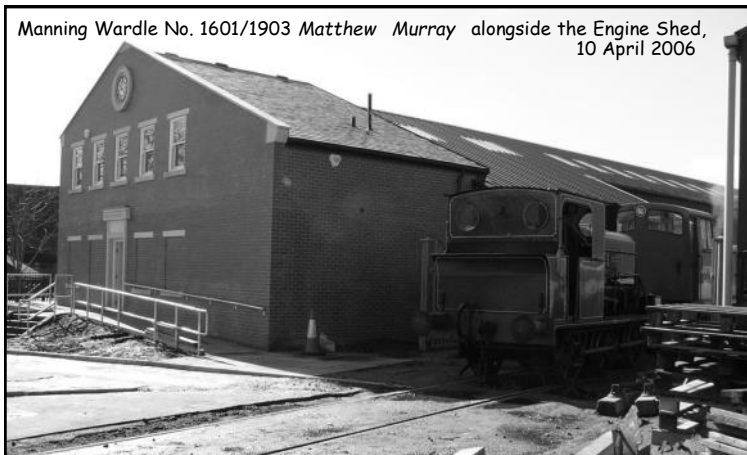
Secondly - from donations already made, plus those promised, Gerald Egan's President's Appeal has so far raised, in round figures, £30,000, comprising 35 individual donors (some of whom have given more than once) who are members or well-wishers plus the following bodies - Network Rail, Transpennine, Bradford Railway Circle, Leeds Association of Engineers, Masonic Charities, Wade's Charity, Samuel Grant Ltd, Ken Hoole Trust and Sir George Martin Trust. This is £30,000 we would otherwise not have had and which has made a considerable difference.

Thirdly - the Lottery Grant has enabled us to employ Contractors to carry out the vast bulk of

the construction work. Without exception the Contractors employed on this project have all been 'good' to us in one way or another and there has been significant co-operation and mucking in from all parties to get the job done. Because, even with our Lottery Grant, funds were always going to be tight if we paid for everything we wanted, we adopted a similar approach to the one used when we built the Workshop where The Middleton Railway acted as Managing Contractor and let out packages of work to a number of other Contractors - this approach can and did save us a great deal of money by cutting out the Main Contractors' overheads and profit on sub-contractors' works but involved us in a lot more work to organise and co-ordinate all of the firms who worked on site or supplied materials.

In addition, our rules are such that unless there is a compelling reason not to do so then all of the packages are let on the basis of competition, so for all of the firms who actually worked on the job or supplied us with material many more have been spoken to or have unsuccessfully tendered for the work. Here is a list of most of those who have worked on the job.

Manning Wardle No. 1601/1903 *Matthew Murray* alongside the Engine Shed, 10 April 2006



Now before you can build a building it has to be designed and the team who carried this out are all members of the Trust or their friends - Vaughan Monckton Architecture, Gibson Design Consultancy (Structural Engineer), Geoffrey Lee and his friends from Atkins (Services Engineers). In addition other aspects of the design were carried out by the specialist contractors executing those parts of the work such as the steelwork contractors preparing structural calculations and design for the frame to the new building.

The three 'big' work packages were carried out by Peter Duffy Ltd (groundworks, floor slabs and drainage), S & A Fabrications Ltd (steel frame and insulated cladding panels) and Englafot Construction Ltd (building the Admin Block plus internal fitting out and heating/plumbing services). In addition BT moved our telephone line, YEDL moved our electric supply and e-on connected us to the gas main.

Along the way the following firms have also worked on the project, with many of them helping by providing goods or services either free of charge or at preferential rates. This list is not exhaustive and will be added to as we go along, but gives an idea of what has had to be done - in no particular order they are: Tadcaster Limestone Quarries (stone features to main elevation), Smiths of Derby (clock), Russell Stone Merchants Ltd (stone steps and flags), CEMCO (electrical installation), Axess 4 All (lift), Bush (security grilles and railings), Kent and East Sussex Railway (point rodding and components), North Yorkshire Moors Railway (point rodding components), Notts Sleeper Co (sleepers), K & J Bowns (sleepers and turnouts), Coullis Engineering (castings for A frames), Gart Renewals (first stage trackwork), York College (engraving of stone over main entrance), BDC/Howell Blys (gates and railings), Bennett & Fountain (supply of electrical equipment), Emmerson Industrial Doors Ltd (roller shutter), Bagnalls (decorators), Atkinsons (suspended ceiling), Marley (vinyl flooring), Tarkett (carpet tiles), Goldstar (floorlayers), Pilkingtons (specialist glass), Securiplex (alarm system), Armitage Shanks (sanitaryware), MFY Hepworth (supply of plumbing materials), Charcon (platform edgings and tactile pavings), AEI Cables (supply of electric cables), Withy

Grove Stores (counter plus loose furniture), Leeds Metropolitan University (Training Room Equipment), CCL Glass (ticket office window), Wards (cladding), Bullock (kitchen units & tiling), Builder Centre (general supplies). (if I have wrongly abbreviated some company names or details please accept my apologies).

Fourthly - your elected Council has presided over this project right from the beginning, and along the way have had to collectively or individually grapple with many difficult decisions on topics which might have been beyond their everyday experience, but when push came to shove they still had the courage to back their judgement and keep the project on track.

Oh, and then there was the new Lease to negotiate with Leeds City Council, Planning Permission and Building Regulations Approvals to be gained, various Health and Safety Requirements to address, the Railway Inspectorate to agree to what we wanted to do and inspect the finished product, our Bankers to agree to back us if an emergency cropped up, Insurances to obtain just in case, a strip of land to acquire from our neighbours to make sure that the building would fit on our site and also not forgetting everything that had to be done to be included in the three inch (75mm) thick loose leaf binder that formed the Lottery Bid. Now, we can see the end result. □

The final length of rail has been laid, completing Bannister's siding, and the point rods laid and connected, enabling the ground frame to operate the various turnouts in the new layout.

Final preparations are made on 1 April 2006, prior to the visit of HM Railway Inspectorate two days later.

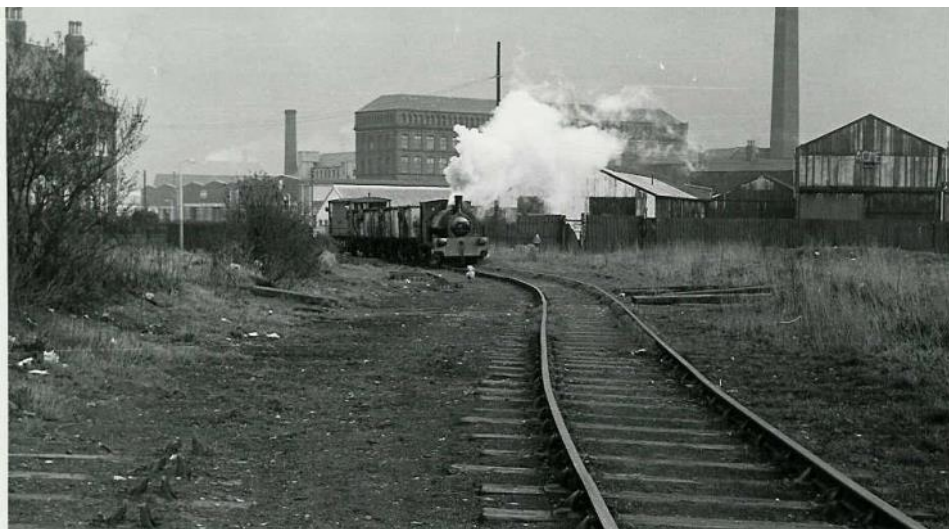


# The David Monckton collection

To whet your appetite, we present a selection of photographs collected by David. It is hoped to publish a specialist volume for historical and educational purposes in due course

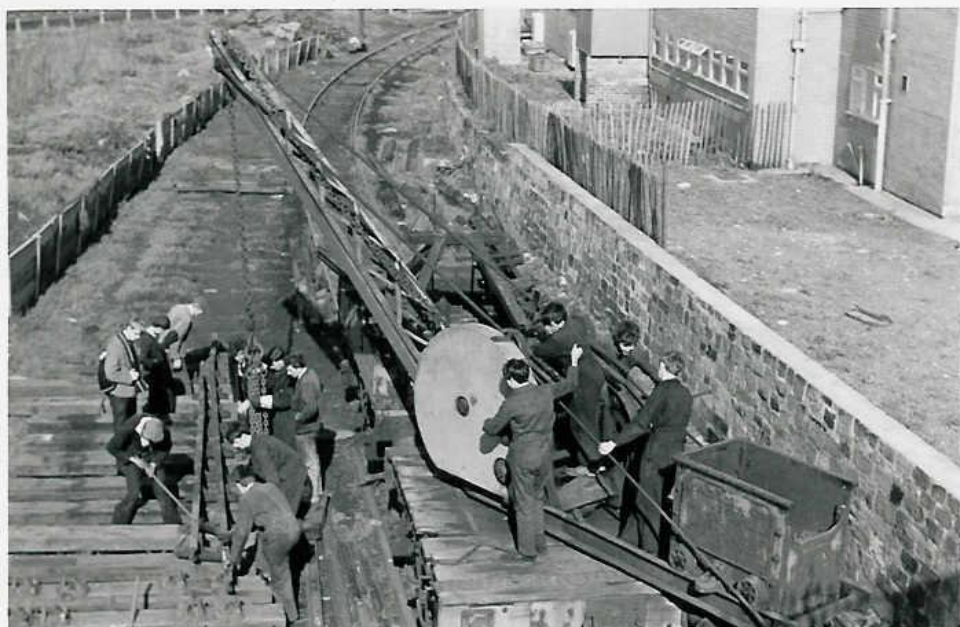


June 1958 — Bicentenary tour - Horsfield 160 ex-London Feltham No.524 and new Fowler diesel on test.  
(Steve Roberts)



1966— Bagnall 0-4-0ST 2702, epitomizes the industrial scene. Tackling the climb up Balm Road branch from BR exchange sidings with empty mineral wagons for one of firms then served by Middleton Railway .  
(Steve Roberts)





How times have changed! Relaying track with 19th Century Midland Railway hand crane. Contrast this scene with the photograph on page 22 of this issue showing one of our present day cranes in action. An undated photograph. (JD Edwards)



October 1982 — Our first station under construction. Laying the turnout to form the run-round loop at Tunstall Road, later Moor Road, terminus. (Steve Roberts)



# Friends reunited

David Monckton

Sometimes you just get lucky! An e-mail dropped in several Council Members' boxes a few weeks ago to enquire whether we were interested in an available attractive model if we came up with the right price. Having recently been electronically pursued by an (apparent) young lady from Thailand who was desperate to marry me (no photo required) I was a little sceptical about this latest offer until I saw that it came from long standing Middleton member and former MRT Company Secretary, John Edwards who now lives in Winchester. The story unfolded - his daughter works for a major financial company in Central London who were in the process of moving office and had decided to dispose of a number of items which would not suit their new surroundings. These were to be offered for sale by 'sealed bids' to be submitted in a few days time. Among these was a model of a steam locomotive which had a plaque attached to it that reads:

**'1 inch to 1 foot 3  $\frac{1}{4}$ " gauge scale model of 2-8-4T Steam Locomotive No 3 built by Hudswell Clarke and Co Ltd, Leeds - a company in the ICFC group - for Iraq Petroleum Co Ltd.'**

That ticked a lot of the Collections Committee's boxes, and prompted a flurry of

e-mails in all directions, with the result that the model was positively identified as one commissioned by Hudswell, Clarke & Co Ltd in the early 1950s, built by The Leeds Model Company and displayed in the entrance hall of the main Hudswell, Clarke office block. If you have access to Ron Redman's book, *The Railway Foundry, Leeds*, there is a photograph of No 3 on page 119 and a written description on pages 120 and 122, with a painting of it on the front cover. The book describes No 3 and its two sisters as the *ultimate steam locomotives of Hudswell, Clarke and Co Ltd*.

It is likely that when Hudswell, Clarke closed and its assets were being disposed of, the model was moved to the London offices of the then parent company as 'an interesting object' and there it remained until it was rediscovered by John Edwards. It did not take a lot of debate to decide that the model was a 'must have' for our collection, a suitable bid and begging letter were composed and the rest is history. Our grateful thanks go to John for all of his help in securing the model for The Middleton Railway, and in turn John would like his best regards to be passed on to everyone who remembers him. □

## Details of the model are as follows:

**Original locomotive built in 1952 by Hudswell Clarke & Co Ltd, Leeds  
Gauge - 3 feet 3  $\frac{3}{8}$  inches    Weight of prototype—58 tons 7 cwt  
Walschaert's valve gear    Twin outside cylinders  
Approx. Length of case: 1.35m; approx. length of model: 0.9m**

**This model locomotive will make a magnificent addition to our exhibition. Please see the next page for a colour photograph**



The model of Hudswell Clarke 2-8-4T No.3 described in the article on the preceding page



Left: Ruston & Hornsby 441934/1960 alongside our hard working JCB in the car park at Moor Road prior to transfer on loan to Locomotion NRM at Shildon. 28 March 2006. (Andrew Johnson)



Manning Wardle 1610/1903 Matthew Murray returned from the NRM Locomotion at Shildon on the same date, 28 March 2006.

Above: Parked outside the Engine Shed on 29 March 2006 and Left: Undergoing steam testing on 10 April 2006.



## The gates go up!

After the style of the original gates at Moor Road, Howell-Blys installed two sets of gates and various fences on 29 March and 1 April 2006. These are designed to make the shed yard safe and secure.

Left: adjacent to the end of the old shed, 29 March 2006.

Right: The imposing entrance to the shed yard looking from the car park, 1 April 2006.



Left: Not to be outdone, the Middleton team involved in the erection of the new platform fencing show they can also do their bit when it comes to gate building! 29 March 2006. Brush/Beyer Peacock No.91/7856 of 1958 forms a backdrop. And.....there are more gates to follow! Watch this space!



Tony Cowling installs the new statutory signage! 15 April 2006

**P**riority work in the first months of 2006 has continued to be that necessary to sufficiently complete the track and buildings ready for our Easter opening. Work on our locos and coaches have therefore continued to be minimal, usually on a 'need' basis unless poor weather has forced our volunteers indoors!

**1601 MATTHEW MURRAY.** Following a successful insurance inspection at Shildon, Matthew Murray returned to Middleton at the beginning of March. The loco was subsequently re-assembled and steam tested to the satisfaction of the Boiler Inspector. As the currently only operational steam loco it has been the mainstay of services since Easter. A hole recently appeared in the smokebox front and this has been patched, along with another thin area on the opposite side. The smokebox was not replaced when the new boiler was fitted as it was deemed to have several years' life left in it. When time permits, it is likely that the corroded area of plating will be cut out and replaced with a new section.

**No. 67.** The loco successfully passed its visual inspection by the Boiler Inspector and presently awaits reassembly and a steam test. Work is progressing on machining new parts to replace those recently stolen. New brass handwheels have been cast using those from Mirvale as a base pattern

**No. 6** No progress to report.

**1210 SIR BERKELEY.** Progress continues with Sir Berkeley and quite a bit of volunteer time has been expended on it over recent weeks. The new slide valve castings have now been machined to size. And await fitting. One of the valve spindle bridles (these locate and drive the slide valves) was found to be bent and has been carefully straightened. The wheelsets remain at Ian Riley's works at Bury, awaiting the deliver of the new tyres from South Africa. The boiler continues to progress at Israel Newton's works in Bradford and is now nearing completion. Once a satisfactory hydraulic test has been completed, the boiler will be delivered to Moor Road to enable the statutory steam test to be carried out. This will be delayed until we are ready to put it back in the

frames as, once the steam test is carried out, the 'clock starts ticking'. Virtually all of the frames have now received the top-coat of paint - red inside and black outside. Next on the list for painting is the saddletank, which, hopefully, will not require any remedial work. One significant task still to be started is that of reconditioning the cylinder blocks. These are in a very poor state and we will have to proceed very carefully with this task. It is intended that the top of the castings be carefully built up with reinforced 'Belzona'. This is a well-used method for repairing wasted castings on many things and, although it doesn't give the strength of the original, it is very resistant to corrosion and wear. It is not a cheap material and cost of this work is expected to be several hundred pounds just for the materials. One remaining job on the cylinder block that we have yet to formulate a repair process for is the re-surfacing of the valve faces. These are very worn and, because we have made new valves, we will have to fettle up the valve faces to suit. Not only are they worn but they are virtually inaccessible without removing and splitting the two cylinders, something that we are not prepared to contemplate due to their fragile condition

**No.11.** No progress.

**BROOKES No.1 (aka 'Thomas').** Returned to Moor Road following its visit to the National Railway Museum. It will come into the workshops imminently to enable various minor works to be undertaken.

**HENRY de LACY II.** Presently awaiting a 'grand shunt' to get it under cover to enable final painting to take place.

**Fowler 3900002.** The team undertaking the work on this loco has devoted its priorities to the yard trackwork in recent months; consequently there is no progress to report here.

**The Greenbat.** The repaint progresses as time and manpower permit and it is intended to get it into the workshops shortly to expedite things..

**5003 Austins No.1** Continues to be the general workhorse and yard shunter, in very regular use

**,D2999.** This loco still requires a new set of batteries to return it to active service.

**Rowntree No.3.** The low loader that was used to bring Matthew Murray back from Shildon was also used to take this loco to Shildon so it is farewell to this Ruston diesel.

**1786.** Our diminutive Hunslet diesel has had a couple of rare bouts of usage recently. It has been pressed into service to shunt our ballast wagon over newly laid, but unballasted track, which we did not consider to be fit for the heavier locos.

**7401.** Our vintage Hunslet diesel has been the prime choice for the diesel passenger service since Easter. It is intended that it will come into the workshops for minor attention and a repaint as soon as space can be made available for it.

**Wickham.** The Wickham railbus returned from its extended visit to Llangollen at the beginning of April.

**138C, D577, D631 and OLIVE.** These remain theoretically usable but with the exception of occasional forays by 138C and D577, to assist with shunting in the restricted yard layout, they have not seen any use.

**Coach 2084.** Work on the overhaul of our brake coach was finally completed just in time for it to return to service at Easter. A few lines that hide an awful lot of hard work! □



**Manning Wardle 0-4-0ST No. 1795 of 1912,** sits inside the Engine Shed on the day of its arrival at Middleton, 20 April 2006. This was a "special build" locomotive, after the style of their 'P' class engines, and designed for heavy duty work, having been in preservation since August 1969. For more details please see [www.manning-wardle.moonfruit.com](http://www.manning-wardle.moonfruit.com)

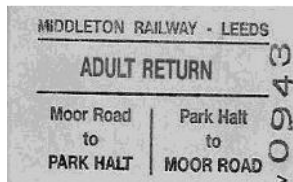


# A ticket to ride counts for something

One of the many benefits of your membership of the Middleton Railway Trust is the privilege of being able to ride the rails and gain admission to the Engine Shed free of charge, on production of a valid membership card. This privilege applies on all days other than when Special Events are being held, when the Special Fare is payable by everyone, including MRT members.



BUT, did you realise that every passenger and visitor counts? Members are asked to make sure they always



show their membership cards at the booking office and obtain the appropriate ticket. This way we can keep a record of the actual number of passengers and visitors who come through our doors and this will help in our partnership with the Heritage Lottery Fund.



## CALLING ALL NON-CHURCHGOERS!

No - not to set up some atheist splinter group at Moor Road, but to volunteer to work in the booking office/shop/kitchen on Sundays, particularly Sunday mornings. We must be a religious lot here (although we're certainly not 'Holy Joes') since quite a few of us go to church on Sundays, which makes for difficulties in rostering staff. And if you've been since we reopened at Easter you will know how busy we can get, and how important it is to be fully staffed in our new building. Indeed on the opening day six of us were all fully occupied for most of the day.

It's not just Sundays (and not just non-churchgoers!) but Saturdays as well; every running day will now require more staff, and the more we have the easier the work and the better service we can offer our customers. So if you're an 'old hand' why not get in touch, and if you're hesitating about volunteering why not come along (after Church if need be!) and see what's happening? You'll be more than welcome. Any necessary training will be (painlessly) given, and you will be helping to run THE WORLD'S OLDEST WORKING RAILWAY, which might even be more exciting than going to Church, though don't tell anyone I said that!

If you're interested, either make yourself known at Moor Road, or contact me: David Guest (Shop Roster Clerk), Lindisfarne, 3 New Croft, Horsforth, Leeds. LS18 4TD. Tel. 0113 258 0521. e-mail [david.guest3@virgin.net](mailto:david.guest3@virgin.net)



## WANT TO HELP WITH OUR NEW EXCITING VENTURE?

Volunteers are still needed for work in all areas. Help is needed with the many jobs involved in completing stage two of our new development. There are front line and back room jobs to be filled and openings for assistant curatorial staff to man the Shop, Resource and Visitor Centre and Engine Shed, and to act as hosts to visiting schools and other groups, families and individuals. Full training will be provided. Use your skills and experience and contact a member of the Railway's Council (details on page 31) or turn up on a Wednesday or a weekend for information.

**Deadline for the next issue  
15 August 2006**

## 2006 trains

Subject to completion of heavy engineering works, the intention is to re-open at Easter 2006. The accuracy of the timetable cannot be guaranteed should the work run over. Check our website [www.middletonrailway.org.uk](http://www.middletonrailway.org.uk) for details or ring 0113 271 00320. **CHECK BEFORE TRAVELLING.**

Trains are planned to operate from Saturday 15 April on Saturdays from 1330 (diesel traction) until 1620. Sundays and Bank Holiday Mondays from 1100 (steam traction) both at 40 minute intervals unless marked otherwise.

Sundays 7 and 14 May. Walks in the Woods: studying the flora and fauna of Middleton Woods

Tuesday 13 June and Thursday 22 June. School trains—special timetable applies.

Weekend 24 and 25 June. Hunslet Festival—special trains services and timetable.

Weekend 23 and 24 September. 'Everything Goes' Gala with special timetable and special trains.

Weekend 28 and 29 September. Halloween Trains—special timetable.

Weekends, 2 and 3, 9 and 10, 17 and 18, 23 and 24 December. Santa Trains for the public. Pre-booking obligatory on 23 and 24 December. Special timetable.

Wednesday and Thursday, 6 and 7 December. Schools Santa Trains. Special timetable. Pre-booking only.

This information correct at time of going to print (see first paragraph above)

# Middleton's Easter ris



Entrance to the Engine Shed buildings and shed yard as seen from the car park



Plaque displayed at the entrance to the Engine Shed building



The view as you enter the Hall - visitors enjoying the display of locomotives in the Engine Shed



First train to arrive at Middleton's Easter Festival

# ing - back to business!



displayed in  
of new  
ding



Easter Monday, and *Matthew Murray* hauls the passenger train past the new school  
(*Andrew Johnson*)



arrives at  
Park Halt, on  
Saturday



Just a few of the many happy customers enjoying refreshments in the cafeteria

## "Dear editor, I must say....."

I have just received the latest copy of the *Old Run*. It seems to be going from strength to strength and probably all the better for the fact that I no longer seem to write most of it! The main purpose of this letter is to comment on some of the photos, especially those provided by Norman Fearnley.

If I can briefly return to OR188, I'm fairly certain that the lower photo on Page 24 does not include me! The chap on the right is Brian Stringer but I'm struggling with the other two. The top photo on page 25 does indeed show the Bagnall (works No.2702, not 2720) shortly after arrival. Note the broken front buffer. This was originally on the rear buffer beam but was swapped to the front as, at that time, it was very rare to have to couple up to the front of the loco. A replacement buffer was eventually sourced. The person riding on the footstep is, I think, Don Agus.

As a matter of interest, this photo is taken from virtually the same spot as the lower one on page 21. The centre photo on page 25 is, I'm fairly certain, the first Wickham gangers' trolley that we acquired and not the present one. It's remains are still with us in the form of the chassis, which is used as a flat bed trolley.

Finally, the photo of the Sentinel and 1697 on page 30 is, as David Hebden correctly states, taken at the entrance to Moor End Works and is thus post-1964. If you look closely, the Sentinel is in steam and is actually towing John Alcock (1697). If I remember correctly, JA had been taken down to Moor End for painting as it was possible to get it under cover there. The dent in the rear bunker was caused by the loco running into a plate wagon with overhanging steel plates. We often used to get wagons with overhanging loads and

these came complete with a 'runner' wagon. This was a barrier wagon provided solely to avoid running into the overhanging load. Sometimes, there were several wagons with overhanging loads coupled together and only the end wagon needed a runner. When hauling a train up Clayton's curve, it often had to be split to reduce the load and it was all too easy to split the train where there was an overhanging load. If the driver or shunter did not realise this fact the crunch literally came when the loco coupled up to the wagon! The Bagnall was another victim of the overhanging load; one reason why it now no longer has the rear cab sheet it once carried!

Turning now to OR189, the person in the picture on page 20 (not page 19 as the caption says) is Andrew ??, who worked at Hunslet Engine Co and came to us as part of his Duke of Edinburgh award scheme. The top picture on page 28 is of D2323, which we hired from BR in June/July 1962. At this time John Alcock was under repair and the Sentinel was not yet available for use. We had it from Mon-Fri and returned it to Holbeck loco depot for the weekend. It was a perk to be able to take it back over the main line under the watchful eye of the BR conductor. The loco is pictured on the headshunt at Parkside. The lower picture is of a Hudswell Clarke 0-4-0 diesel (D1259/1962) which came to Middleton for demonstration purposes, between 23-26 July 1962. In fact its presence enabled us to cut down on the hire of D2323 and saved us some precious money!

Finally, the photo of JA crossing Moor Road is very early in the preservation era for the loco is facing towards Balm Road,

which it did when it first arrived. The photo was first published in the July 1961 edition of the *Old Run*. I think that the loco was turned to face uphill for a German television programme in April 1961 but would welcome confirmation on this fact.

Keep up the good work, Mr Editor!

**Steve Roberts, Aberford, Leeds**

Nice to see a picture of your new headquarters and very impressed by the new clock thereon. As I have a particular interest in large clocks, public or otherwise, this really caught my eye. Just one thing though, the clock was made by John Smith of Derby (not Jones) and its Leeds' works, often referred to as Potts of Leeds (Smith took the business over many years ago) closed down four or five years ago. Interestingly the company celebrates its 150th anniversary this year; go to <http://www.smithofderby.co.uk/v2/projects/About%20us/pdf/AboutJohnSmith.htm> to learn more of this remarkable company.

**John Knapton,  
Leeds & District Traction Engine Club**

I was interested to see on p.28 of OR189 The picture of D2323 on loan to MRT for one week whilst our own 1697 was under repair.

This prompted me to have a look at a Video125 production which included shots of the Middleton Railway taken in 1962 depicting the BR diesel on the MRT, plus members at work on the track, including a youthful Steve Roberts. The caption on the sleeve of the video shows the BR diesel at Balm Road at the limit of our running on to BR.

Whilst working in the Leeds district S&T office between 1962 and 1966 IO hitched a brake van ride from Waterloo Colliery Sidings

## Motive power motivator?

Railway unions are said to be surprised that hordes of hugely qualified professionals are ditching their jobs and applying to be train drivers. But as any six-year-old boy could tell them, train-driving is obviously the dream job. You can see it even better from a grown-up point of view: beautiful countryside, smooth running, the driver's cab to yourself, and of course you get a seat, unlike many passengers on the more popular routes.

But the idea chimes on a deeper level too. With the idea of train-driving, one has the impression of being in control—while, underneath it all, knowing that one's route is unchangeable and one's end is predetermined. It feels wrong to find this idea so comforting.

*[Seen in a national newspaper on 11 April 2006]*

*[John Smith of Derby also supplied the clocks in the tower of London's magnificent St Pancras' Station building (Ed.)]*

signalbox to Wakefield Road behind a Hudswell diesel which was returning to the maker's after trials on the CEGB coal trains to Skelton Grange Power Station. The locomotive had a brake van attached to facilitate correct operation of track circuits.

**Derek T P Plummer  
Horsforth  
Leeds**

**Deadline for next issue  
15 August 2006**

# Tinplate Hornby toys

Maurice Pilsworth

My memory takes me back to 1936/7 when I discovered that a boy I knew had a case full of Hornby trucks, track, signals, etc., all the items necessary to have a complete running railway, and "Mam, he only wants 7s.6d for it". Needless to say, I didn't get any of it, but I sometimes bought a 6d monthly Meccano Magazine which satisfied the desire to have a railway, to see an engine pulling some trucks around.

It was probably 1940 when I was bought a Meccano 1A set. Being only a small set it would only make very simple models. Though entertaining I wanted an "engine set", and this appeared the following Christmas. What a time I had with that M1 set with two open trucks that were always filled with all sorts of items. My father was a haulage contractor at the time, so I emulated him.

Sadly a few months later the spring broke, and it being wartime no repair could be done, and eventually it was lost. Hornby got very scarce as the war went on. At Christmas 1942 I sang my heart out at nearly every door in the village of Barlby where we had moved, and I amassed a fortune of 15s.0d (75p) which collected in pennies took quite a time. But it was worth doing for the tank engine I wanted.

The next problem was how to get to Leeds to get one from one of the three shops I knew that sold Hornby trains. Eventually it was arranged I would go with Dad to the shops in question. I had remembered them from our annual visits to the Theatre Royal in Leeds to see the panto there. After a few weeks of waiting we eventually arrived in Leeds, but a big disappointment—none of the shops had an engine at all! I went home with a boxed Bren-gun carrier set instead. But my railway interest was not diminished, just postponed for a few years.

During 1942 my dad sold his wagons and was sent to work in the aircraft industry in Brough, Southampton and finally at Yeadon.

In 1943 we moved to live at Hyde Park, Leeds and I took a twice daily paper round and got 5s.0d (25p) for my week's work, found a shop in Headingley selling Dinky Toys and bought the odd one now and again, but the railways never got bought!

Having left school in 1944 I began work as an apprentice plumber and retired from that in 1995. Still getting the Meccano Magazine I found my interest leaning towards more accurate models of the railway, not "toy stuff". Whilst working in town I found Jeff Littlewood's Model Engineering Centre in Wade Lane, and began buying track and parts to make track in O-gauge. He was an agent for Leeds Model Co. who made excellent models amongst others. In the window was a sign saying "anyone interested in forming a model railway society, come in and have a chat". In about June 1947 I joined the group and have been a member ever since.

The problem with O-gauge is it takes a lot of space, which was never available. I was called up into the Royal Air Force in 1951 and only had chance to make model aeroplanes. On demob in 1955 I returned to plumbing, now married with a family, and model making was put on the back burner. In about 1956 Triang produced "TT" and being low cost and less space required, I began to collect them, in hope!

Throughout the following years I enjoyed making different models in "TT" scale, and making kits, and joined the 3mm Society whose members made many other kits available. Eventually I made four diesel locomotive kits, which are still in production today. The "TT" collection grew but I never completed a layout because model making took over.

About 1990 I was invited to show my "TT" locos at an exhibition at Garforth, and round the corner was a 12-foot square Hornby tinplate layout owned by Jack Kirk. When the doors were opened to the public the layout came alive, clattering around in twin track





were the old tinplate trains I used to have! What memories it stirred! And what wishes it created! I went to talk to Jack and found that tinplate Hornby and Dinky Toys were all that he ever collected and being a member of the Hornby Railway Collectors' Association (HRCA) there was never any shortage of items to buy.

We also went to various swapmeets to see what we could obtain. First of all I obtained a clockwork LNER NO.50 tank loco but for £40 not 10s.0d—Wow! I discovered that members always have a few surplus items which they pass on to other members. I joined the HRCA in 1995 and soon became aware of the cost of "boxed and mint" items. These do not interest me, as what I have I use and "play with". I prefer those needing TLC and repainting and restoring to original condition. Members make new parts and repair clockwork and electric

look" complete with brake standard which one of our members makes. This is something that has puzzled me, because their vehicle is the only guard's van which has the brake standard showing and Hornby didn't even put one on their 00-gauge model!

The next one I made was a "Queen Mary" guard's van in SR pattern. In the 1930s the company was needing a guard's van to run at

**Continued on page 31**



motors. I supply containers and the company papers that cover them, also the wood blocks and electric drum blocks and papers which cover these. A friendly wood turner manufactures these for me.

Apart from restoring the existing Hornby rolling stock and locomotives, I make "neverwazzes", from Hornby items into a wagon or van, the kind of vehicles that were never made! The first item I made was a double bogie petrol tanker, copied from the 4-wheel version. The problem was where to get tinplate from, but eventually I did get a supply from Leeds Iron and Steel Company. This was slightly water damaged, but most of it would clean up and was usable. Fluxite is OK but if it is really dirty phosphoric acid (diluted with water) is good, but has to be washed away and dried properly or else rust occurs, and requires undercoating with paint.

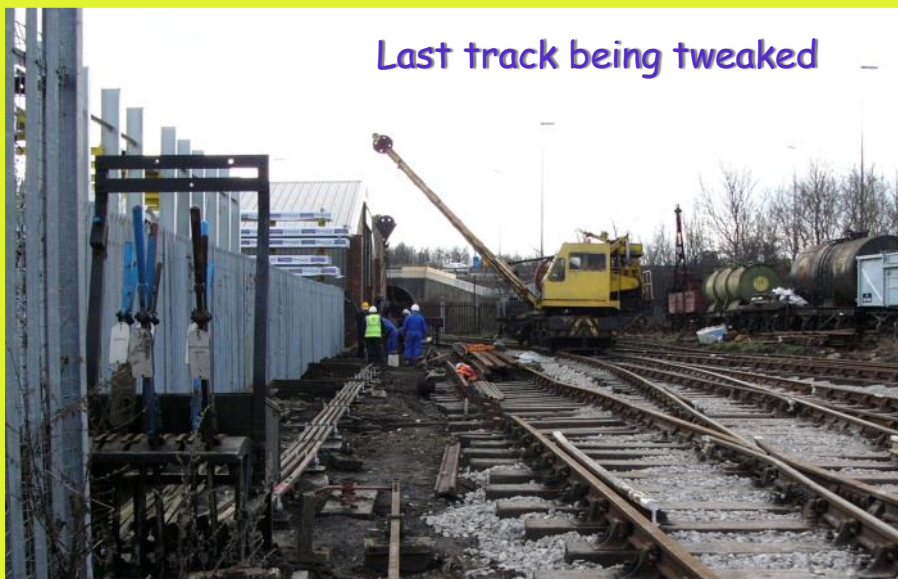
My Company interest is LNER and LMS, and because Hornby made all the locomotives in all company initials I do have two SR and 1 GW mostly because I have made a GW "toad" from a No. 1 4-wheel coach which was rusted completely and I had this one given to me). To do a correct "toad" a GW brake van, the coach base is used only; a proper GW guards' van is used, but extended to give the veranda the "long

## Ballast train duties



**Peckett 620 class O-4-ODM 5003/1958 Austins No.1** on 18 March 2006 hauling a ballast train conveying stone from the car park for lifting and packing of the main running track at Moor Road. Powered by a Gardner 8L3 engine developing 240hp through a Wilson gearbox, this is the combination which powered the BR class 03 and 04 diesel shunting locomotives. This locomotive is the last surviving Peckett diesel and as such is of considerable historic interest. It arrived at Middleton on Wednesday, 11 April 2001 from the Keighley & Worth Valley Railway.

## Last track being tweaked



Final touches being made to the point rodding and trackwork in Bannister's siding on 18 March 2006 with assistance from the ex-British Steel, Scunthorpe, Smiths of Rodley, Leeds crane.

## Different people making a difference!



The pictures speak for themselves, and are indicative of the multifarious tasks carried out by members in order to get the Middleton Railway up and running in time for the Easter weekend reopening.

# Walkies with a purpose, 2006

On Sunday 19th July 1981 17 members of the Yorkshire Area of the Deltic Preservation Society took part in a 8.5 mile sponsored walk from Leeds City station via a 'historic rail trail' to the Middleton Railway where a special train - hauled by *John Blenkinsop* - was provided for the walkers. Over £200 was raised for the loco appeal by this first DPS sponsored walk and the Society has organised several walks since.

As three of the original walkers - including myself - are now DPS Directors (and another is heavily involved in the DPS website) it was felt that the 25th anniversary of this event should not go unmarked. Please therefore note your diaries for **Sunday 16th July 2006** when we will hopefully recreate the original route and see the many transformations that have happened in the last 25 years! (Most of them are probably at the Middleton Railway in the last 12 months!) We will start from Moor Road and end there with a special charter at the Railway (which may or may not be fully crewed by DPS/MRT members) and hopefully a barbeque.

As I have a foot in both camps I would like to invite any MRT members who may like to take part in this event and walk for *The President's Appeal* rather than the DPS to contact me at 21 Harper Grove, Idle, Bradford, BD10 8NX or e-mail Editor@thedps.co.uk for a sponsor form. I would like this event to be used as a fundraiser for both organisations (I know some people are members of both like me - so you have a choice; what luxury!). I will be seeking people to perhaps provide a commentary for the walk for those who want to take in the historical railway sites of Leeds? The final route is still be devised, but a shorter, family-friendly route is likely for those who can't walk as far as 8 miles or so! Once the Railway is up and running again at Easter, Sponsor forms will be available from the shop. Anyone who wishes to help with the organisation of the walk and possibly test-walk some proposed routes please get in touch.

*Ian Dobson*



## 25 years ago

Here's a photograph of the original walkers on 19 July 1981, to prove that it did indeed take place!

The guy at the front left is none other than a youthful looking Ian Dobson, complete with a full head of hair. How times change! Do you recognise anyone else?

# How our website construction pages came about

Andrew Johnson

This work in progress came about for various reasons. At the meeting in early 2005 in the old display hall I recognised the style of the line drawn outline for the façade of the Engine House as being based upon the office complex of the Hunslet Engine Co (Jack Lane). Quite a while ago I had taken a few photographs of the building for my archive. After this meeting I asked for a copy of the drawing so that I could have a play with it. The mock-up of the façade was created by copying and pasting different elements (doors, windows and brickwork) from the Jack Lane photo. If you look carefully on the mock-up you can see the double yellow lines outside. Two copies of the façade were placed onto a web server and a few members were emailed with the address. This mock-up has made its way into quite a few national railway publications.

When we commenced the work on the track work in the yard I foolishly made a comment to Martin Plumb that perhaps Middleton could do with a few pages about the work. I had the concept that we should record the works just like the pages on various other railways (such as the Welsh Highland Railway) do so. Unlike many other lines our project was of a relatively short time scale. Included from the drawings supplied to me were the various site plans at anticipated dates. As they were all of a similar scale I decided to have a popup window with these on. The track plans have a click onto the next and previous state (and final to original) so that you can compare and contrast before and after.

Information pages were included about what we are doing with the site and also attached onto this were pages for various other tasks occurring in parallel. These parallel tasks included the new bridge (constructed by contractors for Leeds City Council) by the sports centre for the school, the Fowler, Greenbat and Henry de Lacy II locomotives. The original construction pages were split during the year into new track and the Engine House (previously known as Resource Centre). Each section was supplemented by a text only page with frequent updates.

The update pages have had images of the work in progress added, often weekly, so that some of the vast changes are very noticeable as you progress through the pages. Just like other people, there have been weeks that I have not been working at Moor Road as I have had holidays and steam fixes. Without needing to ask I have had photographs from other working members who have been on the days that I haven't, gratefully acknowledged here. An example was the Andrew Gill image of Mary travelling under the new bridge - afterwards seen in various publications, including on a steam news page in a national railway magazine!

News from the construction pages has spread far and wide: there are people who have been known to have had a visit and a virtual tour from all over this little planet.

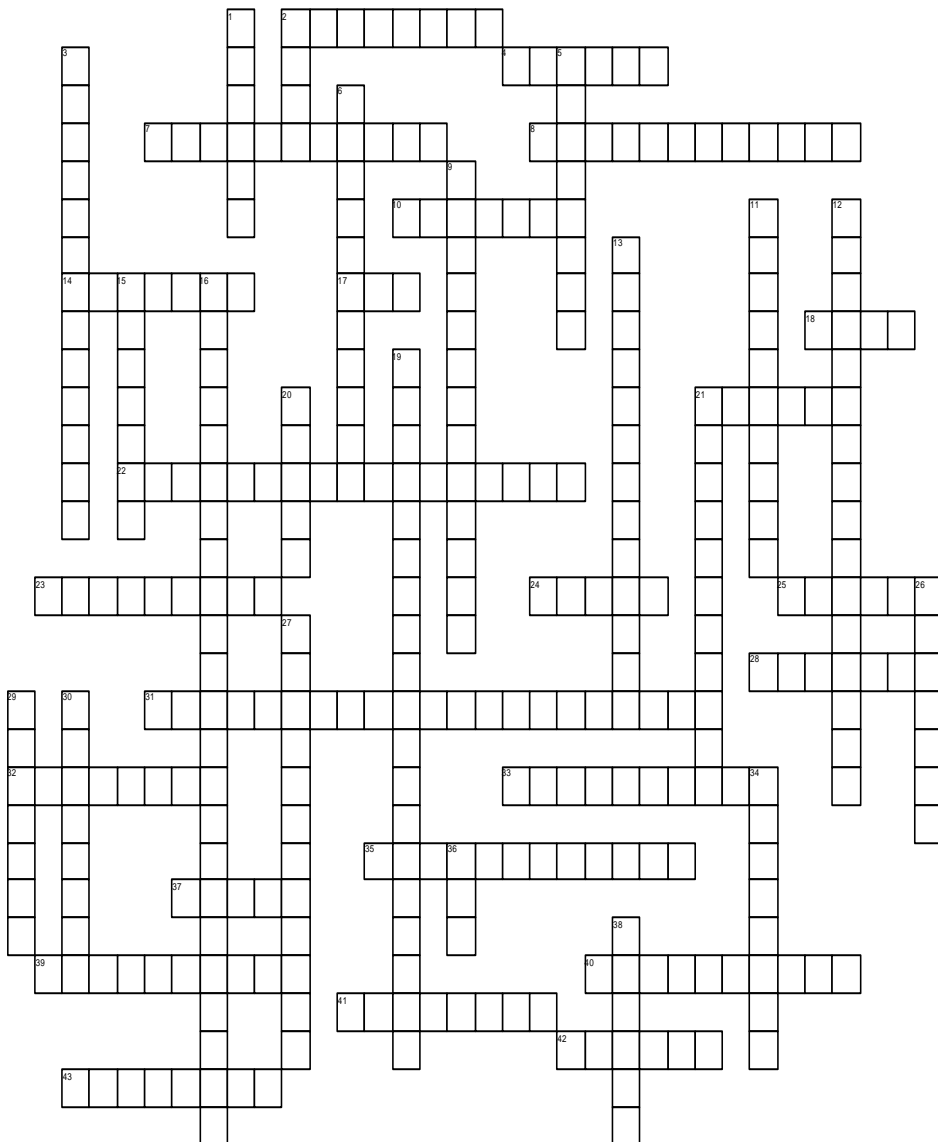


**See [www.middletonrailway.org.uk](http://www.middletonrailway.org.uk)  
and click on the Construction Pages**

# Test your Middleton Railway knowledge!

Only if you need to, most answers may be found in  
*A History of the Middleton Railway, Eighth edition*

The solution is given on page 29—but no peeking until you've tried and failed!



www.CrosswordWeaver.com

returned it to Holbeck loco depot for the weekend. It was a perk



## ACROSS

- 2 Last previous clearance of this site was in 1983 (4,4)
- 4 Trinidadian Hunslet of possible sweet taste (6)
- 7 Might have saved Salamanca's boiler from exploding in 1818 (6,5)
- 8 Pupil of Matthew Murray who became partner in building articulated locomotives founded this company (5,7)
- 10 First firm to get freight service from Middleton Railway in 1920, who ultimately gave us a home (7)
- 14 Makers of Track Testing Vehicle now our railbus (7)
- 17 Post-1948 successors to Colliery Owners (init.) (1,1,1)
- 18 Fugitive steam engine tried to escape that time (4)
- 21 Water tank burrows under? (6)
- 22 He took design of Salamanca to Russia (5,4,8)
- 23 Matthew Murray's house (5,4)
- 24 Shape of Leeds Foundry still extant? (5)
- 25 Subterranean alternative to level crossing of motorway (6)
- 28 Early pit shaft (4,3)
- 31 Newspaper forerunner of Yorkshire Post, that reported opening of Middleton Railway on 26 September 1758 (3,5,14)
- 32 David....., designed our new shed in 1994 and the Education Resource Centre and Exhibition Hall in 2005 (8)
- 33 Middleton Colliery manager appointed 1808 (10)
- 35 Salamanca's stable mate (6,6)
- 37 Was nearby electric railway called this because it was incandescent, watt(what)? (5)
- 39 Historic recognition given by this in 2003 (4,6)
- 40 Award given to Matthew Murray in 2002 (4,6)
- 41 Fragrant ointment for anointing found hereabouts? (4,4)
- 42 Status given in 2003 (6)
- 43 Name for list of our locomotives in Loco Stock Book (8)

## DOWN

- 1 Trust me, I'm a doctor, come to rescue you (6)
- 2 Middleton's Madonna diesel (4)
- 3 This loco spent time outside Civic Hall in 2003 (7,6)
- 5 385's birthplace (8)
- 6 Middleton's terminus near Leeds Bridge (6,5)
- 9 Devonian first base for Middleton Railway? (9,4)
- 11 Murray's partners before and after (6,4)
- 12 Founder of Middleton Collieries (7,9)
- 13 Salamanca's fifth wheel was essential part of this form of traction (4,3,6)
- 15 Diminutive brewery diesel (7)
- 16 Name of Canal to which coal was transported by first Middleton waggonway (4,3,6,10)
- 19 Another firm once served by the Railway who still collect our scrap (7,3,8)
- 20 This standard adopted in 1881 (5)
- 21 Outside 'Long-travel' valve gear carried by Picton, but not Flying Scotsman! (11)
- 26 This body dipped into it's fund for us in 2005 (7)
- 27 Highly collectable world famous pottery made here using Middleton coal (5,7)
- 29 Our first passenger train in June 1960 hailed from poorly articulated source? (7)
- 30 Our first steam locomotive (8)
- 34 Junction with BR by way of GNR link (8)
- 36 Whose 16-ton mineral wagon have we restored? (1,1,1)
- 38 Middleton's first form of haulage of waggons (6)

# Personnel personal profiles

## Andrew and Sue Gill

This time we feature a married duo of very active volunteers, Andrew and Sue Gill, who for the past 15 months have been extremely busy taking part in the demolition and rebuilding of the Moor Road yard, including building the new station and laying the remodelled track work.

Andrew Gill was born in Bramley, Leeds, in 1945 and educated at the Leeds Grammar School. Sue was born in Horsforth in 1947 and attended the Leeds Girls' High School. From there Andrew started work for the Yorkshire Bank before moving to the Leeds Permanent Building Society, and Sue also joined the Midland Bank for a period before transferring to work in the accounts department of a large solicitors' office.

After their marriage in 1968 Andrew commenced his career in computers with Empire Stores, Bradford, with training by IBM, before being poached from there by ITT Business Systems during which he spent some time in the USA. Latterly he worked for Alcatel as a Network Consultant, and retired from full-time work in 1996.

After several years in work, Sue became a homemaker. They have three daughters: Amanda is now a Palliative Care Nurse in Adelaide, South Australia; Sarah a PE teacher but now a civil servant married and living in Yeadon; and Ruth a Practice Manager living in Oxford. Sue later worked in an estate agents and the the Kay's mail order firm before becoming a civil servant, where she continues on a part-time basis.

Sue says she thinks that railways "must be in my blood. My grandfather and great grandfather were stewards at the lodging house for the Holbeck Sheds at Ninevah Bridge in Leeds". This was the establishment were train crews who were away from home over-

night stayed before working back to their home sheds the next day.

Andrew on the other hand first became aware of railways because as a child he lived right next to the railway at Headingley, the then Leeds-Harrogate-Northallerton line. After marriage, their first home overlooked the north end of Horsforth station yard. "I had an Auntie in Whitby, and I can remember going with another Auntie on the train from Leeds on many occasions. As far back as I can remember I have always had an interest in trains".

But by far their greatest passion is horticulture. Andrew is a Fellow of The Linnean Society of London: founded in 1788, the Society studies biology in its diversity, the evolution, ecology and systematics, and is the world's premier society for the study and dissemination of taxonomy. He is a National Collection Holder of the genus *Haworthia*. Succulent plants endemic

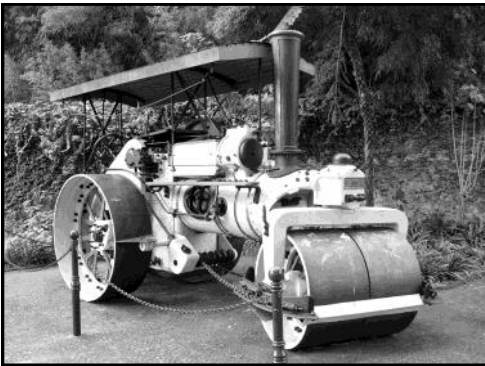
**Continued on next page**  
**Continued from previous page**



in southern Africa and is the Treasurer of the Hardy Plant Society, West Yorkshire group, specialising in hardy herbaceous plants. For seven years to 2006 he has been General Secretary and a Trustee of the Paxton Horticultural Society at Kirkstall Lane, Leeds, which takes its name from the celebrated master garden designer of that name, Joseph Paxton, who was head gardener at Chatsworth from

1832 and designer of the Crystal Palace gardens for The Great Exhibition of 1851.

What about aspirations for the Railway's future? "We would like to see the completion of the present remodelling of Moor Road, and the integration of the new Resource Centre and Museum into the Middleton railway; thereafter, up to the top of Middleton Park, and down to Balm Road "Halt"! When all this is achieved, we would hope to get the support from the public that the Railway so richly deserves" . □



Seen by the Editor on display in the Parque de Santa Catarina in Funchal, Madeira, 5 January 2006, Leeds-built Fowler DNA single cylinder steam road roller No. 16946 of 1927. Technical information supplied by Michael Walters of the LDTEC



## 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.

~~~~~

41. Balm Road; 42. Museum; 43. Taxonomy.  
38. Horses; 39. Blue Plaque; 40. John Colley;  
37. Light; 36. NRM; 35. Prince Regent;  
32. Monkton; 33. Blenkinsop; 34. Parkside;  
30. Sentinel; 31. The Leeds Intelligence;  
27. Leeds Pottery; 28. Bell Pit; 29. Mumbles;  
Steam Hall; 24. Round; 25. Tunnel; 26. Lottery;  
21. Windle; 22. Grand Duke Nicholas;  
18. Fred; 19. Robinson and Birdsell; 20. Gauge;  
16. Aire and Calder Navigation; 17. NCB;  
15. Courage; 14. Wickham;  
12. Charles Branning; 13. Rack and Pinion;  
9. Dartmouth Yard; 10. Clayton; 11. Fenton Wood;  
6. Casson Close; 7. Safety Valve; 8. Casson Close;  
3. Matthew Murray; 4. Picton; 5. Chemnitz;  
2. Moor Road; 1. Youell;

**Answers to Middleton quiz:**

**Deadline for next issue**  
**15 August 2006**

## Tinplate Hornby Toys (continued)

at 60-70 mph. with food trains from Dover to London and the quicker it arrived the less fruit was wasted. At the time the SR were dismantling old electric commuter coach stock and someone had the idea of using these bases and remaking them into guard's vans, hence the length and suitability for travelling at speed. Some were metal bodies and others wooden panelled bodies. I made the latter type, using ordinary van bodies and soldering on extra panels—result a SR guard's van!

The LMS was next on the list made as before but on a luggage van base. They only made a few and one spent all its life as a 40 ton ballast van between Copley Hill and Armley. On this the normal coach/van bogie was fitted and looks quite good, complete with plasticard numbers and number plate.

Over the years many Hornby tinplate bodies have been forgotten, and they do get rusty and damaged. These have been cleaned up and painted resulting in two vehicles being put back into service, whereas they might have been thrown away. With this in mind another of our members made a few paper cover lithos of TPO and sleeping coaches which I have done simply by using rusty coaches. Another member supplies paper sides for coal wagons. Hornby only ever made four plank wagons, and this member printed five, six and seven plank sides, with names of different coal owners. Over time I gathered 20 paper sides and obtaining tinplate metal from a local tinsmith began buying Hornby wagon bases and making a range of wagons, cutting the sides to various depths for the planking sides! These were painted and weathered, so now we had a coal train with the appropriate company guards van at the rear to match to locomotive at the front.

Coal inserts were obtainable at £5 a time, or £100 for 20 coal trucks. I set to measuring the interiors of the wagons used a piece of floorboard as a hammering base and belted tin to look like coal to good effect. Soon I was supplying tin "coal" to other members.

The locomotives Frank Hornby made must always be regarded as toys: they were not scale models. The first and only locomotives to be made to resemble the originals were the Princess Elizabeth class. They also issued an SR L1, GWR County of Bedford and Caerphilly Castle, LNER Yorkshire and Bramham Moor, LMS Compound (with outside cylinders) and Flying Scotsman and LMS Royal Scot. These really did resemble the real thing. There were other

model makers that made good replicas of locomotives: Bonds of Euston Road, Mill, Bros, Exley and a few less well known makes.

Hornby trains ceased in 1968, but now there is another manufacturer in the same vein, Ace Trains, who began in 2005, and are every bit as good if not better than Hornby. I'm sure Frank Hornby would be pleased with them. In 1929 Hornby made a 4-4-4 tank loco in clockwork, and in 2005 Allan Levy, a member of the HRCa made an electric version with all the four British companies and also continental names as well. The coaches are both steam and electric units as well and there is a Coronation Scot and a Silver Link set also. They are brilliant! Levy has also developed a Flying Scotsman and in the making are O-6-0s (SR Q class, LMS Class 4F and others).

And so it goes on! I still buy Dinky super toys because they suit O-gauge, and have a few of the Triang tinplate trucks for the same reason. Steve Flowers supplies all spares for Dinky wagons and Triang cars and wagons. Someone started building an LMS 10,000 class diesel which I completed and I am currently building an LNER Director class, Sir Sam Fay, to be finished soon. Others are in the cupboard to be restored in due course. □

# The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

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Registered Museum No. RD2114

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Moor Road as you have never seen it! From 1,400 feet above, this shot was taken just before the start of our major rebuilding.

*[Photo courtesy of Skyviews ]*

