

The

OLD RUN

No. 202

March 2004

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The Hunslet homecoming
A trip back in time
Mixed-traffic medley

Old Run

No.202
March 2009

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Editorial

As we look forward to yet another operating season, how do we follow the Middleton Railway's 250th anniversary celebrations?

Page 25 shows the special events scheduled for 2009, starting with the homecoming to Leeds for the first-time ever of Hunslet diesel D2578 (5460 of 1958 rebuilt as 6999 in 1968). This is a rare opportunity to see this locomotive, as it is not usually allowed away from its base.

Then there are all the other special events, not forgetting the normal days of operation through the season. We look forward to seeing as many members as possible during 2009.

Due to last-minute unforeseen pressure on space, some material has been held over until the June issue.

Howard W Bishop,
Editor

The deadline for the next issue is 15 May 2009

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Front cover

Manning Wardle 0-6-0ST (MW1210 of 1891) Sir Berkeley runs round its train at Park Halt on a cold and misty New Year's Day 2009.

(Andrew Johnson)

From the Chairman

**Andrew
Gill**

From the Chairman From the Chairman From the Chairman From the

As we get ready to launch the 2009 season, we can look back at 2008 as a year of highs and lows. The low points being the unexpected passing of two very good working members, and the highs, the 250th Anniversary year being an outstanding success.

We finished the year with every box ticked, achieving exactly what we set out to do. This was no mean feat and has to be credited to the huge effort made by all the volunteers. As well as getting praise from our paying customers, I am sure that all volunteers had an enjoyable time doing what we do very well, running a railway and tourist attraction.

Whilst we started the 250th Anniversary year with the Lord Mayor of Leeds being invited by the Railway to unveil "Henry de Lacy II", the City of Leeds then went on to totally ignore our achievements, perhaps they felt upstaged by the Early Day Motion for the Railway in the House of Commons. Even the BBC recognised our achievements on our official birthday and gave us nationwide news cover throughout the day.

In order to achieve the very maximum from last year we put aside some money to help out with advertising and to finance some of the events, at the end of the year we still had £2K in the kitty, we just spent £500. Again, this was due to many volunteers putting in that bit of extra effort to save money, here, there and everywhere. Towards the end of the year we did see evidence that money was becoming scarce, but, despite that the Santa trains were an

outstanding success.

Our thanks must go to those who manned the 0845 Santa Ticket Hotline, those who spent hours preparing the loadings for each train, those who organised all the presents, the buying, the wrapping and the ladies who travelled on every Santa train distributing them, to the two Santas who kept the children's dreams alive, and to each and every volunteer who gave up time to make Christmas come to life for the children, to you all well done and thank you.

We now have to take up the challenge of 2009, not a special anniversary year, but there will be special things happening. Keep a close eye on the Diesel Gala, and don't miss the Model Railway Show!! Things may change a little this year, we are already adjusting income budgets downwards, we are in uncharted waters as far as the economy is concerned, so we are prepared for a downturn. Should we be proved wrong, then it will be a big bonus: if we are right, we are prepared.

The last few months have seen a number of new volunteers at the Railway, both in the Engine House and in Engineering/Operations. A big welcome to you all. It is not an easy step initially, but as you become more acquainted with your fellow volunteers it should become easier and more enjoyable; please stick at it. If you have any doubts or concerns please either come and see myself or any other member of Council. We will do our best to help and or advise you.

The new season starts on Saturday 4th April, but before then there is still a lot of work to be done both in the workshops and on the track. Let us hope the snow has gone by then, and it is a bit warmer.

Andrew Gill

From the Chairman From the Chairman From the Chairman From the

The Hunslet homecoming

Ian
Dobson

TheHunslethomecomingTheHunslethomecoming

Class 05 D2578 is returning to Leeds, the City of its birth, for the very first time in June 2009. It will be its first visit to a preserved line and its first public passenger trains. No visits to other preserved lines are in the pipeline so, if you want to see, photograph or ride behind this Hunslet-built shunter, then don't miss this rare opportunity!

The locomotive will be visiting the historic Middleton Railway in Leeds for four days only, Thursday 4th to Sunday 7th June 2009. This, coincidentally, is also the ever-popular Keighley and Worth Valley Railway Diesel Gala, and so West Yorkshire is the place to be in early June! On Thursday and Friday the locomotive will be available for photo-charters, and it is hoped to run evening passenger trains. On the Saturday and Sunday it will take part in the Middleton Railway's Diesel Gala, where it will appear alongside LMS 7051 (built by Hunslet) and Hunslet 1786 - also known as *Courage* or *Sweet Pea*.

This gala will feature the Balm Road branch with passenger and freight trains (the latter with passenger accommodation in the brake van), as well as an appearance by the popular RTC red and blue liveried Drewry Car RDB998901.

To register your interest and receive update emails about the event, please email the Traffic Manager at trafficmanager@middletonrailway.org.uk. Please send requests for photographic or other charters to the same address.

**DON'T FORGET!
KEEP INFORMED
LOOK ON THE WEBSITE -
OR RING THE HOTLINE**

0845 680 1758

BELOW: D2578 at Moreton on Lugg



TheHunslethomecomingTheHunslethomecoming



LOCOMOTIVE DATA

Current Number :: D2578
 Other Numbers :: 2 D2578
 Builder :: Hunslet Engine Co Ltd
 Build Year :: 1958
 Builder Number :: 5460 rebuilt as 6999 in 1968
 Location :: Private Location
 Colour :: BR Green
 Name :: CIDER QUEEN (not carried)
 Gauge :: Standard
 Status :: Unknown
 Design/Mods :: Rebuilt.

- BUILT BY THE HUNSLET ENGINE COMPANY OF LEEDS IN THE SUMMER OF 1958 AND GIVEN THE WORKS NUMBER 5460.
- DELIVERED TO BRITISH RAILWAYS IN NOVEMBER 1958 IN GREEN LIVERY AS D2578 AND ALLOCATED TO 62A, THORNTON JUNCTION SHED, FROM 18/11/58.
- THE 1955 BTC CLASSIFICATION CODES CLASSED LOCO AS D2/9
- IN 1962 LOCO RECLASSIFIED AS CLASS 2/15
- WITHDRAWN FROM SERVICE BY BRITISH RAILWAYS ON 7/7/67 AND NOTED DUMPED ON THORNTON SHED WITH D2559 ON 5/11/67.
- LOCO SOLD TO HUNSLET IN DEC 1967 ALONG WITH D2584.
- LOCOMOTIVE OVERHAULED BY HUNSLET AND SOLD TO H.P. BULMER. NOTED AT HUNSLET WORKS ON 27/6/68 WITH NEW WORKS PLATE, (WORKS NUMBER 6999), READY FOR DELIVERY TO BULMER.
- ARRIVED BULMER JULY 1968 AND NUMBERED No. 2.
- LOCO NAMED "CIDER QUEEN" ON 13/11/68 AT THE OPENING OF THE NEW BULMER RAIL FACILITIES.
- LOCO REGISTERED TO RUN OVER BRITISH RAIL LINES AND GIVEN BTC REGISTRATION No 3393.
- LOCO HAULED FIRST "PRIVATELY OWNED DIESEL RAILTOUR" ON BR MAIN LINE, WHEN IT WORKED A BRAKEVAN SPECIAL FROM HEREFORD BARRS COURT TO MORETON ON LUGG CAMP FOR THE 6000 LOCOMOTIVE ASSOCIATION ON 8th JULY 1971.
- LOCO MOVED TO MORETON ON LUGG ON 6/8/2001.

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We managed to get through the Santa season without too much difficulty and we are presently taking a hard-earned rest from running trains and catching up on some of the many outstanding jobs.

1601 MATTHEW MURRAY Our Manning Wardle has seen the majority of the loco work recently. In a burst of activity, the loco was stripped of its cab, tanks and boiler cladding, along with all the peripheral work that entailed. The boiler has been lifted from the frames and all the tubes have now been removed. This revealed the boiler to be in good condition, and we are anticipating that the Boiler inspector will confirm this when he examines it shortly. Removal of the tubes enabled us to find the spanner that we dropped inside the boiler a good few years ago! This has now been retrieved following some intricate 'fishing'.

Work on the cylinder block has also progressed. The hole in the main steam passageway was opened up to reveal the extent of the area of corrosion and thinness and a piece of cast iron has been put in by metal stitching. In this method, a carefully shaped piece of metal is made to exactly fit the hole and inserted in place. A series of small holes are then drilled around the joint and are then tapped out with a screw thread and a stud inserted. The individual holes overlap and the resultant whole is strongly keyed together by this means. It is an old method of repairing castings, routinely used by the Victorians and still utilised today for many cast metal repairs. The need to bore out the cylinders has meant that it is necessary to remove the rear cylinder covers and, as a consequence, take down the slide bars and connecting rods. Removal of the left hand cover proved to be stubborn and, unfortunately, this broke during our endeavours so has to be added to the list of repair work! It was found that the taper bolts holding the big end straps to the connecting rods were a poor fit in their

respective holes and new bolts have been made to replace the originals. The piston gland and neck ring bushes of both cylinders were found to be a very loose fit on the piston rods and the former have been bored out and bushed whilst the latter have been replaced with new ones. The brass crosshead slippers have been found to be very worn and these will need repairing before they are refitted. A lot of this is symptomatic of poor alignment of the slide bars and hopefully all this will be rectified, as the loco is re-assembled.

With the boiler off the frames, the opportunity is being taken to give them a thorough clean down with the intention of giving them a fresh coat of red paint on the inside. It is estimated that the overhaul bill for 1601 will be of the order of £11,000 once all the work is completed.

No. 67. he loco handled the Santa traffic with no significant problems. One little thing that has occurred though is a blowing joint on the injector feed to the boiler. This is a rather awkward joint that is not easily accessible because of the boiler cladding. We have had two attempts to cure the blow but neither of them has been successful. Now that the loco is out of traffic for the winter the joint will be dismantled again and we will have a third attempt at curing the problem. A new set of firebars has been cast as the old ones were getting to be life expired. At least three of them have broken in recent times and had to be welded back together to keep the loco serviceable, not always successfully! At the moment, the loco is stripped down awaiting the annual visit from the boiler Inspector. No other work is planned for the winter months and, subject to a successful

boiler inspection, the loco should be available for Easter

No. 6 Having completed the reverser, attention turned to the coupling and connecting rod bearings, the majority of which are quite badly worn. These have all been cleaned up, tinned with solder and covered in white metal. The next step will be to machine them back to the correct dimensions. One of the cab window frames was stolen quite a while ago and we had a new one cast from a pattern made 'in house'. We

have now got around to machining it to finish the job. The number of outstanding jobs on the frames is now quite small and we are going to have to bite the bullet and get on with the boiler. This is a major project and way beyond anything that we have ever attempted before as it requires total replacement of the outer firebox wrapper plate.

1210 SIR BERKELEY Having winterised the loco, in a fit of madness it was decided to use it on New Years Day! The loco ran with no problems and has once more been winterised. It will shortly be prepared for the annual examination by the Boiler Inspector.

No.11 More sweat and swearing was applied to the front frame stretcher and it is now reasonably straight, if not perfect. It has now been cleaned down and given a coat of primer. Attention has now turned to the axleboxes. The rear axlebox bearings have at some time in the past been replaced and their condition is acceptable. The same cannot be said for those on the



Manning Wardle 0-6-OST (1601 of 1903) *Matthew Murray* in the workshops stripped down for maintenance as described in this article, 23 November 2008. (*Andrew Johnson*)

front axle, however. The bearing brasses are considerably worn and the axleboxes themselves have been sitting at an angle on the axle, causing the back of the wheels to rub on them with significant wear. The left hand axlebox has therefore been built up with weld and machined back to eliminate the wear. The bearing brass is to be lined with whitemetal and re-machined back to correct dimension. The same will then be applied to the right hand axlebox. Once the axleboxes are sitting vertically on the axles it will be possible to measure up the clearances between the boxes and the horns and then formulate a plan for repair.

2387 BROOKES No.1 Acted as standby loco over the Santa season but was not pressed into service. The injectors have been starting to give increased problems leading to the loco being failed on one occasion. These have now been removed from the loco and are to be sent away for repair over the winter. No other work is planned as the loco is



Fowler 0-4-0DM 3900002 of 1945 sporting its new copper chimney cap is seen in the workshops on 23 November 2008 where work is continuing on its refurbishment. *(Andrew Johnson)*

due to come out of service for its 10 yearly boiler overhaul in June.

No.14 The two Hudswell buffers acquired for the rear of the loco have now been overhauled and are ready for fitting. The right hand footplate valance angle has now been fitted (the left one was fitted some while ago). Work continues on overhauling the brakegear. One of the brake hangers is broken and a new piece is being made, which will then be welded in.

Fowler 3900002 The new platerwork for the cab roof was rolled by contractors and has now been fitted in position and all the necessary holes drilled. It presently awaits

riveting up. After trying to patch one of the cab sides and the rear bottom sheet to the cab, it was eventually decided that it would be a much better job to throw the whole sheets away and start again. The new pieces of steel have now been cut out, drilled and bolted into place to await riveting. Work continues on fitting the various bits of trim to the cab, a rather tedious process involving much fiddling and adjustment to make things fit! The exhaust chimney has now been rebuilt, complete with its copper cap, and the whole has been finish painted and the copper polished up.

Fowler 4220033 Painting has continued as labour has been

available and the majority of the loco above footplate level has now been completed. A new engine door panel has been made to replace one that was quite bent. The new wheel tyres arrived in the UK shortly before Christmas and the contractors requested delivery of the wheelsets to enable them to fit the tyres. Removal of the wheels has involved jacking the loco up to a considerable height to enable them to be wheeled out under the front bufferbeam. Whilst the wheels are out, the opportunity is being taken to finish off painting the frames in the areas that were not easily accessible with them in place. The wheels have now had the new tyres shrunk on and their return to Moor Road is imminent. It is likely that new brake blocks will be required as the old ones will probably not bed satisfactorily on to the new tyres.

1786 The need to bring our brake coach into the workshop for repairs and repaint left just sufficient length behind it to fit in this loco and the opportunity is being taken to give it a repaint. It has been decided to paint the body parts in maroon rather than the grey that it has carried in recent years.

138C, D577, D631, 5003, 7401 and D2999 are all serviceable and used as required. All other locos are stored, either on display in the Engine House or awaiting overhaul.

Now to address rolling carriage and wagon issues.

Coach 2084 As soon as a charter event on 6th January was over, the brake coach was shunted into the old shed for repairs and repainting. Inevitably some rotten timber was found but this was mainly confined to the north (balcony) end of the vehicle. The end timbers were the original timbers dating from when it was a parcels van. These have now been replaced with steel sheet panels and a similar operation is being carried out on the south end. One plywood side panel has also been replaced because of de-lamination of the ply layers. Internally, the vehicle is being

repainted along with various other minor works.

Palvan Work continued on the Palvan to get it ready for its new role as the tool van. Having completed the bodywork and repaint in 'bauxite' colour, attention turned to the interior. This has been given a coat of light grey paint to brighten it up and timber shelving has been installed to enable our permanent way tools and equipment to be better and more accessibly stored. Everything now has its place and anyone who perpetuates the previous practise of simply piling everything on the floor will not be a popular person!

13 ton Open Wagon B490310 This wagon came to us on loan about 8 years ago and a new floor was fitted at that time, along with some other minor works. It has proved to be very useful for storage of various items of equipment and this has been its main role. However, there is a strong desire to make our wagon stock more presentable and use them for demonstration freight trains. With the completion of the Palvan work on our wagon fleet has now turned to this vehicle. The underframe has been cleaned down and painted black and the steel body has received its first coats of undercoat. One of its two doors has been missing for many years and a new door has been made to replace this although it presently awaits fitting. The vehicle was once vacuum fitted but was missing a vacuum cylinder. It was intended to fit one of the 15" cylinders obtained last year until it was discovered that these vehicles had 18" cylinders! However, we fortuitously had just obtained an 18" cylinder from Booths Scrap Processors ostensibly as an additional spare for our coaches but this will now be diverted onto this vehicle. The cylinder has been stripped down and found to be in good condition, requiring little



7 February 2009—**Hunslet 4wDM H1788 of 1935 *Courage*** has received a new paint undercoating in the workshop
(Ian Dobson)

work other than a coat of paint. Once complete, it will continue to be used for storage but will be fitted with a tarpaulin to make it more in-keeping with a loaded wagon.

Lowmac Work started on various repairs to this vehicle last year. However, this stopped when it was realised what its true condition was like and it was noted that a BR Lowmac was for sale. However, inspection of this Lowmac revealed that, although it was in fairly good condition, it too needed work doing on it before it could be used and, for the price asked, this was too much. Thus, unless another Lowmac appears for sale, we will once more be turning our attention to our original!

LMS Van M85133 Some progress has been possible with this vehicle, albeit only when labour allows. The Solebars have been built up with weld where they were badly corroded and the replacement floor support angles have been welded up and drilled. These now await riveting to the frames as soon as time can be found for this. The rivets for this work have had to be purchased as we did not have suitable ones in stock. Once this has been done the timber floor can be fitted in position quite quickly and we can then look to progressing further work.

LNER Van E165745 This van has been identified as being surplus to

requirements and has been advertised for disposal. We are currently negotiating with several interested parties.

And now to two other issues that I would like to mention:

WANTED!! The Railway has an incessant need for rags and recently, our stock of these has become very low. Can you help us replenish it? Ideally, we require clean cotton based rags – sheets and towels are ideal materials for this, as are shirts once the buttons have been removed. If you have

anything available we would be only too pleased to receive it at Moor Road, and if you can cut them up into pieces about one foot square you will be a star! What better excuse do you need to go out and buy a new set of sheets, towels or clothing?!

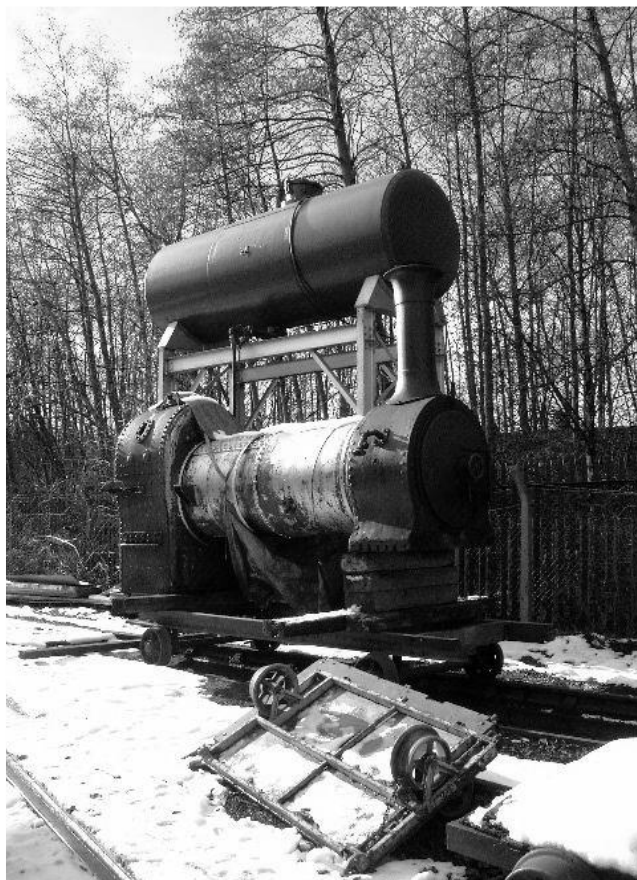
NOT WANTED!! Members and other people frequently bring there old and unwanted materials and equipment down to the Railway in the mistaken belief that it might be of further use to us. Generally, this could not be further from the truth. Favourites for this are old kitchen units -

‘We thought that you could use it for firewood.’ We have more than enough, thank you. Another no is 230-volt power tools. The Railway has a policy of only using 110-volt tools for safety reasons and good practise. Your unwanted ‘junk’ is almost certainly going to be our unwanted junk and we have to get rid of it, which costs the Railway good money, so please don’t bring any such things to the Railway without first ascertaining if it is wanted. We do not like to turn people away when they think that they are helping, but we are having to become quite firm about this.

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LEFT:

Boiler of **Matthew Murray**, having been lifted from its frames, stands outside in the snow on 7 February 2009. (Ian Dobson)



No 67's re-bore

Steve Robert's engineering notes have recently featured the extensive work done to the cylinders of MSC No. 67. Here is a visual record in colour of the work carried out during 2008:

1. The cylinder being bored out using Ian Riley's portable cylinder borer. **2.** The new piston rings were made "in-house" and the picture shows the casting being machined in the big lathe. Six in total were required. **3.** The cylinder liner being "cooked" in liquid nitrogen prior to insertion into the old machined out cylinders. **4.** One liner inserted and covered in frost. **5.** The last picture shows both liners inserted and frost starting to melt on the first as the metal recovers to the ambient temperature.

The pistons, with new rings, are now (December 2008) back in the loco.

It was noticed that one of the cylinder covers was cracked— not the one that suffered the fractured piston ring. This had been known about for some time and it has been metal stitched before the final re-assembly.

(Photos : 1 and 2 Andrew Gill, 3, 4 & 5 Steve Roberts)

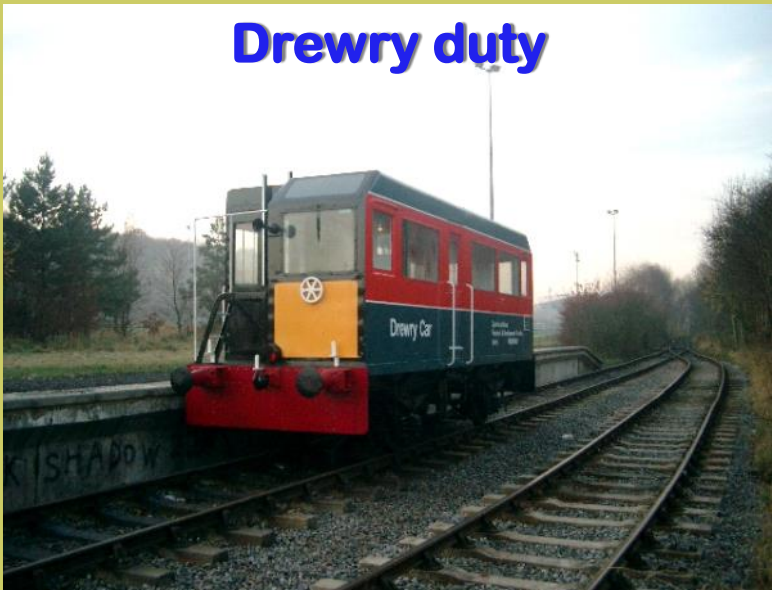


Wickham's farewell



On 29 November 2008 Wickham railcar DB999507 on what is its last public service at Middleton before transfer away to a new owner is seen at Park Halt, sporting an additional low-level headlamp. On the same day Drewry railbus DB998901 OLIVE is seen at the same location (Ian Dobson)

Drewry duty





MIKE SCARGILL, 1942 - 2008

Michael Andrew Scargill - Mike to all who knew him - was born at Four Gables Nursing Home, Horsforth, over 66 years ago. He lived all his life in the Horsforth area: Headingley Mount, Cardigan Road and finally at Victoria Walk.

Mike never knew his father who was killed in Sicily in the Second World War, but was brought up by his mother and grandparents. His grandfather was a shunter at Cardigan Road Coal Depot and it was helping him from an early age (almost certainly illegally) that Mike developed a love for railways.

A Leeds Grammar School boy, Mike went on to Technical College where he studied Electronics, and in later life he obtained a degree in Mathematics with the Open University.

Starting work with Philips, he moved on to National Cash Registers, travelling all round West Yorkshire, before changing direction somewhat and working with the Educational Foundation for Visual Aids based in Pudsey, and responsible for supplying and maintaining Audio Visual equipment for schools. Then in the early 1990s he moved to Leeds Metropolitan University where he ran the Media Services Department.

Although 65 in 2007 he stayed on a further six months, finishing work only at Easter 2008. It was a sadly short period of retirement cruelly ended by his death in France on 2nd December 2008 - France, his second home for the last ten years.

It is to Christine his partner, who was with him when he died, and to all her family, that we offer our love and sympathy. The presence of so many people at the funeral service at Rawdon Crematorium on 22nd December 2008, both young and old, shows the respect and affection in which Mike was held.

A bare outline like that hardly does justice to the man. As well as being passionately involved in his work he was an avid listener to jazz, and no doubt it was following the jazz circuit that fuelled his fondness for real ale!

All things mechanical fascinated Mike. Many of us know of his long involvement with and support for the Middleton Railway. A member of the Railway's Council, Membership Secretary (involving maintenance of membership records, membership renewals and *Old Run* distribution and papers for general meetings), and engine driver (often cooking his bacon and eggs breakfast on a shovel in the time-appointed way!) were just some of the ways he was involved at Moor Road .

But as well as railways, motorbikes, too, were a passion and he was a one-time member of the Vintage Motorcycle Club and regular visitor to the Isle of Man TT races; clocks, large and small; indeed anything that he could tinker with and understand how it worked - all was grist to Mike's mill. And he was a great hoarder! 'It might just come in useful!' Indeed Middleton Railway benefited on a number occasions from his acquisitive nature!

More recently he loved his Senior Travel pass, hopping on and off buses and trains all over the West Riding and being a regular visitor to Leeds Market buying meat, fish, veg., and generally hunting for bargains.

And spending a large part of his life with his mother he went frequently with her to concerts, organ recitals, brass bands, Gilbert and Sullivan concerts.

In many ways Mike was a typical Yorkshireman: down to earth, not afraid to call a spade a bloody shovel - he did, frequently - slightly chaotic (more than slightly!), with a gruff exterior but a soft centre and a heart of gold. He will be greatly missed and it is a great pleasure to have known him.

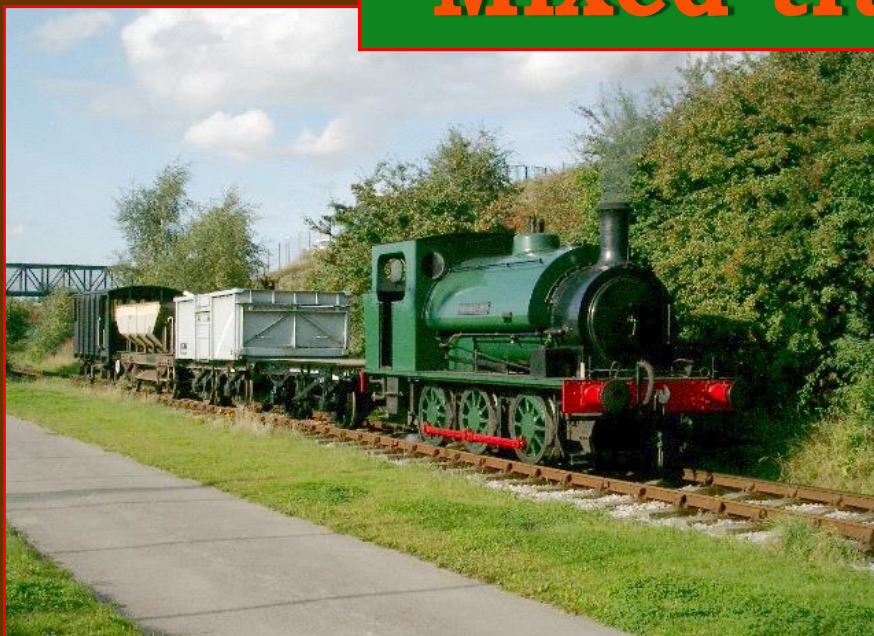
David Guest

(based on the address at Mike's funeral)

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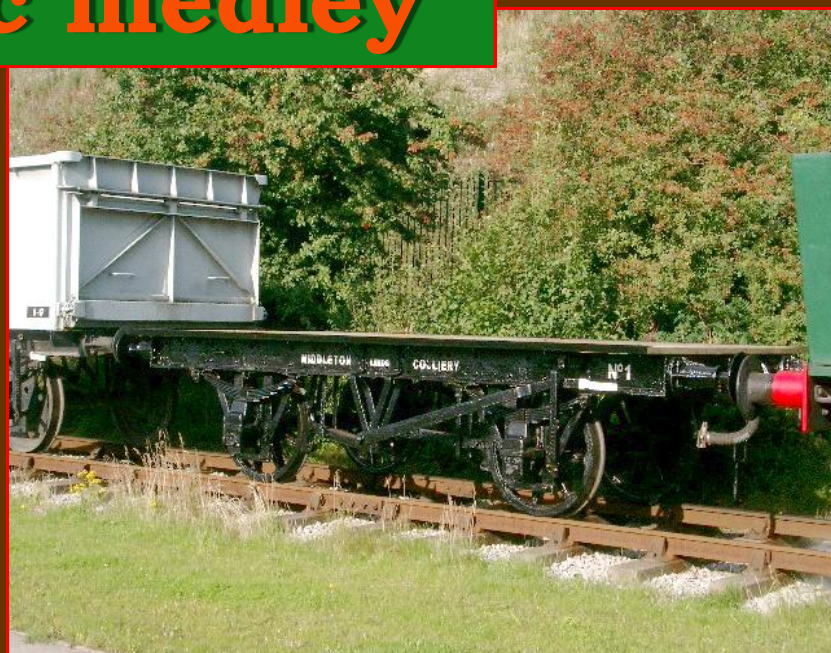
Mixed-traffic



Taken on 24 August 2008 on the occasion of our operating mixed trains for passengers, Hunslet 0-6-0ST (2387 of



fic medley



1941) Brookes No 1 seen in action at various locations [Photos: top left Andrew Johnson, others Ian Dobson]

Denis Caton

Not a lot of current MRT members would have known Dennis Caton, who died on 13 September 2008. He rarely came to the Middleton Railway in recent times, due to advancing years (well into his 80s I would guess), and the ill health that often advances with the years.

However, following his retirement from being head of the Art Department at Cockburn High School, he was for many years a stalwart of the Middleton Railway school days teaching team. A very gentlemanly man, Dennis always spoke quietly, but nonetheless managed to 'hold his audience' – increasingly difficult with modern schoolchildren! Though he professed to be not as good at talking to younger children, he always appeared to be as much at home talking to them as to the older students he'd been accustomed to working with at Cockburn. He had a wide range of knowledge about railways and locomotives, and was a keen railway modeller.

Dennis was also an extremely talented artist, and the Middleton Railway benefited from his talent and his love of railways: one of our greatest treasures is his beautiful painting of a Murray-Blenkinsop locomotive hauling a rake of waggons across a grim grey industrial Middleton landscape. Entirely his own conception (i.e. not a reworking of one of the many contemporary prints), Dennis's painting exactly captures the scene.

Dennis has already been much missed for several years by the teaching team, and a great loss to the Trust.

Sheila Bye

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

SOCIAL EVENINGS

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

Social evenings programme

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

20 May 2009

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

Middleton's vintage cars

Seen fairly often at special events at Middleton in the past few years, the vintage cars owned by Middleton members Malcolm and Andrew Johnson have been the focus of many admiring glances and have featured in many photographs alongside various steam trains and steam road vehicles.

As there have been several enquiries about the history of these exquisite vehicles, we give you details in this article.

The Bentley Mark VI is the first post-war luxury car from Bentley. Produced from 1946 to 1952, it was also the first car from Rolls-Royce with factory coachwork but chassis were still also supplied to independent coach builders. The chassis and engine went on to be used as the basis of those in the Rolls-Royce Silver Wraith of 1946 and Silver Dawn of 1949.

The Mark VI uses an F-head straight-6 engine 4.3 L (4257 cc/259 in³) in size. In 1951, a 4.6 L (4566 cc/278 in³) version of the engine was introduced. A four speed synchromesh manual transmission is fitted with the change lever to the right of the driver on right hand drive cars, and on the column on left hand drive versions.

The chassis uses leaf springs at the rear and independent coil springing at the front with a control on the steering wheel centre to adjust the hardness of the rear springing. A central lubrication system allowing oil to be applied to moving parts of the suspension from a central reservoir is fitted. The 12.25 in (311 mm) drum brakes are assisted by the traditional Rolls-Royce mechanical servo.

The factory bodies were made by Pressed Steel Ltd of Coventry and sent to the Bentley works at Crewe for painting and fitting out with traditional wood and leather. They feature rear hinged "suicide" doors and a sliding sunroof

A 4.6 litre, factory-bodied car tested by *Motor* magazine in 1951 had a top speed of 100 mph (160 km/h) and could accelerate from 0-60 mph (97 km/h) in 15.0 seconds. A fuel consumption of 16.5 miles per imperial gallon (17.1 L/100 km/13.7 mpg US) was recorded. The test car cost £4,473 including taxes.

Both cars are 1951 Mk VI standard steel saloon cars. They were built a few months apart. Cream Bentley has chassis B29MB, was exported to Australia and was painted the ivory colour by the factory. The number plates for Victoria were found in the boot of the car when it was acquired 5 years ago, and it still has the last tax disc for Victoria in the windscreen. Blue Bentley has chassis B225MB, left the factory painted black, to a home in London. Over the years it has lived in USA and Eire and has been repainted at least twice (2 tone brown and then the Oxford and Henley blue). As cream Bentley was exported to Australia there are many detail differences, some quite noticeable such as the colonial bumpers and twin fog lights. Other differences include colonial springs (front end is about 3" higher) an oil bath air filter and a few other minor differences.

As an aside the late Ken Hardy of the Middleton Railway worked for Appleyard's, the Rolls-Royce and Bentley dealer in Leeds, and he had many tales about checking some of these for customers prior to delivery them at speeds up to 110mph. Fortunately I

Continued on page 20

Andrew Johnson

Middleton's vintage cars Middleton's vintage cars Middleton's vintage cars

*Continued
from page 19*

turned up a few months before he passed away in the blue Bentley and I let him have a look around. Then a trip round the block resulted in him wearing a huge grin. I'm glad I'll always remember him smiling!

As a comparison to the price mentioned for the Bentleys, a typical family car of the same period, the Austin A30, a compact car produced by Austin Motor Company in the 1950s was introduced in 1951 as the "New Austin Seven": it was Austin's answer to the Morris Minor. At launch the car cost £507, undercutting the Minor by £62.

The 1935 Austin 10 was sold to fund the purchase of blue Bentley.

Another link with the Middleton is that I used it as transport for Andrew (Frankie) and Angie Parsley's wedding, at which many Middleton members attended. ***tor***



ABOVE; The two Bentleys outside Rothwell Church on wedding duty. **BELOW:** The Austin 10 alongside *Matthew Murray* and demonstration freight train at a Gala weekend a few years ago (*Andrew Johnson*)



Blasts from the past

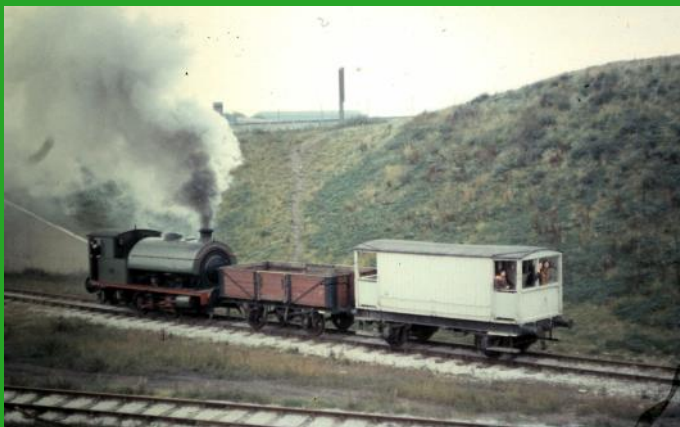


An undated (1973?) photograph of Hawthorne Leslie 0-4-0ST (3860/1935) No. 6 *Percy* at the foot crossing near the motorway tunnel in the early days before erection of the gates to the yard and when the trains were propelled up to Park Halt

(David Hebden)

On 22 September 1981, Bagnall 0-4-0ST (2702/1943) is at work on the Balm Road branch exchange loop. How times have changed hereabouts!

(R G Powell)



The 16 September 1973 saw Hawthorne Leslie 0-4-0ST (3860/1935) No. 6 *Percy* propelling the train to Park halt after emerging from the tunnel.

(Nick Tozer)

A trip back in time

Kris
Ward

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Though we have preserved our historic colliery railway here in Leeds what we have today is greatly different from that first steam powered colliery railway that began operating in 1812 along part of the old 1758 waggonway. There are plenty of documents from the time about the line, the pictures by William Strickland of the engineering works of the route, paintings and diagrams of the engines. We have our History of the Middleton Railway book and we have

a number of displays in our Engine House. Wouldn't it be nice to see an early 1800s colliery line in action though?

In recent years Beamish has built its Pockerley Waggonway, this is based on how such a line would have appeared in 1825. They have three replica engines; William Hedley's *Puffing Billy* of 1813, George Stephenson's *Locomotion No. 1* of 1825 and most interesting



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the Middleton is William Chapman and John Buddle's *Steam Elephant* of 1815. I mention *Steam Elephant* in particular as this engine was very similar to the Matthew Murray / John Blenkinsop engines built for the Middleton Railway. The noticeable differences being the lack of the cogwheel, *Steam Elephant* had six

wheels of adhesion rather than the rack system. *Steam Elephant* also had a round boiler barrel where as those of the Middleton engines had a slightly oval shape, the chimney isn't quite the same shape either but the layout of the engine is very similar.



The Waggonway features an engine shed based on lost buildings of Timothy Hackworth's works at Shildon and incorporating original ironwork from George Stephenson's Forth Banks works in Newcastle. Mention of the Middleton engines can be found in the displays inside this shed and a model of Salamanca sits on the engineer's desk.

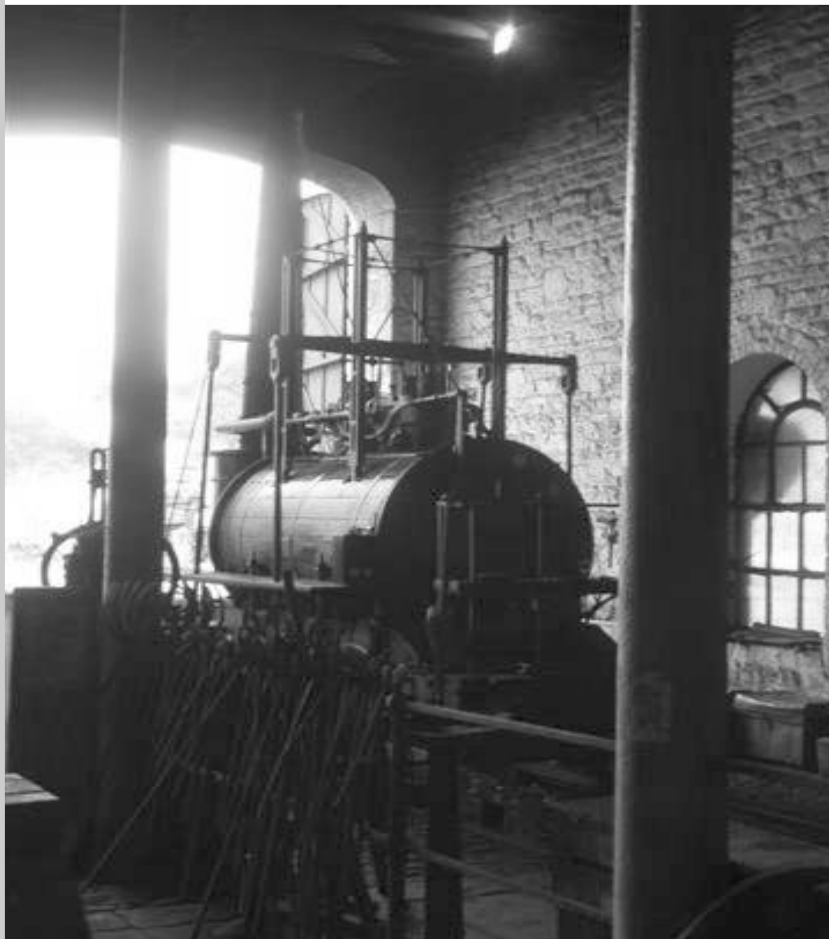
At the far end of the waggonway a replica Horse Gin has been built, this wooden structure would have allowed a

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horse to drive a winch for raising coal from the mineshaft. A number of these structures would have been used in the Middleton Collieries and evidence of them has been noted in the recent archaeological surveys of Middleton Park.

Elsewhere on the Beamish site is the 1913 Colliery showing how the collieries had come along in the century or so from the days of wag-
gonways and horse gins.

tOR



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Wickham railbus moves to Lavender Line

Laboratory 20 (DB 999507), the Wickham-built former Eliot track recording car and now a 29-seater railbus, moved from the Middleton Railway to the Lavender Line in late 2008.

(Report in Railway Magazine, March 2009)

1963 AND ALL THAT.....



The Balm Road branch on the afternoon up train on 11 June 1963. A goods train en-route for Moor Road with unidentified crew and onlookers! **Hunslet 0-6-0D 1697 of 1932 *John Allcock*** . The then new siding on the right into Moor End Works is not yet connected. The image has been tilted to correct the camera angle.
(MRT archives)

Special events 2009

4 April Operating season starts

11,12 & 13 April Easter weekend

3 & 4 May (Sunday & Monday) Bluebell walks in Middleton Woods

16 & 17 May Children's Gala

6 & 7 June Diesel Gala

4 & 5 July Model Railway Show

August Wednesday Openings

19 & 20 Sept Autumn Gala

31 Oct/1Nov Ghost trains

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

1 Jan.2010 Mince Pie Special trains

Members' tributes to the late Mike Scargill

A number of members wrote in expressing their thoughts on the passing of Membership Secretary Mike Scargill. Here are some of them.

I was shocked to learn of Mike's death. I thought he was a brilliant bloke and often spoke with him when he was driver of the day. A great pity! See you when the sun shines again. I have added a footnote to the video at <http://www.youtube.com> and search for *Middleton Railway 22/7/2007 Sir Berkeley*.

Alex Hurd
PM Video
Lincolnshire

Thanks for including me in this. When I first came to the Middleton as a Fireman, often I would have the pleasure and privilege of having Mike as my Driver. I look back on those days with pleasure. It's a sad thing about real life, you can't do action replays. He was a good guy.

Ian Hodgson
Chapel en le Frith
Derbyshire

Thank you for advising me of this. I did not know Mike personally but I had great respect for him, as I also was membership secretary for several years at the beginning of the MRT. What a sad loss to Middleton, but more especially to his family. I hope you will include my condolences with any that are sent to them.

Brian Ashurst
California
USA

tor

TUESDAY SOCIAL EVENINGS AT THE ENGINE HOUSE MOOR ROAD

3 March 2009	David Monckton -The big railway before 1981, part 2
7 April 2009	David Tillitson—Railways at home and abroad
5 May 2009	Duncan Mcevoy- Still in steam, India, Nepal & Pakistan in the early nineties
2 June 2009	Andrew Johnson—A journey from '0' gauge to broad gauge
7 July 2009	Geoff Nettleton's miscellany

Middleton in the Railway Magazine

The Railway Magazine included references to the Middleton Railway no less than 13 times during the twelve issues in 2008, as follows:

Middleton gales to celebrate lines 250th anniversary: Mar 60, Jun 56, Aug 54,76, Oct 61, Dec 58.

M. improves Moor Road terminus, Mar 57, May 65.

Middleton overhaul for *Grace*, Mar 84.

Middleton railcar receives makeover, Sep 90.

Middleton runs successful railcar day, Feb 75.

MSC No.67 still on sidelines Nov 73.

New views at Middleton, Nov 75.

A big “thank you” to Christine.

Christine Nettleton has decided to retire from running the shop, birthday parties and catering.

Not only did she do all that on a weekly basis, she also did all the buying for the Santa Train presents and the shop. This is something Christine had done for many years, starting in the “Old Shop”, long before the building of the new Engine House.

During the construction of the Engine House Christine spent most of one winter huddled up in a makeshift shop in a portacabin; not exactly luxury working conditions.

When the new Engine House was completed Christine brought all her knowledge and experience to the new operation, starting everything again from scratch.

Christine will be greatly missed in many departments, but we thank her for her massive contribution over the years and hope she enjoys a well-earned rest.

ICE forms!

Two years ago we started the “ICE” (In Case of Emergency) form for volunteers.

These are forms that you the volunteers fill in, as much or as little information as you wish, and then you seal it in an envelope with your name of the front and hand in at the ticket office. Should you have to be taken to hospital for any reason we can give this to the ambulance crew.

We have had two persons recently who required to be ambulated off site and we had no details for the ambulance crew, these details could save valuable time in a true emergency.

Thankfully, the two incidents above were precautionary and both volunteers returned fully recovered.

Please collect yours from the ticket office and return completed as soon as possible.

A man on the northbound “Night Caledonian” sleeping car train ordered one of the attendants, “I have to be off at Perth, I’m a heavy sleeper (no pun intended!), but I **must** get off there. I want you to put me off, whatever I say.”

The next morning he woke up at Inverness! Extremely annoyed he found the attendant and gave him a piece of his mind. After he had left, somebody asked the attendant, “How could you stand there and take that kind of talk?”

“That’s nothing!”, replied the attendant, “you should have heard the guy I put off at Perth!”

A Texan is bragging to an Englishman on a train journey through England. “In Texas”, he drawls, “you can get on a train, ride all day long, and still be in Texas by nightfall”.

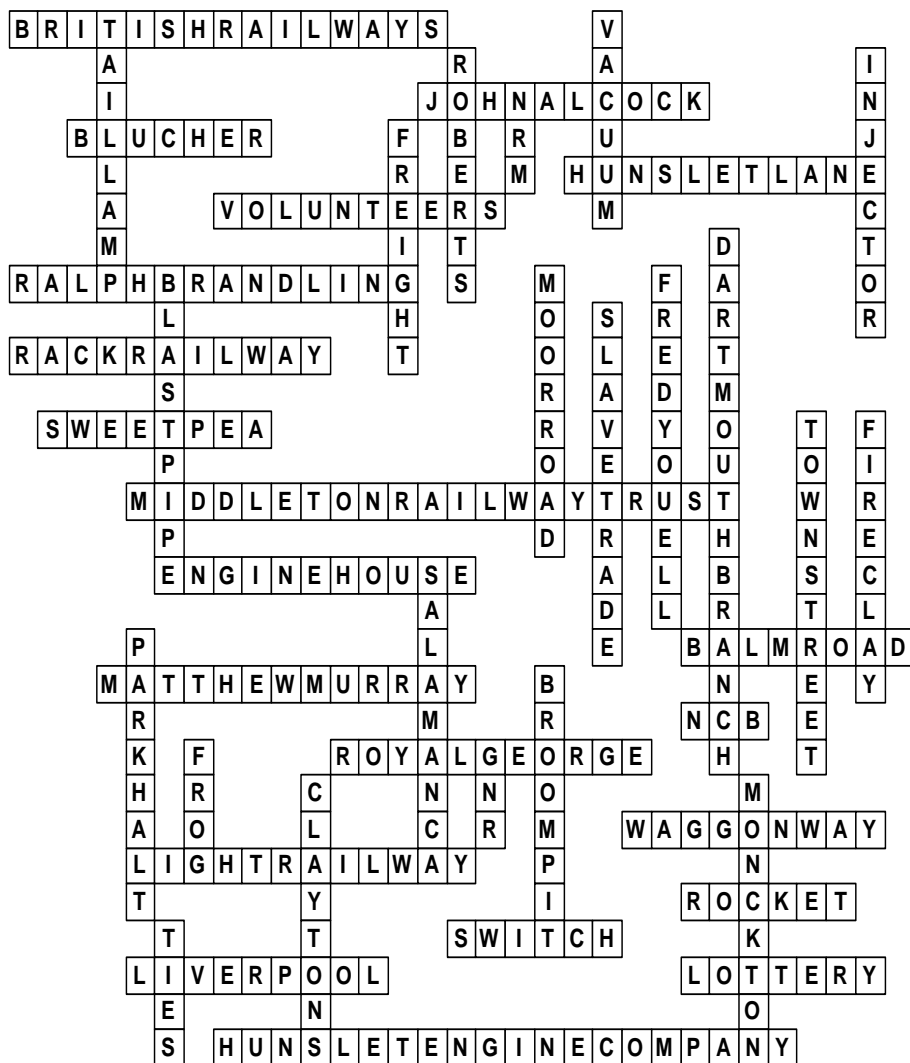
“Yeah,” replies the Englishman, “we have slow trains here too”.

LEEDS LOCOMOTIVE QUIZ

Answers

- 1 P&W Anderson & Co, Gravesend Kent
- 2 This was the last loco built by MW 2047 in 1926.
- 3 Jerry M and Cloister are the names of Grand National winning racehorses in 1912 and 1893 respectively.
- 4 Trangkil No.4 was built in 1971 for the sugar estate in Java.
- 5 East and West Yorkshire Union Railway – running from Stourton on the Midland through Rothwell and Robin Hood to Loft-house colliery on the GNR and Stanley Newmarket colliery on the Methley Joint line. Scheduled passenger services commenced on the line in 1904 and terminated a few months later when the West Riding electric trams commenced operation in Rothwell & Robin Hood.
- 6 Salamanca
- 7 18" diameter by 26" stroke
- 8 Prior to modification of Linda & Blanche by the Ffestiniog Railway they were identical to Charles (HE 283/1882) as supplied to the Penrhyn Railway. It is now in the Penrhyn Castle museum at Bangor (National Trust).
- 9 LNER 4-6-2 4472 "Flying Scotsman"
- 10 5'6" gauge East Indian Railway No. 22 2-2-2WT "Fairy Queen" built in 1855 by Kitson Tompson & Hewitson (481) operating from Delhi NRM. An identical loco is based in the Howrah (Calcutta) museum and Indian Railways are contemplating restoring that one as well.
- 11 MW 1601 is the fourth loco to carry the name.
- 12 Robert Stevenson & Hawthorn when they had acquired the Kitson designs.
- 13 Thomas Green 441 of 1908 owned by Leeds City Council currently under restoration at Alston on the South Tynedale Railway.
- 14 The Padarn Railway was a 4' gauge line linking the quarry 2' lines to those at the port. This was operated by a trio of 0-6-0T built by Hunslet to replace the Horlock built 0-4-0 "Fire Queen" of 1848 that can be viewed at Penrhyn Castle.
- 15 These pairs were handed so that when ploughing a field both engines could be facing the same way at opposites ends of the field and pull the plough using a steel rope from one side to the other.
- 16 Kitson-Meyer
- 17 Hudswell-Clarke
- 18 Three 0-3-0 locos built by Hunslet in 1887 for the unique Lartigue Monorail. The one on the reconstructed line is a steam outline diesel loco resembling these.
- 19 Todd, Kitson and Laird in 1838. For a number of years it was the worlds oldest operational loco.
- 20 Manning Wardle

WORD SEARCH solution



For the questions to these puzzles, please refer to
OR 201, December 2008 issue



Regarding the above photograph, Andrew Johnson writes:

I had a play with the Google language tool the other day and it is now possible to translate to/from Hindi. Translating the MRT website looks fun. This is Middleton Railway in Hindi, and I have overlaid it onto the side of *Matthew Murray* at Park Halt. See the expressions on the locomotive crews faces! I had considered the Indian North East Frontier Railway (NFR) livery variation that they have on the B class on the Darjeeling Himalayan Railway with the twin white stripes on the cab side.

CAPTION COMPETITION



(Steve Roberts)

DEADLINE FOR NEXT ISSUE – 15 MAY 2009

The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

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Membership subscription rates from 1 January 2008

Adult Membership	£14.00
Senior Membership	£11.00
Junior Membership (of M.R.A.)	£11.00
Family Associates of Trust Members (in same household)	£3.00 per person
Life Membership	£250.00

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This atmospheric photograph was taken on a cold 23 December 2007, as Hudsonian Clarke 0-6-0T No. MSC 67 (1369/1919) pulls out of Moor Road station bound for Park Halt
(Peter Nettleton)