

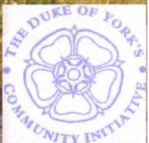
The

OLD RUN

No. 213 December 2011



Middleton receives Duke of York's
Community Initiative Award



Middleton's China connection



Old Run

No.213
December 2011

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Old Run Old Run Old Run Old Run Old Run

Editorial

Now here's a QI type question.

What have the following in common: a Steam Elephant, the Tiefs Power Company in China, Flat-bottom rail and steel sleepers, a Class 47 in Middleton Park, the Leeds Civic Trust, a school boy train-spotting in the grounds of Tapton House School, a rack railway on Mount Pilatus, Switzerland, the Rolls-Royce Enthusiasts' Club, The Duke of York, a narrow-gauge locomotive called Linda, the late Sir Jimmy Savile OBE, KCSG, dynamometer car tests in Bromsgrove, and a Manning Wardle locomotive on the Kent and East Sussex Railway?

How diverse can you get? The common denominator is of course, directly or indirectly, the Middleton Railway and the Leeds' locomotive-building industry! And these are just some of the topics covered in this issue of *Old Run*.

We hope you enjoy your read of your members' journal. Have a good Christmas, and a happy new year.

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Front cover

Pyrotechnics! At 1600 hours on 17 September 2011, Hudswell, Clarke 0-6-0T MSC 67, with Brian Hall at the regulator, comes off the Balm Road loop and returns to Moor Road with a freight train
(Howard Bishop)

From the Chairman

From the Chairman From the Chairman From the Cha

Summer seems to have come to an abrupt end this year, but we are still here with plenty of customers wanting to ride our trains. The publicity we got for all the wrong reasons earlier in the year, when we had the metal thefts, seems to have raised our profile somewhat and we are getting quite a good number of visitors who are coming to us for the first time.

We now have the Class H back in service (that's the Y7 to a lot of people), and congratulations must go to all those who worked on this project. For those who have not seen this loco, it is well worth a visit, a fine example of the standard of restoration at Middleton. It was hoped to have it in service for the September Gala but a few teething problems delayed the launch. This did not take anything away from the Gala weekend, and we are again indebted to Andy Hardy & John Linkins and team for making so much out of so little, something at which we are very good. Of course we must not forget the backroom boys who keep these old locomotives going, Phil & Neil Carmichael and their team in the workshops.

Another very successful event was the Rolls-Royce Bentley, 60th birthday picnic in September. This was organised by our father and son members Malcolm and Andrew Johnson and gave our car park a very "distinguished" look, full of rollers!! (No, not the steam ones this time!!). [See pages 22 & 23. Ed]

The efforts that go into getting visitors to the Railway never stop. We had a very successful Ghost

Weekend over Halloween, and again this was down to the efforts of our ghostly, or should that be ghostly, pair, Brian Jenkins and David Wraith, ably assisted by Mark Jenkins as Dracula!! The attendance was far greater than expected and must be attributed to the effort that has gone into this event, not just this year but previous years. Word is getting around about our ghosts.

Whilst all these events brought good numbers of visitors, we must not forget the people who really miss out on the action but play such an important role in the shop and ticket office. These volunteers are the backbone of our operation, but yet we can't get enough of them. We have five married couples who work in this area, and another couple who have volunteered to be trained. If there are any other couples who wish to work as a team then do please get in touch with David Guest. To be P.C. you don't have to be married!

It is always very dangerous to mention names here as there are inevitably names missed off. If you are one of those I apologise, but can I say to the seventy or so volunteers I haven't mentioned by name, thank you, it has been a very good year so far and let us hope that the Santa Trains come up to expectations as far as income is concerned.

Just one final point, another award for the Railway! The Duke of York's Community Initiative was awarded to the Railway in October in recognition of the part we play in the wider community, especially the facilities we provide to the emergency services to assist in their training. [See page 12 of this issue for a photograph of the presentation. Ed]

Wishing you all the best for 2012, our BIG anniversary year.

Andrew Gill,

Chairman

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Middleton 2012

The Editor

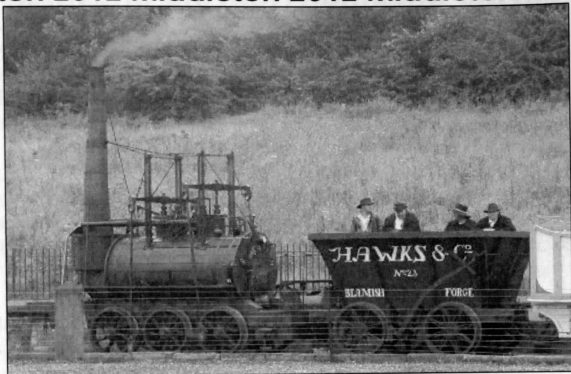
Middleton 2012 Middleton 2012 Middleton 2012 Middl

In June 1812 the Middleton Railway became the world's first railway to use successfully steam locomotives in a commercial environment.

These early steam locomotive hauled coal from the local coal mine into Leeds to help fuel the Industrial Revolution, since when steam has never been far away from the Middleton Railway, continuing to move coal freight trains and since 1960 in its new life as the first standard gauge preserved (heritage) passenger carrying line. The year 2012 will see the 200th anniversary of steam power, and Middleton Railway will celebrate this historic achievement with an all-steam gala event on 23 and 24 June 2012.

The Middleton Railway is pleased to announce that the replica *Steam Elephant* locomotive will be visiting from Beamish Museum. This locomotive is closest to any Blenkinsop/Murray locomotive and will provide visitors the chance to see a steam "dinosaur" running over our historic line. This will form an "exchange" visit with our own Hudswell Clarke 0-6-0T MSC67 which visited Beamish earlier in 2011.

The original *Steam Elephant* was a six-wheeled locomotive of approximately standard gauge with a centre-flue boiler having two vertical cylinders of about 9 inches (229 mm) x 24 inches (610 mm) set into



its top centreline. The cylinders drove slide bars mounted beams which turned cranks driving the axles through 2:1 reduction

gears between the frames. It had a tall, tapering chimney, the lower part being surrounded by a feedwater heater. It would have weighed about 7.5 tons and had a top speed of around 4.5 miles per hour (7 km/h) and a load capacity of about 90 tons over a short distance.

It is now considered to have been designed by John Buddle and William Chapman for Wallsend Colliery on the north bank of the River Tyne in 1815 using metal components supplied by Hawks of Gateshead. It appears originally not to have been very successful at Wallsend, probably due to lack of adhesion on the wooden rails there, nor on trial at Washington. Following the introduction of iron rails at Wallsend. It had a working life there longer than many contemporaneous locomotives, until at least the mid-1820s. There is evidence that it was then rebuilt for use at the Hetton collieries, working there for a further decade.

The replica *Steam Elephant* was recreated by Beamish Museum to work with passengers on its standard-gauge Pockerley Waggonway in 2002, being assembled by Alan Keef, and will be on its first visit ever away from Beamish.

TOR

200 ENGINES IN STEAM ON OVER THE WEEKEND !

The China syndrome

David Cook

The China syndrome The China syndrome The China syndrome

In the history of the railways, Middleton Railway is overlooked more often than not. George Stephenson is often considered, wrongly, to have built the first railway in 1825 and seldom does Middleton get any credit. What was particularly special about Middleton was the fact that four locomotives were built, with a further three built for a sister colliery in the North-East. Middleton's locomotives can be considered the very first production locomotives.

We had the first 'production' locomotives in the world. The last production locomotives in the world were the SY class made for Chinese Railways. The very last locomotive was SY1772, which rolled out of the shed in 1995. Main-line steam operation closed in 2005 but Tiefs Power Company, in North-East China, has dedicated 20 km of its extensive industrial network to heritage steam operation and it owns a large collection of SY series locomotives including that very last one. The railway primarily hauls mineral freight between six coal mines, three power stations and two quarries using diesel locomotives but 20 kilometres of line have been dedicated to heritage steam operation using the SY locomotives. Local passengers and tourists use the part of the line centred on the town of Diaobingshan. The railway was awarded 4-star tourist status this year. There is a large museum housing 30 or so locomotives and they claim that they are all in working order. Hidden amongst them is the SY1772.

Middleton and Tiefs are linked by the world's first and last production locomotives. Both railways were built as mineral lines. Middleton Railway connected many coal mines in Middleton to Leeds town. Tiefs connects six mines (open cast and underground) with three power stations. Now they are a tourist attraction running a steam service.

The British Council offer small grants to promote cultural links between organisations in China and Britain. The grant provides an opportunity for face-to-face visits to China. When you think of culture it is ballet, poetry, pottery, theatre, choirs and the like that spring to mind. There is generally a large element of education involved so museums and schools figure largely in the exchanges. The results of the visits should be an exhibition or lecture presented to schools in the area.

Steam railways are not generally classed as cultural entities, but nothing defines the British character in the 19th Century better than our engineering skills. We led the world and built an empire on British engineering. The rest of the world might not like our lording over it but there is no denying that our engineering impressed our culture on all the pink bits on the old maps. The grant awarding committee were happy to see the different view of culture and awarded the small grant.

I went to the remote railway in northern China. It may well be a tourist attraction but it is not easy to get there. There is an airport at Shenyang about 60 miles away but then it needs a train, a bus and a bit of local knowledge. If you attempt the journey by train from Shanghai it will take 40 hours at least.

The Tiefs Power Company is a wealthy state-owned company but it seems to run independently. The heritage railway is a bus ride out of the town of Diaobingshan. The power company has made a considerable investment in a museum and the building is impressive. The boss must be really in to trains. I was assured that there is a continuing commitment to the venture and it is no small undertaking. The museum is excellent and the displays are well explained in English and Chinese. There is little of the Chinglish that makes us smile at most other Chinese sites. On every train in China there is a notice on the toilet door. "NO OCCUPATION WHILE

The China syndrome (contd)

The China syndrome The China syndrome The China

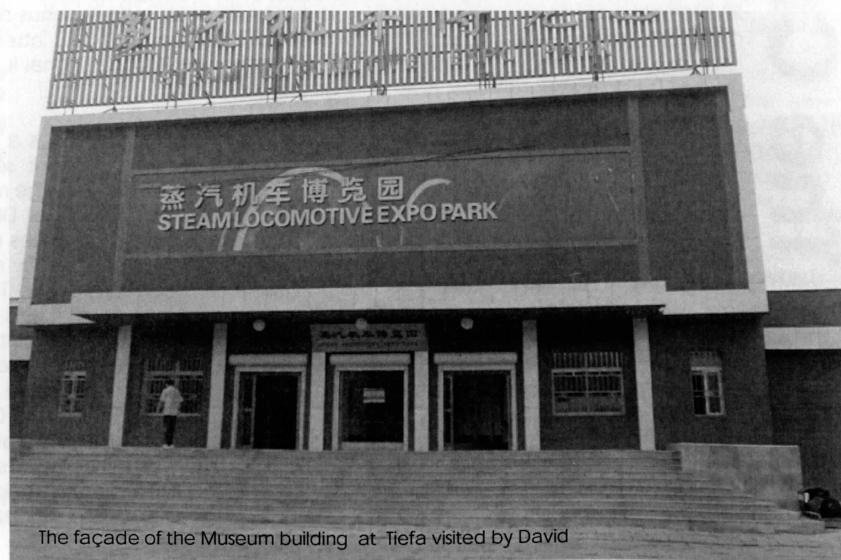
STABILIZING" – that is Chinglish. I was provided with an interpreter although I had persuaded a friend to take the trip North and act in that rôle. The very nature of some of the artefacts on show and the way they were presented gave a whole load of ideas on how we could improve our displays, had we room.

I had gone with the idea of getting my hands dirty for a week and contributing to servicing a loco. Unfortunately, that message did not get across. I was treated like a VIP visitor and not allowed into the workshops. Having seen inside a dozen or so factories elsewhere in China they might have been ashamed of showing the 'elf 'n' safety' to a European visitor, although the whole place I could see was extremely tidy. The locomotives were dirty and not polished like ours.

Middleton member, David Cook, recently obtained a grant from the British Council to forge a link between Middleton Railway which in 1812 produced the world's first commercially successfully working steam locomotives, and the Tiefa Power Company of China which owns the world's last steam locomotives to have been constructed. The above is his story.

SEE ALSO PAGE 12 FOR A FURTHER PHOTOGRAPH

IOR



The façade of the Museum building at Tiefa visited by David

Moor Road happenings Moor Road happenings Moor

LOCO NOTES

In the last *Old Run*, I mentioned that we were a bit hand-to-mouth with motive power. With the eventual return to traffic of 1310 and the recent return of *Sir Berkeley* these things are now on a much firmer base.

1601 MATTHEW MURRAY *Matthew Murray* has continued to be the first choice loco for most of the season and has performed reasonably faultlessly. It is in need of some attention to the big ends, which it is planned to do over the winter period. Available for traffic.

No. 67 Has mainly been undertaking a rôle of standby locomotive in this, its final year in service before overhaul. The repairs to the valve chest cover, mentioned in the last *Old Run*, were successfully completed. Apart from this, it has required little attention. Although available for traffic, it is now unlikely to be used again, except for a final farewell day, the date of which is yet to be decided.

No. 6 With the completion of work on 1310, attention has again turned to No.6. The plan was to re-start the machining of the various coupling and connecting rod bearings but, when the crankpins were measured, they were found to be rather more out of true than was thought. The crankpin turning machine that we made for *Matthew Murray* wasn't suitable for No.6 and, after a bit of thought and discussion, it was decided that a modified form of tool would be made, one that will suit both No.6 and No.11, and hopefully other locos as well, although there are significant differences in design of many of them. This crankpin turning machine is currently being manufactured.

Steve Roberts

1210 SIR BERKELEY *Sir Berkeley* has had a long season at Shildon and, from the reports that we have had back, has performed well with little trouble. One fault that had to be rectified was with the blower pipe in the smokebox, which required repairs. *Sir Berkeley* duly arrived back at Middleton on November 9th, as planned, and was put to use on the following Sunday, principally to carry out an in-steam examination and assess what work might be needed in the coming months.

No.11 It is pleasing to report that work has once more started on this locomotive, which has lain untouched for some considerable time. The frame plates, which were slightly bent due to derailment damage in its past life, have been straightened with the help of a lot of heat and hydraulic jacks. Once this was done, we were better able to assess the condition of the hornguides, which are all well worn. These have been removed, not without a lot of effort, with a couple of them, which needed the bolts to be drilled out. A start has been made on building them up with weld and grinding back to a flat, square surface. At the time of writing, four have been done and work is progressing on the fifth. The front right-hand axle bearing has also been bedded onto its journal (the other three having been done some time ago). A start has also been made on refitting the slide bars. These were in reasonable condition but the opportunity has been taken to grind them true before re-fitting. Better to start off with no wear, rather than a little bit.

No.1310 (NER H) At long last we are able to report that 1310 is back in service. Its return became a bit protracted as the outstanding jobs have required a degree of expertise and

there have always been other tasks requiring urgent attention from our limited workforce. The loco's return to service was not incident free as, on its first steaming, the right-hand big end overheated and melted the white metal. However, the repairs were soon effected and the loco was able to be in steam at the September gala, although it was not used on trains as it was untried. It subsequently entered service and has performed satisfactorily. However, as is to be expected, various minor faults soon reared their head and the loco was stopped for attention to these at the end of October. The main problems have been with a leaking regulator and a leaking steam brake valve. The former has been dismantled and the valve ground in and bedded to its seat. The steam brake valve proved to be a bit more of a problem and, in the end, we resorted to making a new poppet valve for it. It has also been found necessary to modify the steam brake pipework to rectify a leaking joint. Other minor jobs undertaken have been associated with one of the Furness lubricators, which insisted on spraying oil all over the running plate. A steam test to check on the success of all these jobs awaits the re-fitting of the whistle, which has also required some modification to its method of mounting. The eagle-eyed amongst you will have spotted that the heading refers to the loco as NER class H. The loco's owners have asked us to now refer to the loco in this way as it is now largely back in the condition it was in when built. Mind you, some footplate crews are already muttering that it would be a good idea to extend the cab back a bit to give more room when it undergoes its next overhaul!

Sentinel No.54 Another loco to benefit from completion of work on 1310 has been the Sentinel. A start has been

made on needle-gunning the frames and cab although this has highlighted that some unexpected work will be necessary as unwanted holes have appeared once the scale has been removed. Particularly surprising in this respect has been the bunker plate-work, as this was completely renewed at its last overhaul and was thought to require little other than painting. One of the locos injectors has been on loan to the Scottish Railway Preservation Society for several years and this has now been retrieved. During its time in Scotland it has lost its overflow automatic shut-off valve and a new one has now been made to replace it. The second injector was damaged during removal and this, too has now been repaired.

Fowler 42200033 Work is presently focussed on fitting the vacuum exhaustor and associated equipment for this loco. Much of the pipework is now in place. Painting of the cab interior has also been progressed.

5003 AUSTIN'S No.1 The last *Old Run* reported that we were endeavouring to make some new window frames for this loco. Whilst some progress was made, it was slow and fiddly and, in the end, we decided that the easiest option was to spend some money and have new frames made by a specialist company. This has now been done and, following their fitting, the loco was returned to service in time for the September gala, albeit with a few small jobs outstanding. These have now been completed and the loco is back in service and performing satisfactorily.

D2999 No progress to report and this loco remains on display in the Engine House. This work is to be progressed now that No.5003 is back in service.

Moor Road happenings Moor Road happenings Moor Road happenings Moor Road happenings Moor Road happenings Moor Road happenings Moor Road happenings



Ken Barker, Joel Broughton, Brian Winstanley, Alex Belk-Sumpton, and Glen Westwood are seen on 17 September 2011, pausing whilst working on the conversion of the parcels van into a passenger carrying coach (Howard Bishop)

138C Once No.5003 was performing reliably, 138C came into the workshops for some much needed TLC. The major work involves the compressor, which is passing oil into the brake system. We are presently trying to source new piston rings and liners for it as it is rather old and long since been superseded by newer models, a not uncommon problem with diesels, where it is often much harder to make replacement parts in our workshops.

D577 Mary The completion of work on No.5003 left a space in the old workshops, which it is planned to use for the work required in the conversion of the PMV into a coach. However, the coach can't be accommodated until No.4220033 moves out

and that can't happen until 138C is back in service and vacates the workshops! Thus, the opportunity has been seized to bring *Mary* in and to do a quick repaint! The existing paintwork is in fair condition so it is not expected to be a long job. Famous last words but it seems to be going to plan at the moment!

1786, D631, and 7401 are all serviceable and used as required. All other locos are stored, either on display in the Engine House or awaiting overhaul.

CARRIAGE & WAGON NOTES

Coach No.1074 There is now obvious progress to report on this project. The

Moor Road happenings (continued)

Moor Road happenings Moor Road happenings Moor Road happenings Moor Road happenings Moor Road happenings Moo

overhauled brake column has been fitted and the necessary modifications to the brake work have been completed. The existing brakegear has all been dismantled, cleaned, inspected, painted and replaced; a few words covering a lot of work. The frames have now all been needle-gunned and painted and work on the installation of the flooring will be following shortly. However, before the floor is installed, the opportunity has been taken to fit battery boxes and the heater. The heater is a Smiths one, identical to the heater in coach No.1867 and originally came from a first generation diesel multiple unit. This has been cleaned and tested before installation. Work on installation of the necessary ductwork for the hot air is still to start but should follow shortly. The original plan was to clad the vehicle in marine plywood. However, with the acquisition of the guillotine, we now have the ability to neatly and accurately cut suitable steel cladding plates and Council have agreed that this will be a better option in the long term.

LMS 20 Brake Van We recently applied for grant funding to overhaul this van, which was our first item of rolling stock back in 1960. We were successful in our application but, unfortunately, we were only awarded 50% of the amount that we applied for. We now have the double dilemma of funding the shortfall and fitting in the necessary work!

Flat Wagons The Trust Council recently debated the lack of siding space at Moor Road and, as part of this wider review, the needs for our wagon fleet. One decision that came out of the debate was the fact that we could get rid of a flat wagon without presenting any long term problems for us. There is work required with three of the four flats that we have but it is likely

that the wagon to go will be the second ex Laporte acid tank flat as its north end headstock is in very poor condition. The other two flats (ex Hunslet) do need work on them, principally to the brakegear, and one of them will require a change of wheelsets, using those liberated from the scrapped flat to be scrapped.

AROUND MOOR ROAD

As usual, there is often much going on that is not related to locomotives and rolling stock, which doesn't tend to get reported.

IN THE WORKSHOPS Some while ago we purchased a new bench grinder to replace our existing one, which was in poor condition. However, the change-over never took place and we continued with the old one. This change has now happened and the new grinder has been installed. It has not been fitted to a workbench, however, but attached to a pedestal on one of the building stanchions. This has enabled the workbench to be used for work more in keeping with its intentions as it previously soon became covered with grinding dust and could not be used for clean work.

We have a surface grinder that has needed new grinding segments for quite a while and, as such could not be used. This has not proved to be a problem. However, we recently obtained new grinding segments and returned it to use. Although there was no anticipation in this, we have suddenly found that we have needed the machine on several occasions; so much so that we are once again nearly out of grinding segments!

Some while ago, our internal micrometers went missing, along with several other small tools. Whilst we could not prove what had happened, it was probably no coincidence that

the losses ceased when a so-called volunteer stopped coming to the Railway. Although we have something like 40-50 micrometers of varying sizes, all but one are external ones and we have recently realised that this second set of inside micrometers are slightly inaccurate so we have spent some of our hard earned funds on a new set. We'll keep a better eye on them, this time.

Work has continued on upgrading and modifying our workshops electrical supply. Over preceding years there have been many small alterations and these have not been recorded. In doing the present work we have discovered some anomalies and rather unorthodox situations, all of which have now been eliminated.

WASH ROOM The remaining electrical switchgear in the washroom was effectively made redundant during recent alterations to the building electrics and these have now been removed. This has enabled the painting of the walls to be completed but the project to refurbish the washroom has stalled a bit in recent weeks. It is something that we need to re-start.

GUTTER, AND OTHER, CLEANING Not a very glamorous job but gutter cleaning is one that we have to do from time to time. When you see that we have well over 800 feet of guttering, you will realise that it isn't a five-minute job, either! It's not helped by the fact that, although we are in deepest Hunslet, it seems that every leaf of every tree in the parish is irrevocably drawn onto our site. That's what it feels like as you walk ankle deep through them every autumn. It is jobs such as these that have to be done but seldom get reported. It's not only gutters that need the attention of cleaners but the exhibits in the Engine House also collect a lot of dust and require regular attention. Then there's the workshop floor; oh, and the sheeting rails and every other flat surface in the premises. They all collect dust and detritus and need our attention. A few volunteers have kindly given up their time to doing these unglamorous jobs in recent weeks. It is not our policy to single out volunteers by name as we all do what we

can but those who have been doing these unsung jobs know who they are and they deserve our thanks. Well done.

SMITH'S 10-TON CRANE For some while we have noticed that the cooling water in the radiator was slowly disappearing but with no obvious cause. The inevitable conclusion to this is that the engine head gasket is failing and, with the need to have the crane operational over the winter months for PW and other work, we decided that the engine should be stripped down and serviced. This work is presently ongoing but so far has included the re-grinding of the inlet and exhaust valves, servicing of injectors and removal for repair of the inlet and exhaust manifolds. the latter especially being in poor condition and patched up. A new exhaust pipe has also been made ready for fitting. Other work that has been done recently has included cleaning and tidying of the cab – easily said but very hard to do due to its awkward and confined shape.

JCB Although little used, our JCB is fairly vital to our operations as it is the only practical way that we can get coal from our coal dock, where it is initially delivered, onto the coal stage where it can be put into loco bunkers. As time permits, various jobs are being done on it to ensure its availability. Recent unreported work has been the fitting of some (but not all!) windows and repairs to the bonnet and brakes.

tOR

The term SPAD has recently become well known in the UK as an acronym for Signal Passed At Danger. When I trained for my driver's job in the early 1960s, I was told, "Remember, a red signal marks the border. All the territory on this side is yours, the territory on the other side belongs to the company. They don't like illegal immigrants".

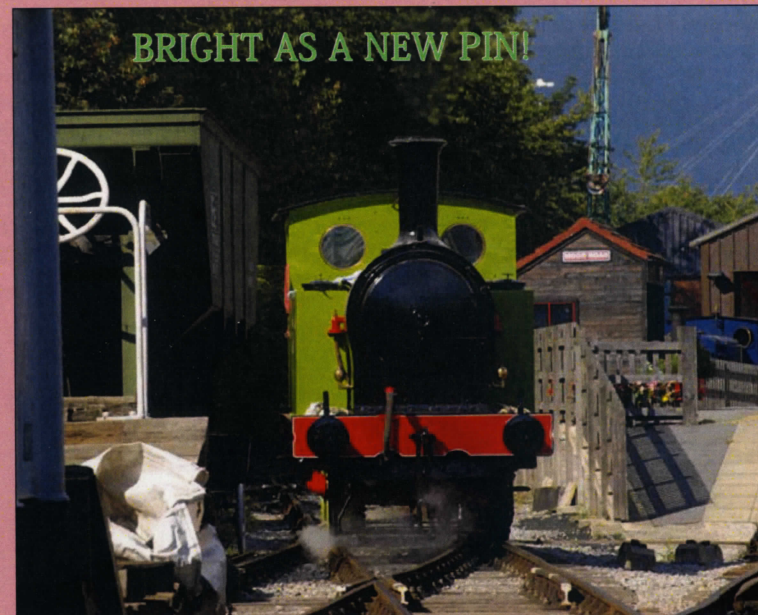


ROYAL AWARD TO MRT

ABOVE; MRT Chairman Andrew Gill receives the Duke of York's Community Initiative Award at a presentation on 11 October 2011 at the Army Foundation College, Harrogate. The citation reads: *This is to certify that the Middleton Railway Trust Ltd Leeds has been recognised as deserving an Award for its excellent work in its own community.* (Signed) Andrew HRH The Duke of York KG



Chinese SY Class 2-8-2 locomotive, the next to the last steam loco to be built in China, following David Cook's visit there earlier this year to forge links with the Middleton Railway. See story on pages 5 and 6



Above and below: 27 August 2011 saw NER 0-4-0T 1310 on a test run sporting a new bright-green livery, the first steaming since withdrawal on 23 Dec 2001. How smart she will look when her rebuild is completed! For the finished result see page 16 (Ian Dobson)

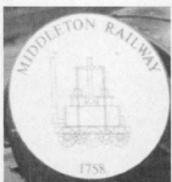


Miniature railway steam record attempt

Miniature railway steam record attempt Miniature railw

John Linkins competed in the International Model Locomotive Efficiency Competition (IMLEC) at the Bromsgrove model engineers track in July. He was driving a model of a BR standard class 2 number 78023. The competition requires each entrant to run for 30 minutes. The efficiency is worked out by measuring the weight of coal, knowing its calorific value and measuring the work done using a dynamometer car.

The Class 2 is 5" gauge. The prototype was originally allocated to Sheffield Millhouses and was recorded as running in Wharfedale on the 15th May 1955 (my birthday).



Richard Linkins

IMLEC has been held every July for more than 40 years. The winner is the one with the best efficiency. John completed his run despite very slippery rail conditions, rain and a steep gradient which the Bromsgrove club calls their own version of the Lickey Incline but his efficiency was not very good. The loco was carrying a Middleton Railway headboard (made out of a coaster) with *Salamanca* on it.

IOR

Manning Wardle on Kent and East Sussex Railway

Manning Wardle on Kent and East Sussex Railway Man-

Charwelton was built in 1917 by Manning Wardle (works No. 1955). She has been described as the sole remaining example of that manufacturer's class O, although she was described on delivery as a '15" special'. Her first owner was the Parkgate Iron and Steel Company of Charwelton, Northamptonshire. There she worked virtually single-handed on ironstone quarry lines for upwards of 25 years. By the begin-

almost worn out and was transferred by Parkgate to their Sproxtton quarry in Lincolnshire where two years were spent undergoing major overhaul. The quarry railway at Sproxtton was closed in 1963 and *Charwelton* went to the K&ESR in January 1964. The pictures were taken on the 20th March 2010. The pictures in the Station is at Northiam. The other was when she was climbing Tenderden (1 in 50) bank just before Cranbrook Road level



Richard Linkins

September Gala highlights



NER Class H 0-4-0T No 1310
resplendent in new lined-
out livery at her first public
steaming, at 0900 hours on
17 September 2011
(Howard Bishop)



Manning Wardle 0-6-0ST 1601 of 1903 *Matthew Murray*
has the right of way over Moor Road crossing whilst
Wallis & Stevens DN2005 Road Roller waits alongside,
at 1528 on 17 September 2011
(Howard Bishop)



Thomas Hill 4WDH 138C of 1964 pulls across the Beza
Road crossing on the Balm Road branch at 1048 hours
on 17 September with a freight train
(Howard Bishop)



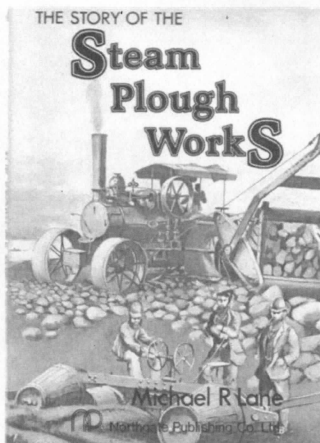
Hudswell, Clarke 0-6-0T MSC67 (1369 of
1919) awaits her turn of duty as Thomas
Hill 138C of 1964 pulls in to Moor Road at
1307 hours on 17 September 2011
(Howard Bishop)

The story of the Steam Plough Works The story of the Steam Plough Works The story of the Steam Plough

The Story of the Steam Plough Works, by Michael R Lane, ISBN 0 85298 414 6, 410 pages hardback, 1980.

This work embraces a wide spectrum of achievement in mechanical, agricultural, railway, and electrical engineering and recounts the story of a remarkable man and his equally remarkable family and collaborators, who reached their zenith at a time when British engineers were the undisputed world leaders.

John Fowler was brought up in the strict traditions of the Quakers and like St Paul on the road to Damascus, had a vision and was inspired to devote his considerable energy and resources to the cheapening of food production following a visit to Ireland during the Potato Famine when 1.5 million people either died of starvation or left the country. There is great romance and drama in his early

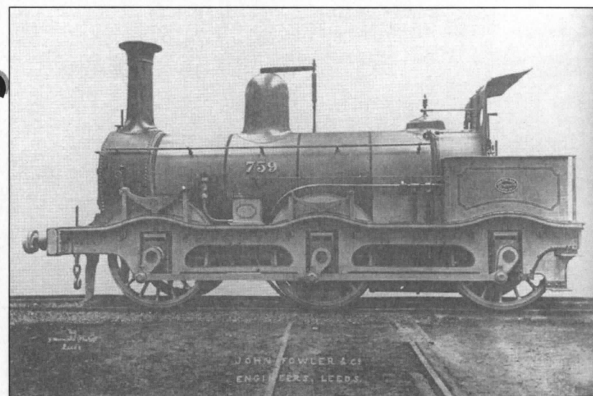


struggles to achieve recognition, which culminated in his award of the Royal Agricultural Society of England's coveted prize of £500 in 1858. Following his untimely death in a hunting accident, his brothers and their heirs continued successfully to develop the business which then manufactured traction engines, road locomotives and road rollers, railway locomotives, permanent way and rolling stock, electric light generators and lead covered cables, construction machinery, and a host of stationary machinery

for industrial, mining, and plantation use.

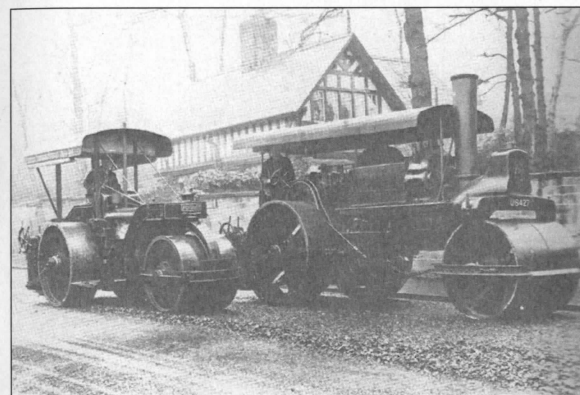
Later they were pioneers in the application of petrol, alcohol, crude oil and diesel engines to their traditional and new products. They established many overseas subsidiaries and branches and prior to World War 1 more than half their profits and sales

came from Germany and Eastern Europe. Their machinery pioneered the development of cotton and sugar cane in Egypt and saved tens of thousands of jobs in Lancashire during the American Civil War. They were the world's major supplier of machinery for both sugar cane and sugar beet cultivation and the Partners enjoyed unique relationships



ABOVE: Matthew Kirtley's ubiquitous 0-6-0 goods locomotive built by John Fowler & Co in 1870

Howard Bishop



ABOVE: Fowler 7-ton 'Precision' diesel road roller, works no. 20177 on test at Street Lane, Roundhay, Leeds in 1935

with Royalty, statesmen, and landowners throughout the world.

They owned a 22,000 acre experimental farm in South Africa, they assisted the Duke of Sutherland's great land reclamation schemes in the north of Scotland, and they built magnificent-looking railway locomotives for service all over the world. The volume covers the whole of the independent existence of the Company until it was absorbed in the T W Ward group in 1947.

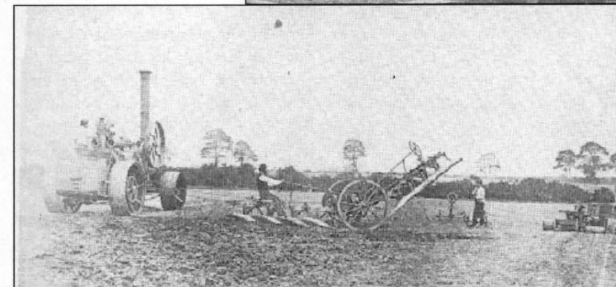
This book will appeal to historians, engineers and

agriculturalists, traction engine and railway enthusiasts, model makers as well as those interested in Victorian and Edwardian history.

It may be unusual to review a book that was published over 30 years ago, and is no longer in print, but such an important book is not only worth knowing about, but copies can be found available on eBay at around £55, or it may be obtained on loan from your library if the local authority hasn't closed it down!

tOR

BELOW: No 16038, Fowler's first motor loco (35hp petrol) built for Nelson Corp Gas Works, 1923



LEFT: A Fowler single engine plough machine at work circa 1861

OUT AND ABOUT



Son of Leeds, and a friend of Middleton Railway, Sir Jimmy Savile, OBE, KCSG, who died on 29 October 2011, seen here on 14 April 2007 when a guest at the official opening of the Engine House.

(Andrew Gill)



Black 5 44932 on the Scarborough Spa Express passing Midland Road depot (taken off the Pepper Road bridge) at 1947 on 16th August 2011. The Middleton Railway is JUST out of shot in the top left! (Ian Dobson)



Leeds built Hunslet 0-4-0ST locomotive 580 of 1893 *Linda* in new green livery on 7 August 2011 at Pont Croesor on the Welsh Highland Railway (above) with the train connecting with the 1000 hours from Caernarfon (on adjacent line), and after arriving at Porthmadog on the Ffestiniog Railway via the tramway street crossing (below)

(Howard Bishop)



300 years of service

Malcolm Johnson

300 years of service 300 years of service 300 years of service 300 years of service 300 years of service 300 years of service 300 years of service

In 2011 the Bentley MkVI cars owned by Andrew and Malcolm Johnson celebrated their 60th birthday, and it was decided to hold a birthday party at the Middleton Railway in Leeds. An invitation issued to members of the Yorkshire section of the Rolls Royce Enthusiasts' Club resulted in a gathering of 21 club cars and members attending the event, plus two other section members who attended in a modern car. The party was held on Sunday 25th September.

Five Bentley MkVI cars shared the celebration of their 60th year of use – a total of 300 years' of service. The 'Birthday Girls' formed an orderly line in front of the Engine House. From left to right the 'Birthday Girls' present owners are Paul Farnil, Andrew Johnson, Malcolm Johnson, Michael Seldon and Ken Davis.

The party was enhanced by a range of cars, including an elder 'sister' – Richard Crabtree's Rolls-Royce 20/25 saloon which celebrated her 80th birthday in 2011. The other vehicles attending ranged in

age from 1937 to 2005. Two of the members from the Middleton Railway, all of whom are volunteers, joined in the fun by arriving in/on their old vehicles. So the line up in the car park included a Vespa scooter and a Citroen 2CV Diane. Members had travelled from as far south as Retford, as far east as the Humber estuary, as far west as Settle in the Pennines and as far north as Boroughbridge, to attend the party.

Whilst the vehicles rested in the car park the members spent some time exploring the Middleton Railway's collection of industrial railway engines. Rides to Middleton Park behind Hudswell, Clarke 0-6-0T MSC67 steam locomotive, built in 1919 for the Manchester Ship Canal Company, proved very popular along with a brief description of the line and its history by Andrew Johnson who was acting as guard for the train. Conducted tours of the site, included the workshop and items on display in the Engine House. The nearby shopping centre was also visited by some of the ladies who came back loaded up with craft items. Some members had picnic

lunches, either by their cars or in the rooms made available by the Railway.

The owners and passengers of the cars on

display congregated in the mid-afternoon in the Railway's café and were served with birthday cake, tea and coffee.



Both photos: The array of vehicles in the Moor Road station car park on 25 September 2011
(Andrew Johnson)



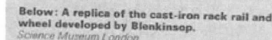
Y7 No 1310 returns to service, and sleepers stolen from Middleton Railway

Not only this, but a footnote to the same column states, "Thieves have stolen around 500 sleepers from the railway, over a short period of time. Police are investigating." Bearing in mind the damage and theft of track parts in June 2011 it seems nothing changes very much.

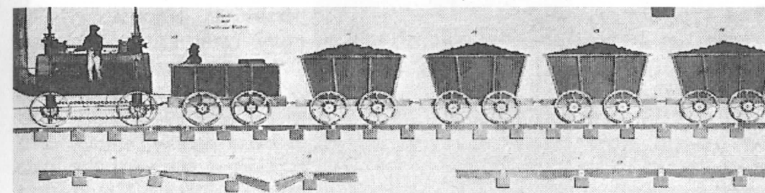
From another issue:

Incidentally, one ingenious inventor of the early period was John Blenkinsop, agent of the Middleton Colliery near Leeds, whom like many of his

locomotive driving wheels and the smooth rail surfaces. He therefore designed a rail on the outside of which there was cast at regular intervals semi-circular projections, or ears. The cylinders of his locomotives then drove toothed wheels, which engaged with the projections and prevented any possibility of slipping. Blenkinsop undoubtedly was the father of the rack-and-pinion railways of later years, designed to permit working up very steep gradients. Indeed, the Swiss railway up Mount Pilatus, of which the ruling gradient is 1 in 2, is worked precisely on this principle, with a rack which consists of a flat bar of steel, with teeth machined out of both of its edges."



"George Stephenson was born near Wylam, in the Tyne Valley, in 1781. By 1813 he was already an engineer of considerable reputation, even though he lacked formal education. He had a strong practical bent, and studied the operation of the pumps and winding engines in the local collieries to such effect that he had often been able to devise improvements to them. One of his achievements had been to



In conclusion

Hedley's Wylam locomotives ran on a railway that was near the Grand Allies' territory, but did not belong to them. But the consortium at once took an interest in their possibilities. The price of horse fodder had soared as a result of war, and they disliked seeing a competitor steal a march on them. They therefore instructed Stephenson to build a locomotive for their Killingworth Railway. Stephenson's first machine, the *Blucher* took to the rails in 1814. In most ways it was not as advanced as Hedley's, being a very close copy of the Middleton engines of 1812, though without the rack drive. But although not an adventurous engineer, Stephenson was a sound one and not averse to small experimental steps; furthermore, he had the immense advantage of working for a rich employer who kept him going. Between 1814 and 1826, during some lean years for business, Stephenson was the only man in Britain who built locomotives.

Stephenson copied Murray's boiler, which had only a single large straight firetube set inside the boiler barrel. The arrangement was very wasteful of heat and fuel and it set a limit on the amount of steam produced by the boiler (and hence its power) because the heating surface was so restricted. Trevethick (and Hedley) used a U-shaped fire tube with vastly more heating surface and greater steam-raising capacity, combining it also with the use of an exhaust steam blast in the chimney to give forced draught to the fire. The boilers of Stephenson's engines were their weak point; their strength was in the

Some years ago, when researching my family tree, I discovered that my maternal great-grandfather was a coachman to a Mr Frederick Swanwick of Whittington Hall, Chesterfield, whom I subsequently found was the secretary (personal assistant) to George Stephenson: it is therefore conceivable that my great-grandfather actually met George Stephenson when he took his boss to work!

Moreover, whilst at the school in what had been Stephenson's home, I would go down the hill as often as I could, to the boundary overlooking Tapton Junction, on what was by then British Railways London Midland Region, and look out for the Thames-Clyde Express and other interesting trains as they thundered past.

It is on record that Stephenson had beehives located at the bottom of the hill by the railway line: he discovered it was easier for bees loaded with nectar to fly downhill! I am sure, in retirement at Tapton, George Stephenson too would have gone down that very same hill, to see the trains steaming past on the railway he had built some years before!

tOR

Leeds Civic Trust Blue Plaques Leeds Civic Trust Blue Pl

This is the first of a series of articles by Bob Tyrrell of the Leeds Civic Trust of locations in and around Leeds which are of interest to those interested in the development of railways and the history of the Leeds' locomotive industry. We commence with the presentation to the Middleton Railway of a Blue Plaque in 2004, which now is affixed to the façade of the Engine House which was completed in 2006.

When the steam locomotive *Salamanca* hauled its first load of coal from Middleton colliery to Leeds Bridge, history was made. The event marked the first commercially-successful use of a steam locomotive in the world. It took place in 1812 – the year of Napoleon's retreat from Moscow. But the repercussions of that first journey on the Middleton Railway were arguably of greater significance than the outcome of that retreat. The journey marked the development of a new method of transport that changed the face of the world. It was the beginning of the end of the canals as Britain's major bulk industrial transport system.

Salamanca was designed by John Blenkinsop and built by Matthew Murray, the father of Leeds' engineering industry, who was also remembered by the south Leeds high school named after him which closed in 2009. The engine was the forerunner of steam locomotive production in Leeds, which continued for the next 150 years.

But the story began over half-a-century earlier – the Middleton Railway was built in 1758; its rails were made of wood and the waggons which ran on them were pulled by



horses. Its purpose was to carry coal from Middleton Colliery to Leeds Bridge, providing the rapidly-growing town with a cheap and plentiful supply of fuel, and making a link with the Aire and Calder Navigation which carried the fuel further afield. The Brandling family, owners of Middleton Colliery had to gain an Act of Parliament to safeguard the right to run the wagonway over other people's land. The 1758 Act was the first to specifically refer to a railway. The waggons lumbered along wooden rails for 49 years until they were replaced by iron ones to carry the early steam locomotives being developed in Leeds.

Salamanca was built by Matthew Murray at Round Foundry in Holbeck. Four more of Murray's locomotives worked between Middleton and Leeds for more than 20 years. The design was exported to Belgium and Germany. In the following decades Holbeck and Hunslet in south Leeds became a centre of steam locomotive production recognised the world over.

In its heyday, seven companies in Leeds manufactured locomotives, and two more produced rolling stock and diesel engines. Even today, Leeds-made locomotives are still hauling freight and passengers in some parts of the world. The last locomotive produced in Leeds rolled out of the works in Hunslet in 1995.

The Middleton Railway continued in commercial use until 1960: in the same year the Middleton Railway Trust was founded by the late Dr R F Youell, which began operating the line in June, 1960, backed by a team of enthusiastic volunteers.

CONTINUED AT FOOT OF NEXT PAGE

Book review

Railway Preservation in Britain: Bob Gwynne

Published by Shire Books

ISBN 978-0-74781-041-4 Price £6.99

A fine new addition to the well-established Shire Library is 'Railway Preservation in Britain', by Bob Gwynne, Associate Curator of Rail Vehicles at the National Railway Museum, (and a new working member of the Middleton Railway Trust).

In its 64 pages the book gives a concise, very informative and entertaining account of railway preservation, from its very earliest days in the 1830s, when someone decided not to scrap 'Invicta', via 20th century preservation of narrow gauge and standard gauge lines, to modern community partnerships aiming to preserve their local service, and the forming of close links with preservation projects in other countries.

As with most Shire Books, small size definitely doesn't result in superficial information. Even though the text is packed into an average of only about 50% of each page, the remaining space is filled with well-chosen images, usually two to a page; each photo-caption itself being a micro-essay on the subject of the image.

Altogether, this is an interesting and hugely readable account of Britain's leading role in railway preservation.

Sheila Bye

tOR

CONTINUED FROM PAGE 26

Today the Middleton Railway is part of Leeds' industrial heritage. It is also a leisure and educational asset, operating several meticulously-maintained steam and diesel locomotives, and the whole Railway, not just the recently erected Engine House, is now a fully-accredited working Museum.

The plaque is situated on the front gable wall of the Engine House at the Middleton Railway, Moor Road, Hunslet. and was sponsored by the Middleton Railway Trust, and unveiled by Councillor Neil Taggart, Lord Mayor of Leeds on 27 March 2004.

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ON YER BIKE

The Class 9E electric locomotives of South Africa are 50 kV AC machines used on heavy ore haulage. The trains are so long that each locomotive is equipped with a motor cycle, carried in a case under the frame. If the driver needs to attend to a defect along the train, he jumps on his motorbike to ride to the wagon giving trouble.

A HAPPY HOGMANAY

As Hogmanay approaches, I am reminded of the definition of a Scottish Gentleman: he is a man who knows how to play the bagpipes, but refrains from doing so. [In the style of Mark Twain]

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

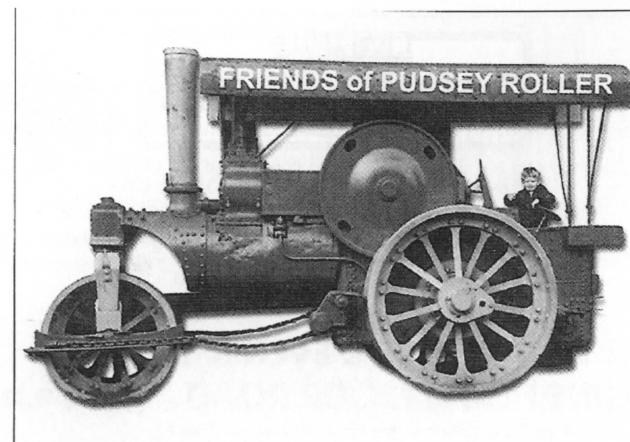


Sadly not reporting that we have suddenly built the long-talked-of extension without anyone realising, however trains have now run to the centre of Middleton Park. It was actually a miniature railway that was one of the attractions at the Friends of Middleton Park's craft and produce show on the 11th September.

Kris Ward
Leeds



A selection of concrete and steel sleepers and fixings with flat-bottomed rail as seen on the Dartmouth Branch in June 2011—part of a training programme for young people who wish to work on railways, employed by Amber Train, a competence and skilled-based agency, using the Middleton Railway's facilities
(Howard Bishop)



The Friends of Pudsey Roller is an organisation dedicated to restoring the Leeds-built Fowler steam roller that stood in Pudsey Park from 1959 to 1990 and was played on by countless generations of children from the local area.

The Pudsey Roller was built in 1921 by John Fowler & Co (Leeds) Ltd at the Steam Plough Works, Hunslet, Leeds. It is a type DN, Works No 15752 and carries the registration number WR7508. At some time it was given the name *Majestic*. It was supplied to the West Riding of Yorkshire County Council (though it is known to have worked in Pudsey) and when its working life ended it was bought by Ald. Sir Walter Ward and presented to the Borough of Pudsey and placed in Pudsey Park playground. In 1974 on local government reorganisation it became the property of Leeds City Council and in 1990 it was removed from the Park on safety grounds.

On 5 March 2007 agreement was reached between the Road Roller Association (est.1974) and Leeds City Council for the Pudsey Roller to be loaned to the Association for a period of 25 years with subsequent extensions with conditions as agreed. In April 2007 it was moved to north Leeds, and restoration was commenced shortly afterwards by volunteers. It requires a new boiler, tubes firebox smokebox and tender. By 2009 £13,000 had been raised to this end, and more is still required.

By joining the Friends of Pudsey Roller you will help in this task: more details can be obtained from the Membership Secretary, FoPR, Cambridge House, Calverley Lane, Bramley, Leeds LS13 3LR.

An exhibition about the Pudsey Roller is to be held at Pudsey Civic Hall – as part of the 17th Annual Pudsey Collectors' Fair on Saturday 14 January 2012, organised by the Ledgard Society, and all are welcome, particularly members of the Middleton Railway

Live Wire

Some years ago in South Africa, a driver working an electric train on a early morning trip across the open country south of Johannesburg discovered a burnt body lying across the overhead catenary. The man had been trying to cut the wires so he could steal the valuable copper cable. Of course, he had been fried by the current, which unknown to him, was switched on at 3000 volts DC.

With the spate of metal thefts from Network Rail and Heritage Railways, perhaps this story should be more widely told

TUESDAY SOCIAL EVENINGS AT THE ENGINE HOUSE MOOR ROAD AT 7.30 P.M.

6 Dec 2011

Team Roberts—Christmas quiz—not too difficult!

Special events

(For further information on each event please consult the website or call 0845 680 1758 in 2012)

3,4,10,11,17,18, 24 December 2011	Santa trains
6, 7 May 2012	Bluebell walks with Friends of Middleton Park
2,3 and 4 June 2012	Family weekend
23 and 24 June 2012	200th Anniversary of Steam at Middleton Railway
30 June and 1 July 2012	Model Railway weekend
15 and 16 September 2012	Autumn Gala weekend
27 and 28 October 2012	Halloween Weekend—come if you dare!
1,2,8,9,15,16,22, 23,24 December 2012	Santa trains



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

SOCIAL EVENINGS

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

Events:

Tues 20 December—Christmas auction and buffet
Tues 17 January—Cromford & High Peak Railway
Tues 21 February—1960s and 1970s local traction engine rallies
Tues 20 March - AGM (Members only)

A Less Tiny Paradisiacal Meltdown

The answer to the above anagram was Middleton Railway Santa Specials!

DEADLINE FOR NEXT ISSUE 15 FEBRUARY 2012



The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

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Steve Roberts [Chief Mechanical Engineer]
Geoff Thorne
Kris Ward

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Sheila Bye [Hon. Archivist]
Sue Gill [Membership Secretary] membership@middletonrailway.org.uk
Derek Plummer [Exhibitions Manager]

Membership subscription rates from 1 January 2012

Adult Membership	£17.00
Senior Membership	£12.50
Junior Membership (of M.R.A.)	£12.50
Family Associates of Trust Members (in same household)	£3.00 per person
Life Membership	£300.00

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AUTUMN COLOURS

Peckett G20 Class 0-4-0DM 5003 of 1961 *Austins No 1*
with the 1000 hours from Moor Road en-route to Park
Halt on 17 September 2011 *(Howard Bishop)*