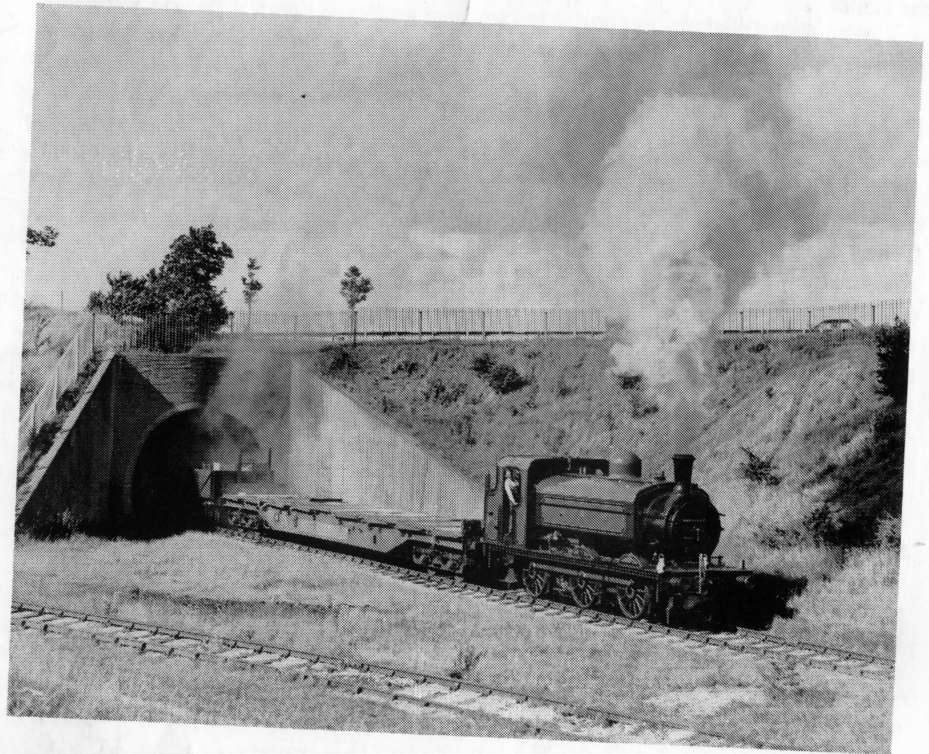


THE OLD RUN

JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS



SUMMER
1990



No. 131

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

All articles for the next issue should reach the Deputy Editor by **30th September**.

EDITORIAL

It's late again! Copy was to be in by 9th June, and here we are on the 14th of July with hardly anything computerised. Unfortunately, the Editor's health took a steep downward turn some weeks ago, and I have spent the last week in hospital. Consequently, my son John (13) has volunteered to computerise the remaining articles, for which I am most grateful, and hopefully I can help him do the finishing off when I escape (temporarily) from medical clutches. My fine ambitions of four regular issues a year have fallen immediately into chaos, and if I mention that I am due to return here later in August to lose a kidney, members will realise that the autumn issue also will be delayed. We'll do our best, but please be patient if your *Old Run* does not arrive anything like on time for the next few issues. Meanwhile, there are far more interesting things than the Editor's kidneys waiting to be read about!

SHEILA BYE, Editor.

JOHN J. BYE, Deputy Editor.

STOP PRESS: we have just heard that our Sales Manager, Bill Parkin, was rushed into hospital with severe chest pains on Monday 13th August. Happily, he was able to return home later in the week, but of course he has had to resign from his Sales Managership in order to take things easy. I'm sure everyone will want to wish him a speedy recovery, and to thank him for all he and Mrs. Parkin have done to keep the Shop running efficiently and profitably.

Cover picture: 23rd June - guest loco G.N.R. 1247, from the National Railway Museum, heads a demonstration goods train for the photographers. Photo: Keith Sanders.

LETTER TO THE CHAIRMAN

13th June 1990.

Dear Vernon,

Congratulations to the Middleton Railway on your 30th birthday and my very best wishes to Trust members on this momentous anniversary. I very much regret not being with you today, for the warm welcome I have received at Moor Road, and the friendly and helpful attitude of those members I meet and collaborate with, lead me to count myself as a friend of the Middleton - though your respected Publicity Officer, who could teach Macchiavelli a thing or two, always makes sure that Middleton gets something in return!

Unfortunately (!) a friend is getting married today and our mutual friends have made it plain to me that if I am not there, probably to try staging a rescue operation at the last minute, I had better move to no fixed abode, Colombia, for personal safety. Ian Smith may be ruthless, but he's not that bad! Yet!!

This summer's milestone, standard gauge preservation's 30th birthday, is an important one for all 'thinking' enthusiasts. It is really good to see Middleton, the first of us all, healthy and in good heart, playing a big part in events, celebrating its birthday in good style and telling as much of the world as wants to know, and hopefully a good part which doesn't but should.

Stand on your platform and shout - 'it started here!' It is a proud boast and you should not let anyone do you down.

Something that has pleased me over the years that I have been a professional enthusiast, has been the growing respect in which Middleton is held by preservationists. It is good news that the city of Leeds is also taking proper notice of its place in railway history and of the little band of stalwarts who have kept the past alive. After 30 years, many of them being a rather lonely struggle, this must be very sweet. Had Leeds been as alert to its heritage 30 years ago, you might still have a terminus in the heart of the city, as of old, but this is to cry over spilt milk. Your achievements are more important than might-have-beens, and they are impressive.

Especially as you have done most of the work by yourselves, with little help from outside apart from some MSC projects on buildings. Your claim that Middleton has lived within its means and never got itself into debt is a matter for pride. It has meant that other lines have made faster progress which must have been frustrating at times, but you have the priceless benefit of being in control of your financial destiny. I visited a line the other day which has to make a £70,000 operating surplus this year just to meet its overdraft commitments! That line is dreading a 1/2% rise in interest rates, which would commit the revenue of another busy summer Sunday just to paying the bank.

One of the great things about Middleton is that you have stayed true to your original aims and resisted the temptation to bastardise the railway. Too many lines mix inappropriate locomotives and stock; main line flyers pulling Pullman trains along short branch lines, for instance. Your genuine industrial line, with an almost

pure industrial fleet of locomotives, a good collection of appropriate stock and passenger conversions of vans in the tradition of many works systems, is almost unique. Middleton is still ready to do what it did for the first 200 years of its history. How many preserved lines can claim that? You have a rare gem at Middleton - a railway where little industrial engines belong. That is a great part of your charm.

The people of Middleton are a great bunch too. When I came down to inaugurate the Sentinel's return to traffic (and clearly put a jinx on the thing for you - sorry about that!) I was impressed to find the Chairman driving and the Chairman's wife firing! A splendid solution to the 'railway widow' syndrome. If it catches on it could well reduce the number of divorces with steam engines cited as the other woman! It has also been a privilege to meet Dr Youell - to my generation, one of the most significant names associated with the preservation movement. In my younger days I heard of his exploits and read his articles. It boosted my faith in human nature to meet him. He is warm and friendly with no 'side' about him - and still just as rude about people in the movement who need to be put in their places as he was in the articles and stories written in the 1960's.

At the other extreme you are living proof that young recruits to the volunteer workforce are there if the railways want them. I like the picture in the latest 'Old Run' of young Simon Flint beside No 385, using what looks like a watering can on a cylinder he could curl up and hide in. I wonder if his mother took him out of the boiler suit before shoving it in the washing machine?

Publicity is vital for any tourist attraction and you have a great asset in Ian Smith. His enthusiasm for Middleton is a driving force. I wish other lines had such a determined man running their PR. I remember my first contact with Ian, not long after I took over 'Railway World'. I said that I would like to come up for a visit. The phone went dead. Two minutes later our receptionist called. "There's a young man to see you, with a Yorkshire accent, some train tickets and a time table."

Good luck with your program of events this year. An ambitious plan which deserves to succeed. If some other lines, including several much bigger outfits who look down their noses at Middleton, could get their acts together as well as you have, preservation would be in a much healthier overall state.

It is splendid to hear of your new opportunities to grow further and make more of your potential. Who knows, one day perhaps you will get some freight traffic back and fulfill the dreams of your founders - a whole railway once again - but will BR still be at the end of the Balm Road branch to take it off you?

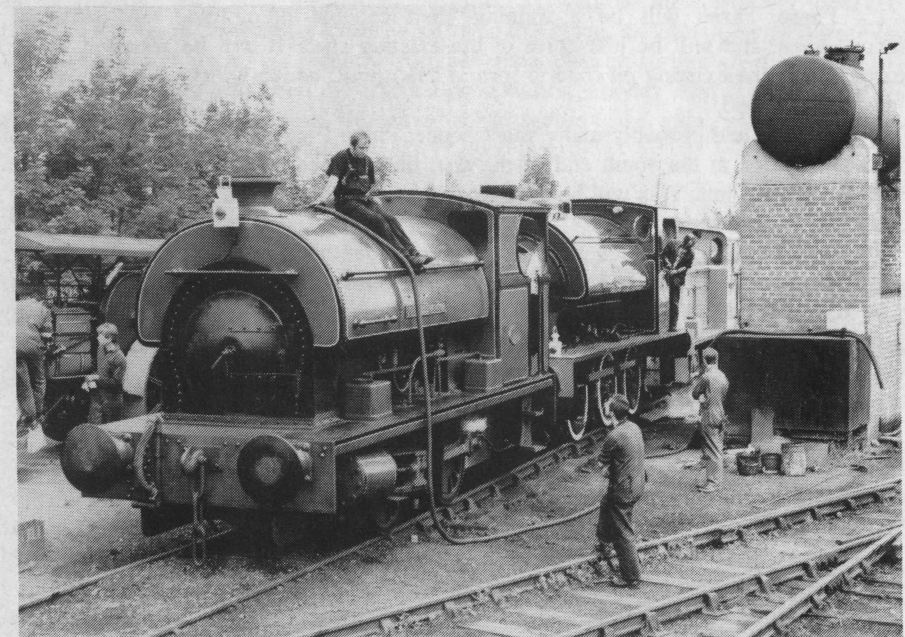
Health and prosperity to the Middleton! Thank you all for what you do and a happy anniversary to you all.

Yours very sincerely

Handel Kardas
Editor, Railway World



Early morning preparations for Anniversary Sunday. Ex-N.C.B. Primrose No. 2, visiting from Embsay, John Blenkinsop and Mirvale above; John Blenkinsop, Primrose No. 2 and Carroll below. The steam-roller Withernsea makes brief appearances in both shots. Photos: Robin Stewart-Smith.



MEMBERSHIP

To facilitate communication with members, names and addresses are now stored on computer file. The Trust undertakes to use the recorded information solely for the purpose stated.

MIKE SCARGILL

DEVELOPMENT AT MOOR ROAD

At its February meeting, Council gave the go ahead to a major development scheme at Moor Road. Final details have yet to be worked out, but the basic scheme will consist of several phases.

Phase One, and one that is to start immediately, is the extension of the existing shed. Essentially this will be an extension of 121 feet to the south of the existing shed. The workshop will be extended by a further 22 feet, which will give an increased working area and stores area. The remaining 99 feet will be essentially a double track storage shed cum museum building, with the ability to provide winter storage for about 10 locomotives.

Phase Two will see an extension of the shop to give improved facilities for both the public and the sales staff.

Phase Three will be a running shed capable of holding two or three locomotives, and will be just north of the existing shed. It will be accessed by an extension of the existing pit road to form a headshunt, which will have a turnout off into the new shed.

Finally, and probably many years hence, Phase Four will see the erection of a further building at the south end of the site, on the area currently occupied by the wooden storage hut. This will be used to give additional covered accommodation for stock and long term storage.

Full details of the scheme are being put together so that a formal planning application might be made for the whole development. Once this hurdle has been passed, it is hoped to make an immediate start. Finance for the project is obviously of prime importance. Because of the purchase of Arthur, we no longer have sufficient funding from within to guarantee completion of Phase One, but we are confident that the shortfall will be met as work proceeds.

At this stage, there are many fine details still to sort out, and it is too early to publish plans, etc. in *The Old Run*. Hopefully, our plans will be sufficiently far advanced for details to be published soon, and we hope to have them available for inspection, and possibly comment, at the A.G.M. in June.

S.J. ROBERTS

OLD ALLIANCE RENEWED

In September 1959 a group of students asked me to look into the prospect of doing a 'Titfield Thunderbolt' scheme in the Leeds area. By December, it was possible to hold an inaugural meeting in the University of Leeds to ratify a definite proposal. The scheme was organised by the Leeds University Union Railway Society. Over the years, the number of non-University members increased until eventually they dominated the scheme. The University members, by reason of their accessibility and the prospect of enough being capable of running daily goods trains, tended to dominate both goods wagon movement and permanent way maintenance.

At the moment, permanent way maintenance is down to one person. It was with delight that we heard the present president of the University Society suggest re-starting this work. On Sunday 13th May, three University volunteers toured the line, and planned the programme of track maintenance. This will not be spectacular, just the odd small group. It will grow until by the start of the next University term we hope to be back to regular large teams of track workers.

R.F. YOUELL

VISITOR FROM THE PAST

Many years ago Clyde Crane and Booth of Rodley presented us with an historic crane built by them for the Bristol area and capable of being fitted with wheels of both 4'8½" and 7'0¼" gauge. Clyde Crane and Booth, and their successors by amalgamation, have all gone out of business, as well as the legendary 'SMITH RODLEY', which appeared on cranes all over the place, and for long periods. We were pleased to have a visit recently from Mr. John Walker, former chief engineer of Clyde Cranes, who organised the original presentation. He has been retired for many years and lives at Morecambe. He came over to see how we were getting on and to see how the crane had survived.

R.F. YOUELL

BRAND NEW HISTORY!

At last, the Sixth Edition of *A History of the Middleton Railway Leeds* is in print and in the shop!

Both the Fifth Edition and John Bushell's *The World's Oldest Railway* went out of stock at least a couple of years ago. Both books were greatly in need of revision and updating, as they were published, respectively, in 1973 and 1975. A lot has happened at the line since then, all of which needed adding to the text. Also, more source material for our older history has turned up over the intervening years. Before his death, John had produced some material to update *The World's Oldest Railway*, but the publisher owns the publishing rights and there seemed to be no prospect of John's book being reprinted in the near future. Ian Smith and I looked instead at the

Fifth Edition of our own History, and I offered to computerise it, go through it thoroughly and correct any obvious errors, add an updating section to be written by Ian, and prepare the master print. It all sounded so simple back at the beginning of 1989.

The Fifth Edition was the only one to have been professionally typeset and printed, and proof-reading apparently was not the firm's strong point. Spelling mistakes were easily spotted, but some errors were more subtly hidden! For instance, I realised it stated that in the late 1700's "The surviving incline was built at this period" and then deliberated later about whether or not it was built in 1826. An earlier edition revealed that the professionals had missed out the crucial word "not" from the 1700's mention; obviously more than the spelling and punctuation needed checking! Fortunately, I have copies of all the editions except for an updated Fourth, also called the Fourth. Going back to basics, son John slowly read out the First Edition for me to check against the Fifth. This revealed a variety of errors. For instance, no wonder it had always seemed odd that, under the third Act, the coal was to be "received for the people of Leeds": it should have read "reserved for the people of Leeds".

At this point, there was a set-back which proved to be most fortuitous. It had been decided that the new Guide should be printed first, followed later in the 1989 season by a short run of the revised History - enough to last a couple of years, during which time I would work on a more thorough revision. However, both 385 and No.54 unexpectedly needed expensive attention. The Railway can run without a History, but the working locomotives must be kept working, and it was decided to go ahead with the shorter, cheaper Guide and leave the History until 1990. I would now have time to explore the new sources, some of which had been mentioned in articles written by John Bushell for *The Old Run*. Other sources, such as contemporary newspapers, had been far too time-consuming for previous revisers to explore thoroughly, when the members in question had full-time jobs or full-time studies to attend to, as well as the demands of running a railway. I have been ill since the start of the project, and couldn't do a great deal of housework or elaborate cuisine. However, as long as I could get to the Bradford Reference Library, I was able to sit for hours searching through their microfilms of old local newspapers - which included *The Leeds Mercury* and *The Yorkshire Post*. Each year of the older 4-page weekly issues takes about five hours to search, but the later 1800's saw the introduction of 8 or 12 page daily papers. No wonder the troubles twixt Company and Commoners in the late 1870's previously had been confined to a few sentences in our histories; the affair went on for more than a year, with two court cases, questions in Parliament, and a poor old lady who was run down by a train. If you wish to know more, buy a copy of the History!

Other sources were looked at - contemporary accounts by travellers, and original documents, like the copies of Charles Brandling's 1758 lease agreements for the waggon-way route. These came to light when Tony Cowling kindly supplied me with a photostat of his photostat of the 1758 Act, and I read for the first time that Mr.Brandling was to put his agreements into the form of Indentures, copies of which

were to be registered at the new public record office at Wakefield. Was it possible? . . . At the first opportunity I dashed off to the West Riding Archives Headquarters there, which houses the old Deeds Registry; and there they were - all Brandling's agreements with the various landowners, copied out on parchment pages and bound into a weighty volume. A quite awesome find for anyone interested in the Railway's history. At the other side of the room, and over a hundred years later in time, another volume gave full details of the Middleton estates at the time of their sale - to one F.W. Tetley, brewery owner!

From time to time, rough printouts were produced to check through for spelling mistakes, for better ways of saying things, and for continuity - there had been so many bits added to various revisions that some paragraphs had been pushed way out of context by later additions. One printout went to hospital with me at the end of January 1990, and gained us some publicity when the other patients wondered what I was up to. As more sources and information came to light, more and more alterations and additions were made, until the 36-page book originally envisaged was only just squeezed into 44 pages by changing the format to the one used in *The Old Run*.

I would like to thank the various people who have helped with the project: Ian Smith for the 1980's update, Fred Youell for extra notes on the early days of preservation and useful comment on other sections, Tony Cowling and Steve Roberts for looking through the text and offering helpful comment and important further information, Peter Excell for the loan of books on early steam locomotives which yielded 13 A4 pages of notes and led to vast chunks of amendments and additions, my son John for help searching newspaper files during his school holiday and for help with the fruitful checking of the First Edition against the Fifth Edition, and my husband Colin for acting as computing adviser and for discovering in Bradford University Library two ancient bound volumes of *The Engineer* which yielded lots more information about the 1812 locomotives. As at summer 1990, the Sixth Edition is as perfect as I could make it, though I have ideas for more research - further, untapped newspaper files and deed transfer records for instance. However, if anyone spots anything wrong (heaven forbid) or can add new or additional source ideas or information on any aspect of the railway's history, please let me know now, ready for the Seventh Edition!

And so to the commercial. The brand new Sixth Edition of *A HISTORY OF THE MIDDLETON RAILWAY LEEDS* is now on sale at Moor Road Station. It has 31 pages of historical narrative, a page of detailed bibliographical and documentary sources, a page of Middleton locomotives 1812-1959 and a page of Middleton locomotives 1960-1990, 5 pages of illustrations, and a magnificent centre-spread map, kindly provided by Handel Kardas, Editor of *Railway World*, whose May 1989 article about the Middleton Railway it first graced. It also has an ISBN Number - our first publication to carry one. All this for the bargain price of £1.25p!

SHEILA BYE

30 YEARS OF BLUEBELL

When your publicity officer Ian Smith asked me to pen a few words for your house journal on the 'other railway that shares its thirtieth anniversary' I couldn't forget the constant banter that has existed over the years as to 'Who was the first?' etc., etc. A favourite line from our past chairman was to say that the Bluebell was Britain's first private standard gauge passenger carrying railway.

Whoever was first, is an argument that has gone on too long. It is true to say that it was the Bluebell that captured the attention of the media of the time and the hearts of the public, who were witnessing lessons in the art of being railway enthusiasts who achieve the impossible and ignore the 'Jonahs'. This attention from the national press and TV was simply a follow up from the initial attraction, when a local resident, Miss Bessemer had declared that British Railways had acted illegally in the closing of the line under the original Act of Parliament. Thus the line was reprieved between 1955 and 1958 with a 'sulky service' - just calling at four stations that were mentioned in the Act. Her actions had thus given time for the Bluebell to eventually take over the line in a marginally better condition than otherwise.

Bluebell was the dream of four young students who called a meeting in the Church Lane Brigade hall at Haywards Heath on 15 March 1959 to see if the East Grinstead-Lewes line (nicknamed 'Bluebell' by the press) could be saved and run by amateurs. Of course the Talylyn had done it with narrow gauge but the idea of saving and running a standard gauge line was beyond comprehension.

The next milestone was 14 June 1959, when BR gave us three months to raise £34,000 to purchase the freehold for the centre section of the line. Sheffield Park was chosen as it was on a main road and there were watering facilities for locos. BR then agreed a five year lease on the line, which could be repaid in annual instalments once we were running. This lease enabled the railway to continue a rolling programme of locomotive and rolling stock acquisitions, many of which were the last surviving examples of their class.

12 July 1959 saw the first 'Bluebell Special' from Tonbridge, Kent, and refreshments served on an extended stop at Horsted Keynes, which we could not use, as Horsted Keynes was in BR use until 1963. 27 September was 'Rally Day' at Sheffield Park, at which demonstrations by pumping trolley showed the reconnected points and signalling in working order. 9 July 1960 saw Colonel Robertson, the inspecting officer of railways declare the railway fit for running passenger trains and the LRO followed on 27 July. Thus the Bluebell 'officially' opened on 7 August 1960 with the station packed tight amidst speeches and champagne. The main money fund of the sixties was therefore put to paying off the lease and buying the line including Horsted Keynes. We could do nothing else if the railway was forever in someone's debt, and it was proved that this was the correct course. Thus, no locomotives were purchased between 'Fenchurch' in 1964 and No.75027 in 1969 to achieve this aim, which was completed on 7 November 1968.

The seventies were certainly the years of growth - starting in 1971 with a covered accommodation carriage shed at Horsted Keynes. A locomotive works closely followed at Sheffield Park, with the addition of a four-road loco running shed. The complex, then known as the 'cathedral', was certainly large for its time, but the workshops are currently being doubled in size to allow for more overhaul work, not from just within Bluebell. 1976 brought a new purpose-built book and souvenir shop to replace the previous small wooden structure, and we completed the purchase of West Hoathly station site as the first positive contribution to the much recorded Northern Extension saga.

The eighties culminated in eleven ex-Barry locos joining our stud, either directly or indirectly from Barry, and 1986 brought the vast catering block, the best at any preserved line, with the help of a tourist board grant and the successful flotation of 'Bluebell plc'.

Well, that's a very potted history, and we now look forward to the nineties for trains to Kingscote and many 'all too long idle' locos back to traffic. Our operation is, of course, vastly different to your own, but let no one forget - we were BOTH there at the start of what is now a British tourist business in its own right. We should all be proud of what has been achieved and learn from our mistakes to take the next thirty years with zest and commercial professionalism.

At the end of the day, we're still getting the public to pay for us to enjoy our hobby, and there's not much of that in modern life today!

COLIN TYSON, Bluebell Rly. Publicity Committee.



Ex-S.E.C.R. C Class No. 592 on the Bluebell Railway, 22nd April 1979.
Photo: R. Bamberough.

LOCO NOTES

1990 is, at the time of writing, half way through and it is true to say that, as far as motive power is concerned, we are in a very strong position. With five steam locos and three diesels available for passenger service the biggest problem has usually been in deciding which loco to use! The situation is likely to be short lived though as the time rapidly approaches when we have to withdraw the Peckett for its 10 year boiler overhaul. For the future, the Y7 should be available some time during 1991 and this will be followed by the newly acquired Arthur which hopefully requires little work to return to service. Which loco will follow these two through the works has yet to be decided. No.6 has lain out of use for the last fifteen years and must be a strong contender. It is, as far as we know, basically sound but well worn. Windle is in similar condition to No.6 whilst the other two non runners (Henry de Lacey II and Matthew Murray) require major boiler repair.

2003 John Blenkinsop has performed satisfactorily this season and is used as required.

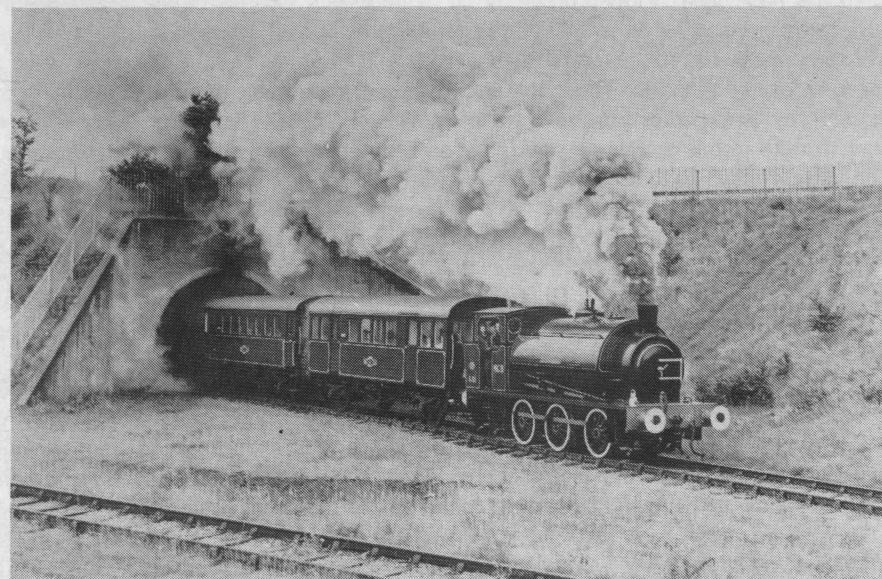
385 In traffic. The fireman's side injector is still proving to be troublesome but can usually be coaxed into operation by throwing copious buckets of water over it (the wonders of Steam Age technology!). Otherwise it is running satisfactorily.

54 Investigation of the steaming problems has shown that the main cause was excessive leakage past the regulator bypass valve. However, a contributory factor was the fitting of the left hand blast nozzle, which allowed steam to escape around the periphery when the blower was being used, reducing its effectiveness considerably. These two faults have now been rectified and the Sentinel is performing satisfactorily once more. The outer chimney casing has become severely corroded and a replacement will have to be made.

The locomotive is likely to go 'on holiday' to the Yorkshire Dales railway later this summer in reciprocation for the loan of their Primrose No.2.

1882 Mirvale In service and performing satisfactorily. Cracks appeared in the main steam pipes at the brazed joint between the pipe and the flange. These were repaired but unfortunately some over zealous application of heat whilst the pipes were being annealed resulted in a large hole in one! This has been temporarily patched but new steam pipes have been ordered to replace them.

1823 Harry You either love it or hate it! This Barclay has proved to be very popular with some of our crews and seems to have an unofficial fan club looking after it. Various odd jobs have been done on it to improve lubrication. Painting the smokebox door seems to be a regular job after a day's hard work, as it is very prone to burning the paint off.



Primrose No. 2, visiting from the Yorkshire Dales Railway, bursts from the tunnel with a fine head of steam, 24th June. Photo: Mike Taylor.



Returning Primrose's visit, our Sentinel 54 waits with a Y.D.R. train at Embsay Station, 15th July. Photo: Mike Taylor.

1310 has now been stripped down as far as necessary except for the buffer beams which still need to be removed. The piston rods defied all attempts to remove them from the crossheads for several days but finally succumbed after the manufacture of a special tool to do the job. The cylinder bores are in reasonable condition and will not require any work other than renewal of the piston rings. The valve gear has been made for the spring gear and a start made on fitting new bushes to all the pivot joints. The wheels are to go to the Severn Valley Railway, for tyre and journal machining.

On the boiler, all the tubes have now been removed and most of the scale has been cleaned out of the inside of it. This has revealed that the boiler is in generally good condition and apart from renewal of several wasted foundation ring rivets should only require re-tubing. However, the boiler inspector's official opinion is still awaited. The smokebox wrapper was wafer thin in places and has been removed for replacement.

With the completion of stripping down, it is possible to make a detailed assessment of the work to be carried out. A return to service next year is still very much a possibility, but for this to be achieved we must continue and improve the present work rate. Painting, as always, is critical and requires much more work than is usually imagined and any help towards this would be much appreciated.

138C The vacation of the workshops by John Alcock has allowed the Thomas Hill diesel to return for completion of the outstanding work. Fitting of vacuum brake gear is completed and only finish painting is necessary before the loco can re-enter service.

91 Alf Work progresses on this diesel, mainly on repainting and fitting of vacuum brake equipment. New (actually second hand) cab windows have been fitted to replace the home made affair previously on the loco. This has entailed some enlargement of the window openings to suit.

1697 John Alcock has received attention to the gearbox selector mechanism and has been vacuum fitted. It has since returned to service and is performing satisfactorily.

D577 Mary In service. Some modification to the vacuum brake pipework has been carried out.

STEVE ROBERTS

NOTES & NEWS

WEEDKILLING

The annual assault on the weed growth took place during May. It is a battle we have been waging for many years and slowly but surely we are winning. For this purpose we use 'Atlavar' total weedkiller supplied by Chipman Chemicals. This is in powder form and has to be mixed with water before application. The equipment we use becomes more sophisticated each year and we now have a compressed air driven

agitator and pumps to ensure complete dissolution of the chemicals which are applied to the track through a sprayer attached to a suitable wagon.

NEW WAGON

Yorkshire Water Authority have recently ceased railway traffic at their sewage works adjacent to Tinsley Viaduct, Sheffield. Initial enquiries were made as to the availability of some of the track on site. We were told that this was not available to us, but the Authority did offer to donate one of their Hudson side tipping wagons and this duly arrived at Middleton on Cramscenes Low Loader on Saturday 2nd June.

The wagon in question is a standard Robert Hudson self emptying, self righting tipper wagon of 300 cu. ft. capacity and was built in 1961 for use at the sewage works. It weighs 7 ton 6 cwts and measures 15'8" over buffers.

One minor problem with the wagon is that it was not exactly empty when it arrived and there is a marked reluctance among the volunteers to empty it which, considering its former location, is not really surprising!

AN EMB SAY VISITOR

As part of our thirtieth anniversary celebrations, arrangements were made for a visiting locomotive to come from the Embsay Steam Railway. The locomotive is Primrose No.2 a Hunslet 0-6-0ST No. 3715/52 and owned by Charles Adams. It arrived by low loader on Friday, 8th June and if all went according to plan would be stopping for a three week period. Whilst a bit on the large side for our normal operations it is very appropriate, being a Hunslet built loco and an ex colliery one at that. It is, with 16" diameter cylinders, very similar but slightly larger than Edith from the same makers. Edith was, of course, a regular performer on the line in the pre-society days.

PLANT & MACHINERY

The acquisition machine has been working overtime this last few months. Thanks to re-structuring within British Coal we have been able to acquire some very good machine tools at reasonable cost. These are a Kitchen-Walker Radial arm drill, a horizontal milling machine and a Colchester Triumph lathe, all in good condition. The first two filled notable gaps in our equipment and the lathe was too good to ignore! Despite having three other lathes none of them are being made redundant as each one has a use that cannot be provided by any of the others. The Colchester, besides being in an excellent condition, comes complete with a copier attachment which has never been used.

The radial drill and milling machine have been wired up and put to use. The lathe must wait until we have more workshop space available. Indeed some reorganisation has been necessary to fit everything in. The stove, that most essential of items, has been moved nearer the centre of the workshop and its place taken by the milling machine. Installation of the Radial drill has meant re-location of some lockers

and the removal of the pillar drill, which has been declared surplus to requirements. This machine, which is single phase, is available for disposal - any offers?

With these purchases, the only major gap in our machine shop needs is a medium sized vertical milling machine, although our shaper and hacksaw have seen better days. If anybody knows the whereabouts of suitable machines please let us know.

STEVE ROBERTS

MIDDLETON PIONEER DAY

Saturday 23rd June was an auspicious day in the history of our society. Flying Scotsman Enterprises, A.R.P.S. and *Steam Railway* magazine sponsored a special train from London to Appleby, with a stop in Leeds to visit both the Middleton Railway and Armley Mills Industrial Museum. The train was hauled by a class 91 electric loco from London, arriving on time in Leeds. Passengers were then bussed to the railway in order to sample what turned out to be their only steam hauled train of the day.

To haul the special train at Middleton, named "THE MIDDLETON PIONEER", the National Railway Museum loaned their ex-GNR 0-6-0ST No 1247, which was the first steam loco to be preserved by an individual, Captain Bill Smith, in 1959. This loco has recently been outshopped by the N.R.M. and was a most fitting choice of loco for our special train. Also in steam was our Sentinel, 54, which double-headed a couple of trains during the day. To our surprise the most common comment from visitors was "How clean and tidy your toilets are!". The tidiness of the sales counter, the general helpfulness of staff, and the efficiency of train running all got praise. From Middleton, the buses took folk up to Armley Mills, where Peter Kelly had put "JACK" into steam, along with their mill engine, and everyone I spoke to afterwards said how they wished the visit could have lasted longer!

Back at Leeds, we learned that our steam loco for the trip to Appleby, Black Five No 44871, had failed, injuring the fireman (fortunately not seriously), and we had to have a diesel loco for this part of the trip. At least BR provided 47.407, a 1960's Brush 4 class 47 to the younger members! To haul us back to Leeds, BR provided a celebrity diesel loco, Class 25 No. 7625 "TAMWORTH CASTLE", which has been restored by M.R.T. member Ken Tonks and friends, hindered no doubt by son Patrick! This loco piloted 47.407 and in fact did most of the work. The trip was somewhat eventful in that the class 47 expired at Apperley Junction (Ilkley Branch) and had to be dragged into Leeds before actually bursting into flames on its way back to shed!

In the meantime, at the railway, in addition to working all trains during the day, 1247 then did some demonstration runs with a special freight, for the benefit of photographers. We were delighted and grateful to have a gift of £125 afterwards

from the photographers in thanks for the effort, which just goes to prove that not all photographers are as black as some folk paint them - ours have always been very good to us. [The Editor and Deputy Editor would like to thank especially those who sent copies of photos taken during the celebration weekends - we really were spoiled for choice as to which ones to choose for The Old Run.]

A great many people put in much hard work to ensure a good day out. In particular, we must thank the sponsors, without whom the train could not have run, and the N.R.M. for loaning 1247. Thanks are also due to all members at the line who worked very hard to ensure things ran smoothly.

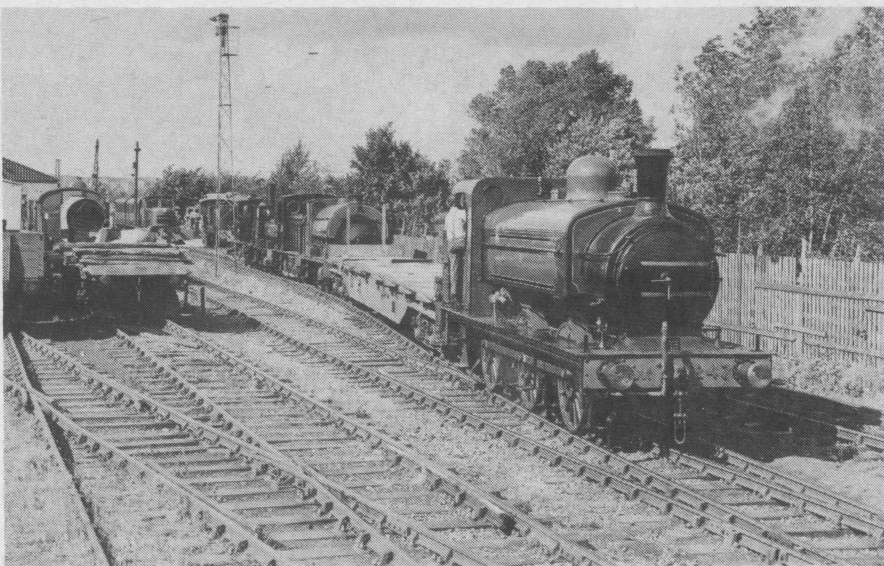
IAN SMITH

The following is Mvr. Chris Andries' personal account of the Middleton Pioneer tour, arranged by Flying Scotsman Enterprises (but not starring 4472 itself!). As she mentions, Chris is a Belgian member of M.R.T. To edit her account would ruin its subjective and spontaneous nature, so it is presented as Chris wrote it (could the rest of us do as well in French, let alone Flemish?!).

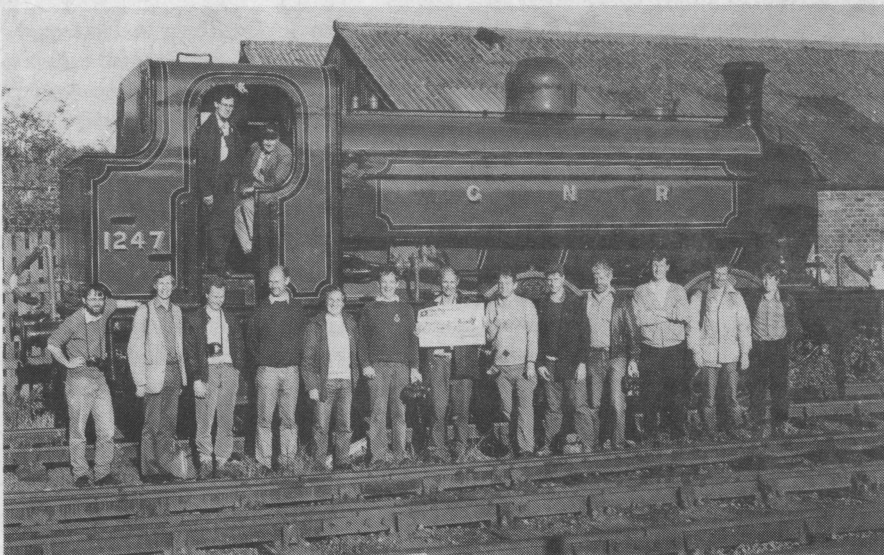
"I don't think that the telephonertraffic in England and between England and Belgium has a deficit this year because the latest month I recieved several telephonecalls from Ronald (everybody calls him Fred) saying that there was a change that I could travel on the Middleton Pioneer. After weeks of distress the ticket finely arrived, four days before I left Belgium.

The Flying Scotsman is a name as a bell, even in Belgium, so I was very pleased to be one of the travellers. The journey would begin in London, with a stop at Leeds to visite the mean purpose of my trip, the Middleton railway, and the Armley Mill museum, then the train-journey continue to Appleby and then it would go back to London. The program looked very good and so did the food. Being a Belgian I'm used to something but I have to confess that in spite of some butterflies in my stomach and a lot of Rennies in my pocket, I was surprised to see and tast all the good things they put on my table, compliments for the cook. But I don't think I have to expatiate on this subject.

So back to the steam. At Pottersbar the electric train was just on time and with a few stops we flew to Leeds crossing a landscape that was somethimes hilly, flat, or with woods and Leeds station. Everybody was happy about the punctuality of B.R., we just have to wait for the buses to start the city tour, when we had our first disappointment because the B.R. had to shorten the journey there would be no city tour and we were brought straiton to Middletonrailway. In our bus the guide took this literal and kept his mouth shut in spite we saw a little bit of Leeds but we didn't know what. But no time to waist, hapely at Middleton I saw my good friend Ronald Youell in full outfitt to guide the train. We got a full explanation of the history of the railway and also the, now, private enterprise. To ride on an old steamtrain in the wooden cars took me back about 150 years, when a journey as we got was a very specialy event. We covered the distance very quietly and when the loc has to be reversed we got the time to look at the very skilfull volunteers who did the job perfect.



Preparing for The Middleton Pioneer - 1247 shunting the yard, Saturday 23rd June.
Photo: Mike Taylor.



1247, with former owner Captain Smith on board (right of cab door), and a line-up of railway photographers who had just kindly presented the M.R.T. with a large cheque (literally - as can be seen centre picture!). Photo: D.N. Phillips.

The very sufficient maintain track work up very quickly the three bus loads of railwayenthusiastics. Then, I thought for a moment we were American tourists, we got a ride for the Armley Mill museum for a little bit of industrial history of the city of Leeds, so we have to leave Middleton and I think most people disagreed, but who are we to say that. When we arrived at Leeds station another disappointment not only they cut on the time of the trip but probable the engine of the Flying Scotsman also disagreed and couldn't find anything else then blow himself up. Luckily the fireman and the driver who went to hospital were not seriously injured. So a diesengine would bring us to Appleby.

When I saw all the faces of the people in the very beautiful landscape, photographers mostly, which showed such disappointment not seeing a steamlocomotion it was almost funny. The trip and the stay in Appleby was very nice. It's a friendly town and the sunshine was just the thing that the old little station needed.

When we went back to London it was as I had been in a movy everything was really perfect, well except a few details but at the end of such a great day who wants to complain."

CHRIS ANDRIES

CLAYTON'S AT PEPPER ROAD

A firm which figured in the history of the Middleton Railway with arguably as much importance as Fenton, Murray & Wood, was Clayton, Son & Company. Intrigued by the mention of Clayton's Pepper Road Sidings in Dr. Youell's article 'Still More Middletons', in Issue No. 126, I found my copy of The Yorkshire Post Leeds Tercentenary Supplement, published in July 1926, which I knew had a double page "advertising feature" about Clayton's. I had hoped to find some details of the siding, but was disappointed. However, I thought it might be interesting to publish the particulars given of the firm, then in its heyday, which 34 years later gave a much appreciated home and goods traffic to the newly founded Middleton Railway Preservation Society.

In 1926, 'The Clayton Group' was in existence, not merely the original firm. Their addresses are given as Moor End Works and Pepper Road Works, with no mention of Dartmouth Works, perhaps because it existed only as an appendage of the Moor End Works. The Pepper Road complex consisted of Clayton's own Pepper Road Works, plus three other members of the Group: Deighton's Patent Flue & Tube Co. Ltd., Yorkshire Patent Steam Wagon Co., and Goodall, Clayton & Co. Ltd. The feature gives many details of the firm's origins and products:-

CLAYTON, SON & CO. LTD. The firm was founded in 1862, in Belinda Street, Hunslet (near the junction of Church Street and Low Road). Its founder and subsequent Chairman is named in the article as Lawrence Clayton. He had died recently, aged 84, and so apparently was only 20 years of age when the company was founded. The White's 1870 Directory of Leeds and the Woollen District lists

Lawrence and Leonard Clayton as being of the firm Clayton, Son & Company, but the relationship is unclear. As Lawrence was only 20 when the firm was founded, it is probable that Leonard was either his father or elder brother. In 1874, the firm moved to Moor End Works, becoming a private limited company in 1896. From the beginning, Clayton's specialised in gasholder and tank production, the 1870 directory listing them as "boiler & gasholder manufacturers and general smiths". Their first gasholder order was of 8,500 cubic feet capacity, for Spilsby Gas Company (Lincolnshire) in 1864, but in 1926, the firm was working on two gasholders for Birmingham Corporation, of a twin capacity of 12,000,000 cubic feet. The article related that "Gasholders and Oil and Water Tanks have been made and erected at places varying as widely as Stockholm in the North, Falkland Islands in the South, India and Singapore in the East, and Winnepeg in the West."

A recent product of Moor End was an elevated steel reservoir, constructed and erected for the Corporation of Calcutta. The Reservoir was actually a steel tank, 321 feet square and 16 feet deep, supported on a veritable forest of steel stanchions, the total height from tank top to ground level being 110 feet. The tank was divided into four independent compartments, and had an overall capacity of 9,000,000 gallons or 40,000 tons. 7,000 tons of steel were used in its construction, and it was erected in only fifteen months, three months within the time specified by the contract. It would be interesting to know if the reservoir still stands.

Clayton's own Pepper Road Works was started in 1906, for the production of welded and riveted steel water mains, and large contracts had been fulfilled for many water boards, including those of London, Manchester, Leeds and Aberdeen.

DEIGHTON'S PATENT FLUE & TUBE CO. LTD. The Company was founded in 1896, and had premises built for it in Pepper Road, where it specialised in the manufacturing of corrugated furnaces for steam engine boilers, both land and marine. Its founder and first Managing Director was William Deighton, who had died in March 1926. It is not stated when the firm became a member of The Clayton Group.

THE YORKSHIRE PATENT STEAM WAGON COMPANY. Founded in 1903, in connection with Deighton's, their works was adjacent to the Patent Flue & Tube Company's premises. The firm manufactured steam transport wagons, embodying the "Yorkshire" patent double-ended loco type boiler. These were supplied in large numbers, both to general traders and to public bodies - municipal corporations etc. A related product was "their "Yorkshire" Patent Vacuum Gulley Emptier with Sealing Tank, Street Washers, Tractors etc."

GOODALL, CLAYTON & CO. LTD. Founded as a private firm in 1908, they became a company in 1914, and specialised in elevating and conveying machinery for handling all types of material. This included "coal screening and separating plants, picking belts, tipplers, creepers, & c. for Collieries, pit headgears, gantries, steel structural building, roofs, etc., complete gas retort installations of the horizontal, vertical, or inclined systems".

Whilst the tercentenary supplement yielded nothing about the Pepper Road Siding, my collection of Middleton Railway history notes did. A copy of the "Appendix to the Rules & Regulations and Working Time Tables" of the L.N.E.R.

(Southern Area), applicable from 4th May 1942 "until further notice" gave details of the working system of the siding. Rule 149, governing "Propelling Trains or Vehicles Through Block Sections", states that on the up line, Hunslet to Parkside, "Wagons or other vehicles which may be propelled (Maximum number shown in figures)" included "8 wagons for Clayton & Sons, Pepper Road siding in clear weather. Speed not to exceed 10 miles per hour and engine whistle to be sounded occasionally".

"Special Instructions for Working at Certain Stations or Sidings" gives the following details:

Clayton & Son's Pepper Road Siding Between Parkside And Hunslet.

The frame is secured by a lock, the key of which is kept in the Parkside Box.

When a train requires to stop at the siding to detach or attach wagons, the Guard must obtain the key from the Parkside Box.

When the work is completed the Guard must take the key forward and hand it to the Signalman at Hunslet Box, who must return it to Parkside Box by first train. No following train must be allowed to leave Parkside in the direction of Hunslet until any train which has been at work at the siding has left, and "Train out of section" has been received for it from Hunslet.

This siding may be used when it is dark and during foggy weather, when necessary, during the time Parkside Box is open.

Exactly the same regulations were still in force under British Railways in the "N.E.R. Southern Section, Sectional Appendix 1st October 1960", the relevant extract from which was sent by railwayman Derek Plummer after he had read Dr. Youell's article. Derek also recalled "walking one November afternoon, whilst working at Leeds, from Hunslet East Yard G.N. signal box to Parkside signal box. At the former there was or had been a line from the yard which passed below the G.N. branch to serve Knostrop Sewage Works. Once over the big swing bridge, and just after Waddington's printers, I recall two sidings - both ground frame worked and released by Annett's key. One trailed in on to the Down line from Clayton's Pepper Road Works (a steam crane was chuffing about here, possibly the one which ended up in Moor End yard and which was retrieved by M.R.T. members - 2702 'Matthew Murray' helped and 7401 'John Alcock' as well, I think). Trailing in on the opposite side of the G.N. branch was a siding from the 'Bramley Stone Working Machinery Company'.

At Parkside signal box, the signalman showed me the telephone giving communication with Broom Colliery. My walk continued down Old Run Road and along Moor Road. 'John Alcock' crossed over, light engine, with Fred? on the footplate, returning to the yard in the gathering gloom of a November afternoon. At this time [probably 1965], B.R. were considering diverting Broom Pit coal trains over the line to Balm Road. B.R. civil engineers did an alignment survey of our line from Parkside Junction to the B.R. boundary at Balm Road. Presumably some running agreement would have been involved. I also paid a further, official, visit to look at Moor Road and Beza Street level crossings, which York Signals and Telegraphs Engineers office proposed should be protected as "Open Crossings Flashing Lights".

If the proposals had come to fruition, one wonders how it would have affected our development of the line."

Many thanks to Derek for the above memories, and also to retired railwayman Geoff Saunders, who remembered the siding well, and confirmed that it left the G.N. Branch just south of Waddington's.

According to the Tercentenary Supplement, the total area occupied by The Clayton Group in 1926 amounted to 23 acres, and it is sad to remember how little of this substantial local employer is left. All vestiges of the Pepper Road Works disappeared during the 1980's, as did Dartmouth Works, the Pepper Road complex having been replaced by a housing estate. Some of the streets bear the name 'Clayton'.

S. BYE

DATES FOR YOUR DIARY

23rd September: the Gala (now entitled Gricers' Gathering). Everything steamable will be in steam - hopefully four Middleton engines plus, if at all possible, **Bellerophon**. **Bellerophon** is owned by the Vintage Carriage Trust and, if all goes well, should be calling at Middleton on its way back to the K.W.V.R. from a period of loan to the Bluebell Railway.

12th/13th October: Thomas the Tank Engine Day, starring Harry and hopefully two other steam locos, plus the Fat Controller. There will be an 11a.m. start on Saturday, 10a.m. on Sunday. Cost will be £1 per person 2 years old and over, with children receiving a certificate and/or a small gift (details of this event have yet to be finalised, and can be obtained by consulting the poster to be placed in the Shop, or by ringing Ian Smith - 'phone number on back page, both nearer the actual weekend).

ON THE BOX The Middleton Railway has had quite a lot of media attention this year, mainly from the railway press but also local press, radio and television. This autumn sees two rather more unusual television appearances than the normal item on local television news. The first is on Channel 4 in September, probably mid to late September (hopefully *The Old Run* drops through your letter-box before then!). Remember Fred Windle? In the early 1980's, a pilot film was made at Dartmouth Yard for I.T.V. children's programmes. **Windle** starred as Fred Windle, complete with face and "personality", like the Thomas the Tank Engine characters. Sadly, the programme planners never took up the series or even its pilot; perhaps Ringo Starr's T. the T. E. series was already being planned at that time and Fred Windle was surplus to requirements. Now, at last, 'Fred the Fugitive' is to be shown on Channel 4. Who knows? Perhaps the rest of the series might even be made - watch out Thomas and Friends!

The second appearance is also on Channel 4, this time in Yorkshire Television's famous and long-established schools programme series 'How We Used To Live'. The steam engine programme might be shown in November, though this is not certain, and it features Harry and Ian Smith (how did they limit him to twenty minutes?!).

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