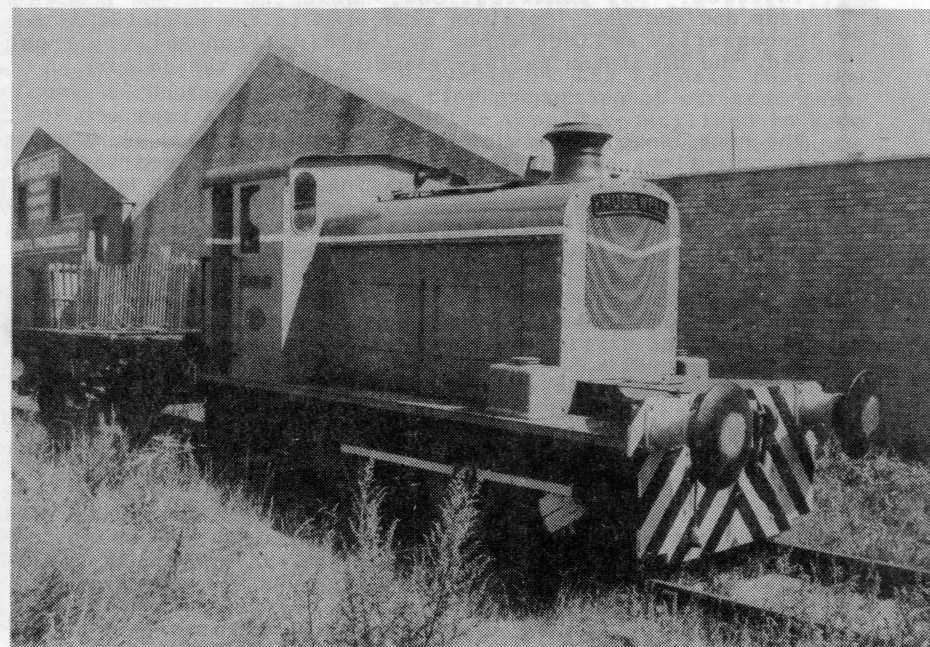


THE OLD RUN



**JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS**

MAY 1983

THE OLD RUN

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EDITOR: I.B. Smith, Manor Farm Drive, Leeds, LS10 3RW

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

The next issue of The Old Run will appear in August, and all contributions should reach the Editor by the end of July.

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

Cover Picture: Our 0-4-0 Hudswell-Clarke diesel no. D631 heads the P.W. train past Bannister's Coach Works.

EDITORIAL

After my enforced absence, it's good to be back! Before I go any further I'd like to thank Steve Roberts for his invaluable assistance with Old Run whilst I was away -- and I'm glad **Someone** appreciates the work that goes into producing even so modest a publication as ours!

Having said that, I feel that now is the time for a moan at our somewhat short-sighted Council. As I now write this editorial, I have in front of me the many monthly magazines about railway preservation. Despite the free sections in these magazines, NOT ONE has any mention of Middleton's Visitor's Services, which commenced at Easter. It's not the first time that our Council have lacked the imagination or initiative to send such details to the railway press. All it takes is a stamp, as such entries are free. Although it can be said that the railway enthusiast forms only a tiny proportion of our customers, I for one feel that ANY free outlet should be utilised to keep our name in the public eye. This railway's major fault in recent years has been its total lack of communication with the railway press, and very few items have ever been published - surely a terrible failing on the part of our Publicity Department?

Another important issue which all members should be aware of is our grant from the inner city people. Despite the promise of better things to come, the grant will not make things any easier just yet - if anything it's going to be just the opposite. In addition to running the railway, our membership is going to have to find the labour to erect the steelwork for the new depot, and lay in the many extra sidings etc. The message from this is that Your Railway Needs YOU! Without extra labour, we are just not going to be able to proceed as quickly as we would like, whilst the locomotive overhauls so desperately required for next year may have to suffer as the same people who work on locos are also those who will have to do a lot of the work on the depot complex. Now, more than ever, the railway needs some willing hands to assist with the exciting projects which the grant makes possible. Please try to give at least some of your time to this project if at all possible. Your help would be appreciated and you can rest assured that it will be a positive step towards our goal of a proper maintenance shed and station complex at Tunstall Road.

Ian Smith

FROM THE ARCHIVES

After conversation with a few members, your editor has decided to revive the idea of reprinting articles and features from past issues of 'Old Run'. This will be an occasional feature and it is hoped it will provide an insight into the trials and tribulations of running the railway in years gone by.

This first article, from the August 1961 issue tells the story of a derailment which was attended by BR, complete with loco.

DERAILMENTS

The word that has often caused resigned sighs during the first months of operation was heard again on the 19th August! Proceeding at a leisurely 8 mph towards Balm Road on this particular morning, and rounding the corner at Acme's, our first remark 'She's on the deck' signified that all was not well in the state of Denmark! What appeared at Acme's to be one of the 33ft Tube wagons appeared upon getting nearer to be no more than an ordinary Common User (BR IOT wooden bodied wagon - Ed), not just slightly off, but completely off and broadside on at the apex of the point nearest BR, just some ten yards inside 'The Gate'.

Upon consultation with BR it seemed that local youths had, during the night, dropped the wagon doors, removed the brake and allowed the wagon to run down the IN road so that it blocked the OUT road. On pushing the next day's traffic up the following morning, on the OUT road, the leading vehicle fouled the wagon, catching the buffers and pushing it broadside on, the crew of the BR shunter being completely oblivious of exactly what was going on until it was too late!

After a short while jacks and packing appeared, disguising the loco that had carried them from Stourton Depot, (55B as it was then). The loco came well into Middleton territory - even under warnings that it might be confiscated - and the professional rerailers got to work. After getting one end of the wagon precariously perched on the track at one end after only a few minutes (the foreman was heard to mutter "Some gauge, this!") efforts were concentrated on moving the other end towards the rails, some three feet from the wheels! Nevertheless the whole operation was completed in no more than 20 minutes and the equipment was safely stored on board the loco, which was then released from custody for a rapid retreat to Stourton, there to await some other urgent call - "Come quick - we're off!"

Editor's note

The locomotive used in this escapade was No 44586, a Fowler 4F 0-6-0 tender loco, one of a batch built by the LMS from 1923 onwards. I was amongst the many interested spectators watching the antics of the combined MRPS/BR gangs involved and found it amusing at the time!

GONE WITH REGRET

Public notice of two items of local interest appeared in the Yorkshire Post on the 8th. of December 1982.

NOTICE IS HEREBY GIVEN that application is being made to Parliament in the Session 1982-83 by the British Railways Board for leave to introduce a Bill under the above name or short title for purposes of which the following is a concise summary so far as such purposes relate to the construction of works and the compulsory purchase of land or rights to use land in West Yorkshire:

1. Stopping up the part of the disused canal arm beneath Leeds railway station, Leeds, West Yorkshire, and power to fill in and appropriate the part so stopped up and provide thereon a private road.
2. Stopping up of part of Hillidge Road, Hunslet, Leeds and provision of new footpath and footbridge.

The first part relates to the branch of the Leeds & Liverpool beneath Leeds Station, by means of which barges were able to descend from the canal basin to the River Aire above the weir and convey goods (mainly coal) to Whitehall Road Power Station or to Messrs. Joseph Watson's Soap Works. The canal arm was in use until some time in the late 1950s. Coal was unloaded at both wharves by electric grab crane.

At the canal basin end, the canal arm is wide enough for barges to moor along each side and still leave a way clear for others to pass by; at the River end is a lock which is probably L&L standard size of 62 ft. long x 14 ft. 3 inches wide.

The railway is supported above the branch canal by what is probably more like a tunnel than a bridge, although it is really a series of bridges side by side, using various types of structure such as plate girders with timber or steel decking, girders with brick jack arches, and masonry or brick arches. In 1892, a fire beneath the arches at the joint i.e. LNWR/NER side of the station caused the railway to collapse into the canal arm.

Once British Railways have received Parliamentary powers, the actual work of filling in the canal arm can begin; then the space above will be filled in until the bridge structure level is reached, after which the bridge deck will be removed. Finally, the filling will be topped up to reach track ballast level.

The second part relates to the abandonment of over-bridge no. 255 on the Derby-Leeds railway, and its replacement by a footbridge. The bridge concerned originally carried Hillidge Road over the railway to join Moor Road close to Whittaker's Coal staithes on the Middleton Railway. In connection with the Motorway works in the area, Moor Road at this point was removed leaving a dead end road spanning the railway, and so it was inevitable that eventually Hillidge Road bridge would be reduced to a footbridge. Hunslet station buildings, built of wood, were situated on the Derby side of Bridge 255 and passengers reached the two platforms by stairways. On both Up and Down sides the slow or goods lines passed round the back of the station platforms, and in steam engine days through trains stopped here to take water.

D.J. Plummer

References:-

"Leeds-Holbeck, The First Wisp of Steam" by R.Oliver - published May 1980

"Museum of Leeds Trail" published by the Leeds Museums Department

"Inland Waterways of Britain" by Roger Calvert published by Ian Allan Limited

MIDDLETON VIEWS No. 1

St. Matthews Church

This is the first of an occasional series depicting drawings of Middleton-related places by the late W.B.Stocks, with notes provided by John Bushell.

St. Matthew's Church, Holbeck is a building that Matthew Murray never knew, although his remains lie in the churchyard! At the north end of the former burial ground, one of the few remaining memorials records Murray as a 'Civil Engineer of Holbeck'. The cast iron obelisk was constructed by the men of his works, the Round Foundry, as a "labour of love". The name of "St. Matthew" was given to the church on rebuilding shortly after Murray's burial (I am informed on good authority that the Pope was not consulted over canonisation!)

Memorial services (1926-1967) have taken place in the church. It has now ceased to be used as a place of worship, and is converted into a Community Centre. The Matthew Murray memorial on the north wall of the building has been retained and the tastefully modernised premises may well prove to be useful for an MRT social function in the future.

Footnote: Matthew Murray was the builder of the world's first commercially successful steam locomotives, in 1812. He was born in 1765 and died in 1826.

J. Bushell



St. Matthew's, Holbeck
and the Murray Grave and Monument

W.B. Stocks

CLASS 08 BORING ? NEVER !

I really must take issue with Mr. Gunston's letter in the last issue of 'Old Run'. Whilst agreeing with everything he has said about the "Classic" diesel - mechanical shunters of Hunslet, Hudswell and Fowler origin, I find the idea that 08s are boring to be a little wide of the mark.

Consider the pedigree of the design. The first 350hp diesel-electric shunter entered service with the LMS in May, 1933, having been built by Armstrong Whitworth to LMS designs. This, along with others of the same design, proved extremely successful and one of these is in fact still in existence in France. The design was modified to take an English Electric 6K engine developing 350hp, the first loco, LMS 7069, entering service in 1935. The Great Western Railway also took delivery of a similar machine as their No 2 in the same year.

Following the success of this design, it was modified with jackshaft drive which proved a retrograde step. In 1945 the 'definitive' LMS shunter design emerged. This assumed the now familiar shape of the diesel electric shunter, utilised the same English Electric 6K engine and was built in large numbers between 1945 and 1952. By this time, British Rail was in being, looking for a standard shunting design. Of the four main line companies, only the LMS had large numbers of shunters, all basically of the same design. The other three companies had dabbled with shunters, but the SR and LNER had only a very few locomotives each, whilst the CWR had plumped for a very similar design to that already in use by the LMS, except that, true to their tradition, the GWR locomotives had cast numberplates. Thus it was that BR went for the design that had proved itself, the LMS class II shunter.

With the "Standard" BR shunter, as it was known, a number of design differences were introduced. The wheel diameter was increased slightly, and all locos were built with vacuum brakes, something that LMS locos never had. Even then, standardisation was not complete. Some locos were built with different engines, Crossley and Blackstone, again developing 350hp. Others were modified for special use, the Southern allocated locos, for instance, had a second set of air/vacuum pipes fitted at mid-

height in order to be compatible with that region's EMU stock. The most significant variation is the famous class 13, the twin class 08 specially produced to shunt Tynsley Yard. These three beasts weigh over 120 tons and are ideally suited to their role.

A mark of their success is that no less than 1193 were built, becoming well over the largest fleet of diesel locos ever built in this country, and only being beaten by the LNWR "DX" goods locos for the title of most prolific class of loco ever built in this country.

My personal feeling is that these locos never got the accolades they deserved, more because of their less glamorous duties rather than their appearance - after all, how many people went after **steam** shunting locos when bigger fish could be found on the main line? The 08 in particular is a very good example of all that is right with the locomotive manufacturing industry - it is simple, and it works under all conditions whereas its supposed successors proved expensive to build and maintain. Indeed some of the "classic" locos mentioned in Mr. Gunston's letter were withdrawn as totally unsuitable for BR service because of their unreliability, some hardly completing more than five years service! Beauty is, of course, in the eye of the beholder, but whilst the "350" as it is known would never win a beauty contest, it has been a faithful workhorse for BR and industry for over 30 years, and as such deserves a place in history as one of the most successful designs of locomotive ever built.

Ian Smith

NOTE

For the record, Middleton has always been served by the class 08 shunters. The normal workers were those based at 55A Holbeck - 3654 to 3658 being regular performers of Balm Road pilot duties.

Sadly, when we required a shunter from BR, the class 08 was too heavy for use and we hired a Drewry 0-6-ODM No. D2323, which was better suited to our needs.

FIFTY YEARS OF THE DIESEL

This event took place on 11th September last year, but the planning began much earlier, in September, 1980 when the veteran Hudswell diesel "MARY" arrived from the Severn Valley Railway having been purchased jointly by myself and Graham Parkin. At that time, it was casually mentioned that, since "MARY" was built in 1932 (Wks No D577) and was the oldest surviving standard gauge Hudswell diesel in the country, if not the World, the opportunity to publicise this fact should not be wasted. However, the loco was in no fit state for anything at that time, and in addition it was considered that, historic as she was, "MARY" by herself would not really generate the interest for a gala type event.

The matter then rested for some 9 months, by which time, June 1981, the idea began to form that we had another 50 year old loco on our books, and one which was far more interesting and would quite likely attract attention, despite being some 25 miles away. That loco was "JOHN ALCOCK", which had originally been built as a demonstration loco by the Hunslet Engine Company, but which had then been purchased by the LMS after extensive trials had proved that diesel traction was feasible for shunting purposes. She was originally numbered 7401, but quickly renumbered 7051 to make way for a batch of "Jinty" 0-6-0T steam shunters, ironically the very class she was eventually to prove quite capable of replacing.

Some quick consultations with Council members revealed a measure of support for the idea, and I began detailed planning in July, 1981, beginning with a letter to Dr. John Coiley of the NRM asking that "JOHN ALCOCK" be displayed in the main hall of the museum during July and August 1982. This brought a favourable reply, and indeed after some negotiations, the museum also lettered the loco LMS 7401, and also removed the nameplates, thus externally restoring the loco to LMS condition, a splendid piece of work, and well worth the journey to York to see. (The nameplates will be replaced when the loco returns to Middleton.)

Whilst arrangements for 7401's display were being made, attention was turned to the Leeds end of things, and in particular how the railway should present the day to the public. It was finally decided to go for a "Package" day similar to that held in 1972 when 7401 had a 40th anniversary day. This had involved a tour of Hunslet Engine Co in the morning, rides behind the loco itself in the afternoon and a film show in the evening. This 'package' was modified only slightly for 1982. As 7401 was at York, our Hudswell, "MARY" would deputise at the railway, and a special lecture entitled "50 years of the Diesel" would be prepared for the event.

Arrangements with Hunslet's were a little protracted, but we ultimately secured agreement for two visits in the morning, thanks to John Alcock himself, who, despite his very busy schedule and an illness, went out of his way to help finalise details.

The only major part remaining was the actual schedule for events at the line. By the time the "Package" was advertised, in May 1982, we had reached the stage of having an event, but no locomotive to participate in it! The original plan had called for "MARY" to haul all trains on the day, following a special renaming ceremony performed by Ronald Nelson Redman, author of a book about Hudswell-Clarke & Co, and Mr. Norman Fletcher, Engineering Manager of Mirrlees Diesel Ltd, the original manufacturers of the locomotive's engine.

In addition to "MARY", our other diesel locos would also take part, "CARROLL" and "COURAGE" being involved in freight train operation. It was also suggested that a steam loco, preferably "WINDLE" (this loco is the most economical to steam) be steamed as 'reserve', but this was discounted as two major working diesels would cover any failures. Unfortunately, "MARY" had ideas of her own! Not for nothing was our veteran Hudswell known as "quite contrary" after the nursery rhyme! As is well known, the loco was purchased for the SVR, but what is probably not so well known is that she was not in working order when purchased and therefore was always a little 'risky' from that point of view. The type of engine fitted was a sleeve-valve engine built to Ricardo's patent design which was not a success in service, added to which was the inescapable fact that the thing was 50 years old. There are not many engines of that age still working today. Despite many long hours of work put in by Graham Parkin, the engine would not run reliably, and one cylinder still refused to work at first, and when it did finally 'cut in', it was still not running as well as it should. The fuel pump was checked, new sealing rings were fitted, but still that engine wouldn't work. Finally, only three weeks before the event, the cylinder failed completely, causing severe damage to the piston assembly. Frantic work by Graham managed to put the engine into working order again, on 5 cylinders only. This meant that the loco was now unable to work trains on a regular basis, which necessitated a complete revision of plans.

What was to happen now was that "MARY" would work the inaugural train, then come off and be replaced for the rest of the day by "CARROLL". The freight train would now be worked by P2003 for any steam enthusiasts who might turn up, and it was hoped that this would still satisfy everybody.

In the event, this arrangement did work very well. The week before the event was spent in finally painting "MARY", and also in reassembling our Fowler diesel for display, a job carried out at short notice by Chris Rogers.

Saturday 11th September dawned fine and clear, and I made my way to Hunslet's for the second trip of the day after checking that all was well at the Yard. Graham told me that everything would be fine and thus reassured I arrived at Hunslet's only to be met with gloomy faces. Tony Bell, who had organised ticket sales informed me that the first tour had gone round half full and the second one wasn't much better, with only a few minutes left to go. For some reason, people who had bought tickets didn't turn up, and the day in general was not very well supported, a disappointment after the planning that had gone into it. Whilst waiting for the tour to begin, I was able to talk to John Alcock, a very pleasant man indeed who had great sympathy for the railway and supported it throughout its existence until his death recently. I was also able to introduce myself to Norman Fletcher from Mirrlees diesels, who brought along with him Mr. Denys Crossley who had actually worked on engines of the type now fitted to "MARY". The tour itself was most interesting, and proved that Hunslet don't just build railway locomotives. They even built special tractors to move aircraft on the flight deck of the old HMS ARK ROYAL, thus continuing a link between the City of Leeds (who subscribed the sum of £9 million towards her construction) and the old ship. On view were locos being built for the Sudan using 1950s type gearboxes etc. - for ease of maintenance and reliability we were told, along with a very nice 0-4-0DH for British Nuclear Fuels at Windscale - a very impressive machine indeed.

After the tour it was on to the railway to find (not surprisingly!) that things had gone slightly awry and not a loco was to be found on site. The trade stands from the Deltic and Class Forty Preservation Societies had arrived, along with an old Daimler Leeds bus, but little else. Eventually a cavalcade of locos appeared and sorted itself out into a semblance of order, "MARY" being placed alongside the platform for her renaming ceremony. Her nearside nameplate was covered by a tiny Union Jack provided by Phil Jones at very short notice, and she looked absolutely resplendent, a credit to the hard work put in by several people before the event.

At 1300, things began to happen with the naming ceremony, performed by Ron Redman and Norman Fletcher. After unveiling the polished nameplate, Norman Fletcher presented Graham and myself with a history of Mirrlees Diesels Ltd and a manual describing the layout of similar engines to the one fitted to "MARY".

Following various photographs being taken, the first train was ready to be flagged away, "MARY" providing the power. Graham was the driver, whilst I travelled in the wagon with our guests to provide a commentary, aided by our chairman, Joe Lee.

However, the loco made heavy weather of the job, finally coming to a halt just above the site of the old GN bridge. She had been labouring heavily and Graham wasn't going to risk a complete failure by overtaxing that engine too much. Thus we came back down to Tunstall Road. Once back, we discovered why the

loco had problems - someone had left the wagon brakes on! Well, we all felt a little foolish to say the least! So it was decided to run "MARY" to Middleton Park once more, after Norman Fletcher had gone for some lunch.

In the meantime, "CARROLL" worked the trains, whilst steam driver Andy McKenna appeared to be having great fun with P2003. After all, he had been given the freedom of the Balm Road Branch and the instruction "Do what you want - but don't break anything!" The instruction was applied to good effect and P2003 working that freight train at regular intervals was certainly good entertainment for those interested. A couple of times, the loco crossed Moor Road to give photographers something to remember.

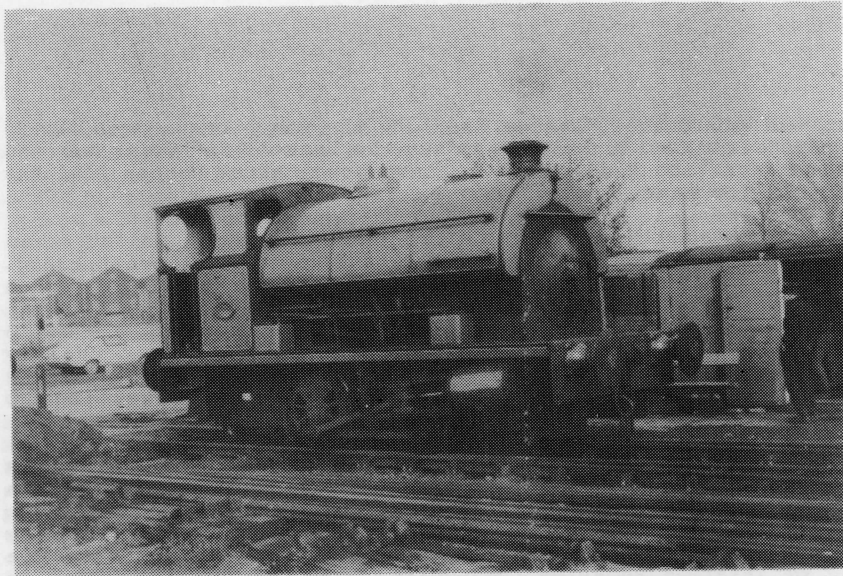
On Norman's return from lunch, "MARY" was put back on the train, and with the brake off the wagon waltzed up the bank in fine style! At the top, it was again time for photographs before returning to Tunstall Road where the loco went on static display for the afternoon. The only thing marring the whole day was the lack of interest shown by the public, despite excellent publicity from the Evening Post and other local papers. Enthusiasts stayed away but this was not unexpected - they are not the most reliable of people when organising events of this type. Despite this lack of support, those who did attend thought it was good enough to keep them there for several hours in a number of cases.

The evening event was a short film show which saw the first public showing of a film taken by John Alcock showing HE1697 in action at Hunslet Lane in 1932. A second film, also taken by Mr Alcock, showed an interview with Fred Youell in the early days of the society, when a train pushed by the loco "JOHN ALCOCK" appeared to be jumping all over the track, which proved most amusing. We are grateful to Mr Alcock for the donation of these films to us as they form a valuable addition to our archives. The second part of the evening comprised a talk on "50 Years of the Diesel" by Yours Truly, which seemed to go down fairly well - at least not too many complaints were heard!

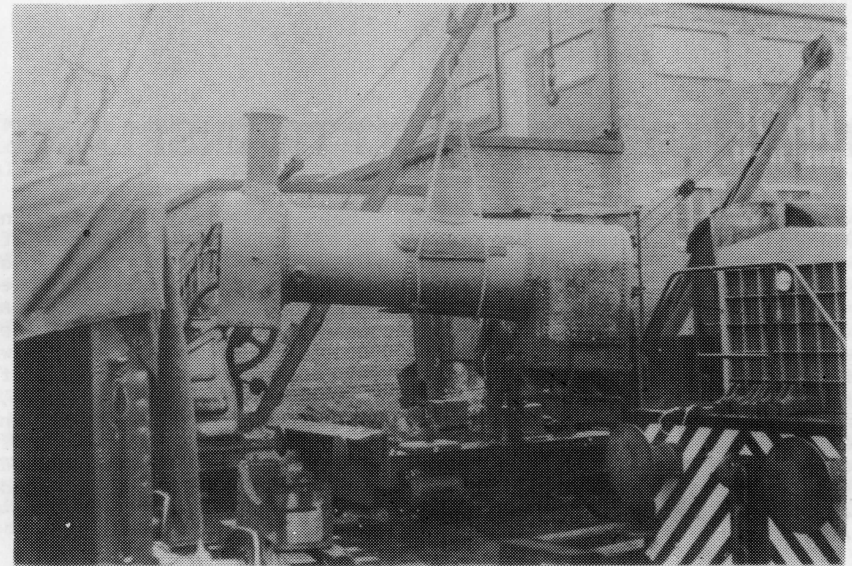
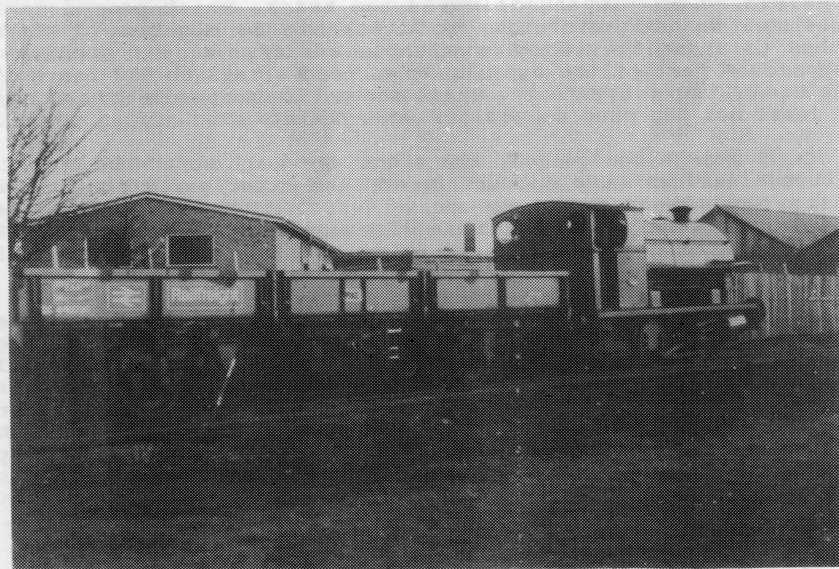
All things considered, the event was well worth the effort. Although takings were not brilliant, the event payed for itself quite handsomely in a number of ways. We gained valuable publicity at a time when little else was happening, whilst LMS 7401 being displayed at York also aroused a great deal of interest.

Finally, and most importantly for the owners of "MARY", the event opened the way to restoring this locomotive to full working order, as is related elsewhere in this issue. In conclusion, I would like to acknowledge my debt to Dr Coiley of the NRM for his cooperation in displaying 7401, Ron Redman and Norman Fletcher for the naming ceremony, and Tony Bell who had the unenviable job of last minute ticket selling. Thanks are also due to the many others who helped with the restoration of "MARY" and the event itself.

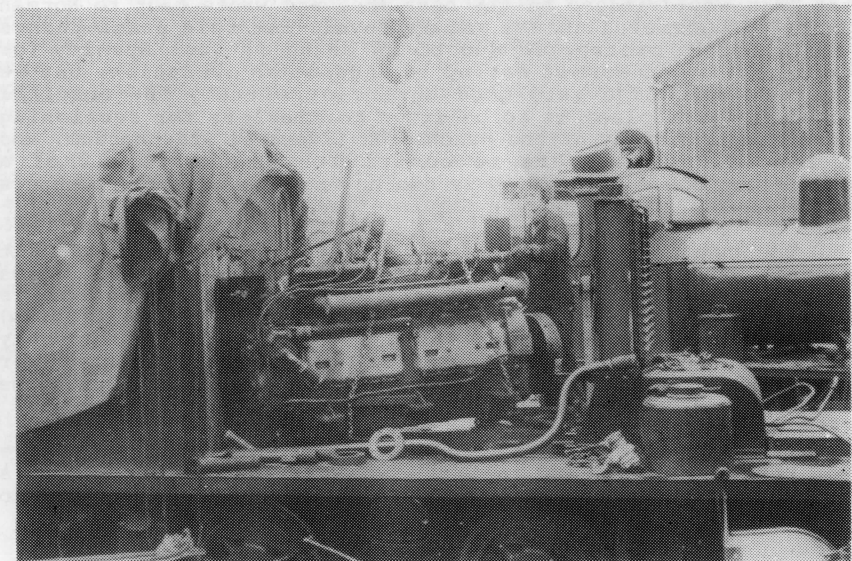
OUT THEY COME !



The most consistent steam loco on the railway is our Peckett 0-4-0ST No. 2003. It is seen, above, at Tunstall Road and below, working empty wagons back to BR on April 9th, 1983.



As reported elsewhere, the Bagnall had its boiler lifted out at Easter (above). At the same time the Mirrlees engine was lifted out of "MARY" (below).



MARY GETS A HEART TRANSPLANT

Following on from our 'Diesel Day' last year, Mr Norman Fletcher from Mirrlees Diesels Ltd has been pursuing a number of ways to keep our veteran Hudswell diesel in working order. As will be recalled, the loco blew one cylinder just before the event, whilst it was known that at least one other cylinder was not working to capacity. On fuller examination, more and more defects became obvious and Graham Parkin began wondering just how the engine managed to work at all. Following the discovery of these defects, an approach for help was made to Mirrlees, initially to see if repairs were feasible. At the same time, in response to an article seen in "STEAM RAILWAY" about Bootham's of York, an approach was made to this firm to see if they could quote for a repair to the badly damaged cylinder. This would have entailed spray welding the damaged parts and then re-machining to the 'original' tolerances.

Whilst this would not have been ideal, the engine would at least be a runner. Unfortunately the quote from Bootham's turned out to be in excess of £200 per cylinder, and with the discovery almost simultaneously that the other cylinders would require attention, at a cost of over £2000, this idea was ruled out completely as being totally unrealistic for a loco of "MARY'S" age.

Mirrlees, however, had not been idle. Norman Fletcher wrote back offering the idea of a replacement engine being found, in return for which the original could be preserved as it was virtually unique in the western world. Graham and I considered that this would indeed be the best idea and wrote back to Norman giving our grateful thanks and approval. At this stage things were a little protracted due to my being in Port Stanley (or thereabouts) and Norman having to undergo an operation, but we have now reached a very good agreement whereby the original Mirrlees power plant is to be given to Mirrlees for sectioning and eventual display at the Manchester Liverpool Road Museum, and in return Mirrlees are to contribute to the repair of a replacement power unit which is coming from one of their partners in the Hawker Siddely Group, Gardner Diesels Ltd.

The new power unit is a Gardner 4L3 developing 106hp at 1200rpm, exactly the same revs as the original unit, which makes it compatible with the original gearbox. Although it is nominally less horsepower than the Mirrlees unit (which is 120hp) it is considered that that unit was probably developing only about 80hp in its last days anyway, so we are gaining power rather than losing it. The 4L3 was used in Gardner's power house as a test bed to develop the L3B range of engines.

It requires two new cylinder liners, whilst Gardners have said they will strip and inspect the entire engine before it is sent to us. This means that by the time the engine is fitted to

"MARY" it will have been fully overhauled at a very nominal sum to its new owners, particularly since Gardners themselves have also offered to contribute towards the cost of the work involved.

As may be expected, both Graham and myself are very grateful indeed to Norman for arranging this very satisfactory state of affairs, and it is intended that a plaque will be fitted to the locomotive to commemorate the generosity of the two firms involved, whilst some form of press coverage will no doubt be arranged.

The arrangement now reached is an answer to that most complicated of questions facing any person owning such an historic locomotive as "MARY". What do you do when it wears out? There was never any question of scrapping the loco, although this course was suggested by one member, but the railway was in no position to house another dud loco as it had quite enough of those already, all in need of covered accommodation which was not, at that time, available.

Therefore we had considered donating her to either a local museum or the NRM as a purely static exhibit. That would have ensured the loco's future, but was not satisfactory from the owners' point of view. The idea of repairing the original power plant was ruled out, not just on the actual cost, which was bad enough, but also the fact that £2000 could buy at least two far more suitable diesels for Middleton use, as TH138c proved.

Graham and I both thought although it would have been nice to keep the old power plant, that sort of cash could be more useful elsewhere.

Thus the final option of re-engining offered itself as the only sensible way round the problem, and Mirrlees have provided us with the ideal arrangement. The original power unit can be seen by all those interested in such things, whilst we have a working locomotive with a guaranteed future ahead of her.

As might be expected there is a lot of work ahead of us now. Fitting a new engine is not as easy as it sounds since, apart from anything else, the old unit is air-start whilst the new one is almost certainly electric. This means that all the old air-start apparatus will require removal. The control system will also require modification whilst it is hoped to retain the old 'steam loco' regulator. Add to that the sheer amount of work required just to dismantle the loco sufficiently to remove the old power plant, modify the frames to accept the new one, fit electric start etc, etc.... and it will be seen that there will be a fair amount of work to keep Graham and me occupied for some time yet. However, we now know that at the end of all this work, an historic loco will be able to work again, whilst its equally historic power plant will be displayed to advantage in the City of its manufacture, so we are well satisfied with events.

Ian Smith

NOTES & NEWS

TUNSTALL ROAD DEVELOPMENTS

At the time of writing, negotiations were in full swing with regard to a MSC scheme to assist with the development of the Tunstall Road site. Very briefly, the MSC teams would build the shop and toilet complex and landscape the area, including constructing a car park on the derelict land the other side of Burton Road. Fencing the site would also be included in the MSC brief.

As far as the depot goes, MRT is to be responsible for erecting steelwork and laying of track, and MSC will clad the building. Full details of plans will be published as soon as available. Members are asked to come down to the line to assist with tracklaying and steel erection as required in order to ensure that our side of the bargain is completed on schedule.

As 'Old Run' went to press, the Trust received the first instalment of our inner city grant. This will be used on phase one of the scheme - construction of a shop with toilet facilities, plus fencing the site.

The headshunt point was laid in over the Easter period, and all trackwork for that, plus the loop, is ready for laying as soon as we can obtain ballast.

NEW ROOFS FOR OLD

As mentioned in the last issue, two of our vehicles suffered damage in the gales last winter. The brake van was first to be repaired, having a first class repair job completed in time for the new service to start.

Members who repaired the van were heard to say that they didn't want to see another square inch of roofing felt or cc of bitumous paint again after three long sessions with these materials in as many weekends!

The CCT also suffered, and will be repaired in due course. Work has had to slow down on its conversion to a passenger vehicle due to Peter Nettleton's many other commitments and he would welcome any assistance from interested members willing to work on its conversion.

ANNUAL GENERAL MEETING

This was held on March 16th as advertised. Amongst items of interest to members was an up to date report of progress on the Tunstall Road site, which appears elsewhere. Mr. Peter Nettleton was elected to the Council for the coming year, whilst Les Caves departed due to pressure of work.

Perhaps the biggest surprise occurred with the motion to increase the membership fees. In past years, AGMs have tended to accept recommendations from Council without question, but in this case, the meeting rejected the motion, which means that membership fees will remain at their current level.

This, I feel, was a good decision. The time to increase our membership fee is when we have something concrete to show for it, in this case our new depot complex. As things stand, we actually make a small profit on membership although the MRA makes a loss, and therefore requires subsidy from the Trust. The meeting considered that, this being the case, there was no requirement to increase fees as yet. Once the depot/shop development is completed, then membership fees may be able to be increased as members will have something they can actually use, and benefit from.

Following the meeting, Steve Roberts brought back memories of years gone by when he showed some of his extensive slide collection. The slides of freight trains containing 15 or more wagons were quite stunning!

HAPPY BIRTHDAY

This year sees the 50th anniversary of the building of our first steam locomotive Sentinel 59. She was completed in 1933 as LNER 59 of class YI/2, entering service at Geneva Permanent Way Yard, Darlington. In the event, the loco spent all her working life at this location, being renumbered several times as 8153 and 68153, and finally BR departmental No 54.

The loco was acquired by the then MRPS in 1961 on 23rd September that year, being the first steam loco to arrive. In the following years the loco was extensively used on freight turns, and later passenger trains when they started in 1969. The loco's greatest achievement came in 1975 when it was exhibited at Shildon. Unfortunately, due to some short sightedness by the then CME's dept, the loco was kept inoperative at this time, although the organisers had intended that she be steamed for the cavalcade. The loco also upset the gricing fraternity as it was decided to renumber to the original LNER 59 - but all the books at the event listed her as 54!

On her return from Shildon, 59 began earning her keep again, until a boiler tube burst in the Summer of 1976 and she has been inoperative ever since. With work hopefully about to start on restoration, the loco has a great future ahead of it as the only survivor of the many locos of this type built for the LNER and with the prospect of a nice shed, should be better looked after than has been possible in the past.

TRAINS NOW RUNNING

Once again the running season is upon us, and once again we appeal to all members for assistance! As always, there are vacancies for all jobs involved with running trains. In particular, we have a shortage of guards. Whilst the trains will never stop running due to guard shortage, it should be remembered that at present the same people who Guard also drive, fire, sell goods and also repair locos and stock! If anyone feels they can assist in this vital field they would be most welcome to come down. Training will of course be given. Another job which always needs extra help is sales. Manager John Chaplin is always looking for people to help in the shop on weekends. This year will hopefully be the last year that we will use the old containers. From next year we hope to be installed in the new shop/toilet complex which is to be built behind the current one. All offers of help will be most welcome and you can contact John at the address given on the back cover.

MUSICAL SHIPS!

Not the name of a rival pop group, but the latest development in your Editor's somewhat turbulent Naval career! It will be remembered that I was sent away for three to six months, but came back after 6 weeks. Not satisfied with this absence, Their Lordships have decided to give me something bigger than SIR BEDIVERE to play with and have sent me to join HMS HERMES! Just a little bigger you understand! This takes place in September, and is a 12 month trip. Because the ship only spends around three months away from UK, and has better links than the Falklands, it has been decided that I shall retain the general Editorship of the magazine, and all articles will continue to be sent to me, aboard HERMES as from September. Stephen Roberts will then assemble the final product as before, an arrangement which we feel will work as well as it did before. There should not be any delay in getting Old Run out, although that tends to depend on a combination of workload and postal factors.

FREIGHT AT MIDDLETON

Despite the rumours of closure of the Balm Road Branch, more freight has been carried in the past few months. Once again, it consists of CM&EEs waste brake blocks etc. and has been worked in quite regularly of late.

One wagon was one of the new 52 tonne "Railfreight" ones carried on only two axles! It made both journeys without incident, although it was watched very **carefully** in places!

A BAD START

Our Easter weekend was a disaster, passenger wise. Only £23 was taken on Saturday, Sunday yielding only £43. It does not take a genius to realise that these figures are appalling for a holiday weekend indeed, we took a total of £143 as opposed to £215 the previous year, a shortfall we can ill afford. Not all our problems are due to lack of publicity, though this is obviously a factor. As CME Steve Roberts has often pointed out, we desperately need to develop facilities at Tunstall Road in order to keep people there. A fuller article on this subject is to appear in the next issue and readers are asked to put their ideas to the Editor.

A NEW ARRIVAL

Saturday 2nd April saw the arrival of yet another new loco, purchased from Thornhill Power Station by Joe Lee and Vernon Smith. The loco is another 0-4-0DH, built by John Fowler and Co. in 1966 as works no. 4220038.

She weighs in at 29T and has a Leyland Albion engine developing 230Hp Max., though we are not yet sure of the actual power rating of the one fitted.

It is in excellent condition and will be most useful, once new batteries are acquired.

TRANSPORT GATHERING

This event will take place on Sunday 3rd July from 11.00 to 17.00.

The Gala will again feature vintage road vehicles on display at Middleton Park, with our trains linking the event with Tunstall Road.

Tony Bell is again organising the event and pleads for assistance. His address and phone number are on the back page.

LOCONEWS

This section has been somewhat extended this issue, to include a report given to the Trust Council by CME Stephen Roberts recently. This has been included to inform all members of the locomotive situation facing the railway in the next few months. What emerges from reading the report is that the Mechanical Engineering Department is very short of staff. With only two working locos and the rest all awaiting repairs, it will be seen that a great deal of work is needed if the needs of the passenger service are to be met. Also, money will need spending too, something to which this society has always been allergic! However, things are not all black - we have a nucleus of a very good CME's department and all that is needed to ensure more working locos is a few more willing hands. Details can be obtained from Steve Roberts either at the line or by writing to the address given on the inside back cover.

MECHANICAL ENGINEER'S REPORT

It is prudent to review the situation with regard to our locomotive stock to enable the railway to assess the present and future position.

Currently we have two steam locomotives available for traffic, namely P2003 and "WINDLE". There is no doubt that 2003 is the loco in best all round condition and with little work should see many more years service before a major overhaul is required. It is, however, in need of attention to valves and pistons and this work should be put in hand fairly quickly before any remedial work becomes expensive. For a number of reasons, this work cannot be undertaken unless the locomotive can be taken out of service for a considerable time but I would like to start this after the 1983 season.

"WINDLE", whilst presently available for traffic, is in need of considerable attention to the axleboxes and the boiler. The boiler work is outside our capabilities but is not of a major nature. The axleboxes are, until the loco is stripped down, an unknown quantity but I would hope to carry them out at relatively little cost. Until this work is carried out "WINDLE"'s availability for traffic cannot be guaranteed and it cannot be relied upon after this season.

Of the other locomotives, work is currently being concentrated on DSB 385, belonging to the Steam Power Trust. Provided the firebox stay problem can be sorted out, the loco should see service this season. It is in good mechanical order and should be available for several years once it is returned to traffic. However, entry to traffic cannot be guaranteed until the firebox problems are resolved. Costs for work on this locomotive are minimal and will probably be met by SPT.

WB2702 "MATTHEW MURRAY" is currently out of service with a boiler defect which, in itself, is minor. However, it will require the boiler to be lifted from the frames and the remedial work will have to be done by a specialist firm. The main problem is that the tubes will need removing to allow repairs to take place and, as tubes cannot be replaced, a new set will need to be purchased. It is logical to give the locomotive a major overhaul whilst dismantled although nothing expensive is expected in this area. Once completed, the loco will then be good for several years.

Sentinel 59 is suffering both from many years of use, and many years of disuse, having been partially dismantled for many years. The locomotive is generally run down, requires a boiler retube and a completely new bunker as the existing one is badly corroded.

HC1309 "HENRY DE LACY II" has a virtually life expired boiler. Although repairs may be possible to the existing defect, they will only delay the final condemnation a little longer and whilst inexpensive, there is no guarantee that they would be successful. A boiler firm would again be required to undertake the work. In addition to the boiler, the locomotive is generally run down, the tyres in particular being also near to maximum wear.

"SWANSCOMBE No 6" HL3860 requires a major mechanical overhaul and boiler retube, although the majority of boiler tubes are available for this to be done.

The other two locos in the steam fleet are both privately owned and it is difficult to speculate on these.

Y7 No 1310 is also owned by the Steam Power Trust and is in need of a retube. The tubes are on hand for this but the loco's owners have been unable to work on the loco as often as they would wish. The other loco, P2103, is owned by two Trust members and is in sound condition but missing a few parts. No work has been done on this locomotive since Easter 1982.

For the future there is urgent need to return additional locomotives to service to enable the existing service locos to be overhauled. The best two candidates for this are WB2702 and Sentinel 59. However, being realistic, the overhaul of each loco will cost at least £1,000 although this cost will be offset in the case of WB2702 by the sale of the existing, copper tubes. Whilst HL3860 can be returned to service very cheaply, it requires a great deal of work, is heavy on coal consumption and also somewhat heavy for the railway's track. If a long term agreement can be arranged for 2103 then its entry into service would be possible quite quickly and cheaply.

Although this report may appear to paint a bleak picture, it should be pointed out that, with the exception of "HENRY DE LACY II", all the locos are in basically sound condition and should

give many more years service. The railway must, however, realise that it is going to have to spend a relatively large sum of money in the near future if it is to ensure services operate in 1984 and beyond. The days of make and mend are running out.

A complete list of locos and the progress being made follows below.

P2003 This loco was successfully steam tested on 19th March and is available for traffic.

EB53 The loco awaits visual inspection and steam test before entering service as standby loco. The new lubricator has been fitted and works well.

DSB385 The new firebox stays for this loco have been ordered and will be fitted as labour permits during the season. The loco then requires a boiler hydraulic test before being reassembled and hopefully returned to traffic by the end of the year.

WB2702 Work has commenced on the dismantling of this locomotive to facilitate boiler repairs. The cab, tank and bunkers have been removed, and the boiler has been separated from the frames ready for repair work to commence. The condition of the tubeplate is such that complete replacement is now being contemplated. The copper tubes will pay for new steel ones but replacement of the tubeplate will be quite expensive - about £1000 - and any donations towards this would be much appreciated. Steve Roberts has opened a fund to this end and any contributions, made payable to 'Middleton Railway Trust Ltd', should be sent to him. Other work involves minor repairs to the motion, a new regulator rod assembly and a repaint.

S8837 As stated earlier, this loco has remained partially dismantled for some considerable time. It is now intended to begin repair work in the near future but this depends on the labour available. Several members have expressed an interest in repairing the loco and they are requested to contact the CME in order to see if a restoration team can be got together to tackle the loco's repair. The major jobs involve the complete replacement of the bunker plus removal of, and repairs to, the boiler. In addition, the rest of the loco is run down and requires overhaul. The boiler feed pump may be restored to working order if suitable replacement parts can be obtained. Restoration of the loco is regarded as an urgent job but we badly need more help. All interested parties would be welcome to come down and work on her.

HC1309 Still awaits a decision on the condition of the boiler.

HL3860 Is stored awaiting repairs. The loco is now in respectable condition and may well be used as a display loco on the service days.

NER1310 Again, stored awaiting a boiler retube and other repairs.

P2103 The locomotive has been stored for some time, with no work being carried out on it.

HCD631 This diesel has had the air tanks inspected and a few minor repairs undertaken. It remains in traffic.

HE1786 Sees occasional use but requires attention in the near future.

TH138c This machine is in excellent condition and a competent traffic handler. A few minor repairs have been carried out by her owner, and a repaint may well be undertaken this summer. A full account of this loco's history, scheduled for this edition of 'Old Run' has been held over pending the acquisition of further relevant information.

JF3900002 Seems to be condemned to spend the rest of its life as a non runner! The loco still requires a water pump and new radiator, but when these will be acquired is a matter for speculation as they are proving more difficult to obtain than was at first thought. Once acquired, they will be fitted and the loco returned to traffic.

HCD577 Much behind the scene's work has gone on with regard to this locomotive since its appearance in traffic last September. The outcome of all this activity is the generous arrangement with Mirrlees mentioned elsewhere in this issue. Since the articles referred to were written the loco's owners have been informed that the replacement engine should be available in May and work now proceeds to prepare the loco for its new engine. The bonnet was removed in March, followed a couple of weeks later by the old engine, which is to go to Mirrlees for restoration, sectioning and eventual preservation in Manchester. Work now proceeds on adapting the locomotive's frames to accept the new engine. At the same time, the loco is likely to be given some form of power braking to enable traffic to be worked more efficiently.

JF422038 Has been used occasionally to test its capabilities. The loco is an excellent performer, a worthy addition to the stud. Livery is dark blue and will be retained for the time being.

HISTORICAL 'TAILPIECE'

MOTORAIL 1802

Mayhall's 'Annals of Yorkshire', published around 1870, quotes the following article from the Leeds Mercury newspaper of August 21st, 1802:

"IRON RAILWAYS. - Richard Lovell Edgeworth, Esq., so well known as an author, has published an essay on railroads, of which he claims the invention. He states that in 1768 he presented models to the Society of Arts, for which he received their gold medal.

He recommends an experiment to be made, which shall demonstrate their advantages beyond the possibility of doubt or cavil. He proposes four iron railways to be laid on one of the great roads out of London, two of them for carts and waggons, and two for light carriages. To accomodate coaches and chaises he would have cradles or platforms with wheels adapted to the railway, on to one of which each carriage would drive up an inclined plane erected at the end of the road for that purpose. The carriage would then be drawn, not upon its own wheels, but upon the wheels of the platform or cradle.

He calculates that a stage coach, with six inside and six outside passengers, would travel at the rate of six miles an hour with one horse. Gentlemen's carriages with two horses would go at the rate of twelve or fifteen miles an hour; and if a railway were laid from London to Edinburgh, the mail coach would go in thirty hours. Even at this great speed the most timid female might trust her delicate frame with most perfect security, for the carriage could not possibly be overturned. Any obstruction from hills would easily be overcome. Mr. Edgeworth proposes to plant a steam-engine at the top of every hill, which would move forward the carriages by a chain, to which they would be connected or detached from at pleasure."

Mr. Edgeworth apparently knew little of, or at least had little faith in, the experiments of Richard Trevithick, who had taken out a patent in January 1802 for a locomotive steam-engine, and he obviously fails to foresee the eventual triumph of locomotive power. In addition to which, his claim to have invented railroads gives no consideration to the ancient German mine railroads, to the extensive network of tramways in the Tyneside coalfields, or even to our own Middleton railway, subject of the first Railway Act of Parliament ten years previous to his 1768 presentation to the Society of Arts.

However, Mr. Edgeworth did appear to foresee the development of long-distance mainline railroads for both freight and passenger traffic, as opposed to the small private networks of freight lines which existed at the time.

Sheila Bye

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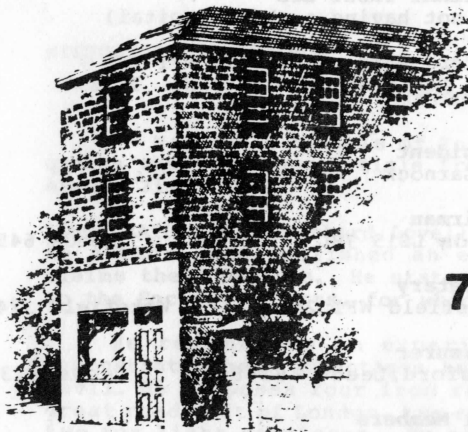
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