

THE

OLD RUN

Journal of the Middleton Railway Trust

No. 196

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**New schools' day initiative
Model railway weekend
Midweek trains**



Supported by the National Lottery through the
Heritage Lottery Fund

"Freight train, freight train, going"



A goods train photo charter was arranged by the Bradford Railway Circle on 15 April 2007. These two photographs show **Manning Wardle 0-6-OST 1601** of 1903 **Matthew Murray** piloting **Hunslet 0-6-OST 2387** of 1941 **Brookes No.1** and freight train awaiting the right of way across Moor Road crossing on the Balm Road branch (top) and climbing to Park Halt (bottom)
(both David Tillotson)

Editorial

A new chapter in the life of the Middleton Railway began at the Annual General Meeting in June, with the election to office of our new Chairman, Andrew Gill, to whom we offer our congratulations and commiserations(!) as he takes up the reins of the "iron horse" and steers the "beast" forwards.

We are glad to report that it is Andrew's intention to continue the practice of recent years of a regular *From the Chairman* column, keeping members far and near abreast of progress and developments, as well as the needs to keep our Railway steaming ahead towards its 250th Anniversary in 2008.

Howard W Bishop, Editor

The deadline for the next issue is 15 November 2007

Front cover

Manning Wardle 0-6-OST 1210 of 1891 on its first day of service following rebuilding with new boiler, pilots **Hunslet 0-6-OST 2387 of 1941 Brookes No.1** with the official train leaving Moor Road station, following the Grand Opening of the Engine House, 14 April 2007. (*Andrew Gill*)

Photographs by Howard Bishop except where shown

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Especial thanks to those who have provided copy for this issue.

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Our new Chairman

The Annual General Meeting on 21 June 2007 elected Andrew Gill as Chairman in place of David Monckton, who retired from office in order to concentrate more on his personal and professional life.

Andrew Gill was born in Bramley, Leeds in 1945 and educated at Leeds Grammar School.

His working life began with Yorkshire Bank before moving to Leeds permanent Building Society. After marriage to Sue in 1968 Andrew commenced a career in computers with Empire Stores, Bradford before transferring to ITT Business Systems, which included a period in the USA. Before retirement in 1996, he worked for Alcatel as network consultant.

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

Apart from railways, his greatest passion is horticulture, an interest he again shares with Sue. He is a fellow of the Linnean Society of London: founded in 1788, the Society studies biology in its diversity, the evolution, ecology and systematics, and is the world's premier society for the study and dissemination of

taxonomy, he is National Collection holder of the genus *Haworthia*, succulent plants endemic in southern Africa, and has served as Treasurer of the Hardy Plant Society, West Yorkshire Group, specialising in hardy herbaceous plants.



For seven years until 2006 he was General Secretary and a Trustee of the Paxton Horticultural Society in Leeds, which takes its name from the celebrated master garden designer, Joseph Paxton, who built the gardens at Chatsworth House and designed the Crystal Palace gardens for the Great Exhibition of 1851.

Andrew and his wife Sue have been active working members of the Middleton Railway since 2005, being heavily involved in the physical work of transforming the Moor Road station and yard into what we have today, as the accompanying photograph shows.

When asked what his aspirations were for the future of the Middleton Railway, An-

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

We are with you, Andrew and look forward to your leadership.

Details of the new composition of the Railway's Council resulting from the changes at the AGM, are to be found on page 30. **TOR**

From the Chairman

The Annual General Meeting has come and gone, and the past Chairman got his wish, retirement!

The very first thing I must do as the new Chairman is to thank David Monckton for what he has done on a personal level for the Railway and also his motivation of the working members during the last few years. This is going to be a very hard act for me to follow.

We now have the Grand Opening well behind us and we are getting on with the day-to-day running of our Railway. One thing that is becoming very clear is the small number of volunteers who are keeping things going. It is not just the running of trains that has to be catered for but the cleaning of toilets, the scrubbing of floors, the purchasing of food for the café and stock for the shop. The selling of tickets, the making of lunches, sandwiches, teas, coffee etc. manning the till, operating the credit card machine, sending people in the right direction, and so the list goes on.

As well as all the "front of house" activities many hours are spent in committee planning ahead for Educational visits from schools, special events, training, staffing, and making sure we keep on the right side of the law with all the

This year it has to be the Chairman's appeal....

new legislation. What a list, and we haven't mentioned Engine Drivers, Firemen, Guards, Cleaners, who we also need to run the trains.

Last year we ran the President's Appeal; this year it has to be the Chairman's Appeal for more volunteers. How about giving it a go! It is not easy to start with, new people to meet, new challenges to face, but at the end of the day—job satisfaction. Whatever you fancy doing, just give it a try. You can either talk with myself or David Guest if you are not quite sure how to go about it, or, what you would like to do. If none of the previous jobs appeal to you, then how about becoming involved with the displays in the Engine House? Things here are still in the

still at the developmental stage, and although a huge amount has been achieved since the completion of the Engine House, there is as much to do again. Do you enjoy talking to people, would you like to take our visitors around the collection of locomotives and explain *the Leeds Collection*?

Whilst trying to get our own members to become volunteers, or should we call them Working Members, we have been busy building bridges with local community groups where we hope there may be some prospective volunteers lurking. Having entered the holiday season, it has brought it home to those who have to fill the weekly rosters that we do not have much in reserve as far as volunteers are concerned. If we are to progress with all our new facilities we must get more volunteers on board, otherwise we will stand still.

The Middleton Railway Trust were honoured to have been approached by the Bluebell Railway to provide one of our star attractions for their 125th anniversary, Manning Wardle *Sir Berkeley*, recently overhauled at Middleton. *Sir B*,

.....we must get more volunteers on board, otherwise we will stand still....

originally a contractor's locomotive, worked on the construction of the Bluebell line 125 years ago. The locomotive is owned by the Vintage Carriages Trust, but as part of the agreement with the MRT, we can loan the loco out during the first year, thus bringing in some revenue to the Railway.

Rumours have been going around for some time that there is a *hit list* to get rid of some of our rolling stock. Whilst we acknowledge that siding space is scarce, and in particular covered siding space, there is no agenda, hidden or otherwise to get rid of anything on site at this moment in time.

The situation will be reviewed on a regular basis, as it may be that some items of rolling stock we hold "may" do better, from a restoration point of view, on another railway.

At last it has stopped raining, and progress is being made on the coaling staithe and platform shelter. Hopefully this project will be completed

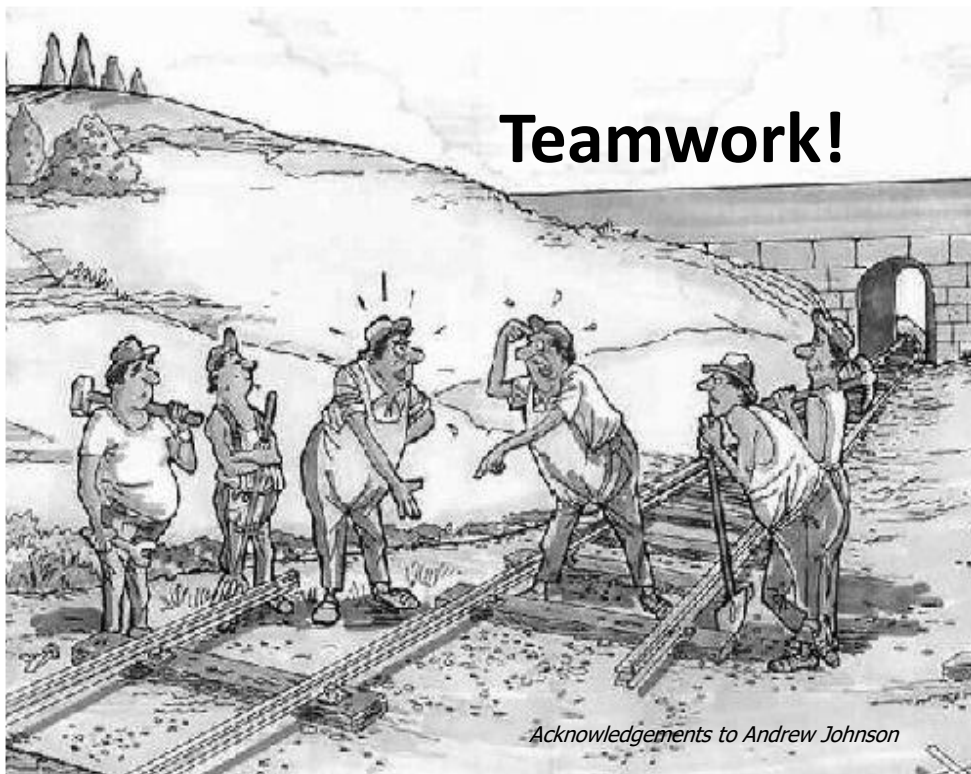
.....carry on with the job of improving our "visitor experience"

by the September Gala. There were also many small jobs that did not quite get finished off for the Grand Opening and these are slowly being picked off one at a time. It will be nice to be able to get to the point when we can honestly

say we have finished the Lottery (Heritage Lottery Fund) project, and sit back for a few minutes and admire our accomplishments, then carry on with the job of improving our "visitor experience".

Remember the new Leeds marketing slogan, *Leeds – Love it! – Live it!* @ Middleton Railway!

Andrew Gill, Chairman



Acknowledgements to Andrew Johnson

**Deadline for next
issue
15 Nov 2007**

Matters mechanical continued from page 9

138C, D577, D631, 1786, the Wickham and OLIVE are all serviceable and used as required. All other locos are stored, either on display in the Engine House or awaiting overhaul. **tOR**

Midweek trains are go!



The 15:15 service from Park Halt arriving at Moor Road with a guard's van full of young folk on 8 August 2007. Train consists of **Hudswell Clarke 0-4-0 D631 of 1946** *Carroll* with passenger coach and brake van with Driver Peter Nettleton and Guard Geoff Nettleton (no relation!)

(Andrew Gill)



In February this year this was the scene at the bottom end of the Balm Road branch, before the weed killing unit had visited.

Note the newly erected gates on the boundary between the Middleton Railway and NetworkRail. The building in the background through the bridge is the Freightliner wagon depot.

(Ian Dobson)

Matters mechanical

Steve Roberts

With the return to service of *Sir Berkeley* we have been in the comfortable position of having four steam locos available, something we have not enjoyed for some time. This has enabled us to take service locos out of traffic to attend to various minor problems without the rush to get them back into traffic.

1601 MATTHEW MURRAY The loco has been used regularly throughout the season but the opportunity has been taken to do various minor jobs. The fireman's side injector was becoming unreliable so this was stripped down and cleaned by 'pickling' the cones in acid. This removes any scale build up and hopefully restores them to their original condition. The clack valves have also received attention as they were passing by and allowing the water in the boiler to slowly leak out. The fact that this was usually happening whilst the loco was being kept in the Engine house did not endear it with those trying to keep the place clean and tidy! The valve seats have been re-cut and the valves themselves ground in. This has essentially cured the problem and there is now virtually no leakage.

No. 67. This Ship Canal *Long Tank* has been in regular service throughout the season and has generally been without problem. A broken firebar has been welded back together: the firebars are generally life expired and we will have to invest in another set soon.

No. 6 Work on No.6 has accelerated quite significantly. The various cab sections, most of which are new, have now been assembled: work is presently progressing on riveting them together. The 3/8" dia rivets are fairly easy to rivet over but there are rather a lot of them! The next major task will be to manufacture and fit a new roof. The remaining tubes have now been removed from the boiler. There is a large amount of scale within and access will have to be made to enable this to be removed. This may entail removing the front tubeplate if access is not possible through the dome.

The eccentric straps have now been overhauled and refitted. Machining each one in the lathe provides a clean but rough surface. They are then heated and 'tinned' with solder before white metalting. Tinning of the cast iron surface is necessary to get the white metal to adhere to the iron. Once this has been done a thin piece of steel is firmly clamped to the strap to create a mould and the whole lot is heated to about 150°C. Some white metal (a mix of tin and lead) is then melted in a ladle: this is poured into the eccentric strap and allowed to solidify. The eccentric strap is then returned to the lathe and carefully machined to the dimensions necessary to ensure a good fit on the eccentric. Fitting of the straps has enabled the rest of the valve gear to be re-assembled. Fortunately, the valve gear appears to have been a new set fitted to the loco shortly before it was withdrawn and has no wear. The reverser bracket had corroded badly and a new section has been welded into this. The bracket is stamped 3717, giving more credence to the possibility that the frames of this loco are actually from that locomotive (APCM No.3). The reach rod, which connects the reversing lever to the reversing shaft, appears to have been cut and welded at some time and during this process it appears that things have gone wrong as the oil lubrication hole at one end is at the bottom! The next major task will be to overhaul the cross-heads, which are very worn. This will entail careful measuring followed by white-metalling and machining.

1210 SIR BERKELEY *Sir Berkeley* has spent much of the last few months in the workshops. The problem with the suspension was resolved: we borrowed some weigh pads to check the loading on the six wheels. This proved that there was a reasonable, but not perfect load distribution. The loco was still found to be somewhat low at the front, though, and some new spring pins were made to eliminate this. Various minor steam leaks have also been sorted out. The piston glands caused problems with steam leaking by: these have now been cleaned out and re-packed. New handles have been machined and fitted to the various steam valves. The originals were stolen in its early preservation days and those it had latterly

been fitted with were a bit nondescript. The new handles are more like those originally fitted when built. The reverser catch handle has also been overhauled as it was found that it was quite loose and worn. In service the loco has been performing quite satisfactorily and it has proved to be free steaming and economical of coal and water. An initial problem with it priming (ejecting water up the chimney when working) has now been overcome. The most likely cause was probably oil in the boiler (from the building process) and after several changes of water it seems to have gone away.

No.11 The owner (and compiler of these notes) vowed to start work on the loco after Easter but this has yet to happen as there is always something more urgent to require his time. Perhaps one day before much longer....

2387 BROOKES No.1 The loco successfully passed its annual boiler inspection at the beginning of July and has been in regular service. The injectors gave problems with the clack valves passing by and it was decided that they needed removing and something more drastic than simply grinding in the valves. Once off the loco it was possible to establish the fact that the valve seats were not cut square to the valves so the seats have now been re-machined to eliminate this problem. The vacuum ejector exhaust pipe was found to be badly corroded: a new pipe has been made up and fitted. Other work carried out has included the manufacture of a new wooden cab floor.

1309 HENRY de LACY II Still awaits final lining out and the application of its name.

No.14 Whilst little progress is apparent at Moor Road the owner has been busy working in his workshops. All the connecting and coupling rods have been cleaned and painted, and the brake gear, which is now ready to be fitted. The rear springs have been reset and overhauled so that they now fit. Most of the cab fittings have received attention and this work continues as time and funding allows. A set of boiler tubes has been obtained, kindly donated by Beamish Open Air Museum where they were surplus to requirements. The loco is currently cabless and a new cab is to be designed from scratch as there are no drawings available.

Fowler 3900002 Work continues on this little Fowler diesel. Slowly but surely, the loco is being cleaned and painted, with corroded components being repaired or replaced as necessary. This work is

generally progressing from the front end backwards.

The Greenbat No further progress to report

5003 Austins No.1 continues to be the general workhorse and yard shunter, in very regular use, both on passenger and engineering trains. It suffered from a failed generator drive belt during June but this has now been replaced.

D2999 In regular use on Saturday passenger services. It recently suffered an embarrassing failure when it ran out of fuel. The prime cause of this was the fuel gauge, which had seized and was showing the tank to still have a reasonable fuel level! Once discovered, this was soon rectified..

7401 Work on the repaint and minor repairs continues and the loco is now largely coated in black paint.. Those few words don't really do justice to the amount of work that has been necessary to get it to this state.

D1344 The two man team of Owner and Father are making steady progress with the overhaul of the loco. The engine has had new pistons and liners fitted and is now back in the frames. A missing spring hanger has been replaced with a new forging and the loco now sits on four sprung wheels, once more. The coupling rods have been refitted and new brake shoes have been supplied and fitted.

Fowler 4220033 The latest addition to the fleet arrived from the Northants Ironstone Trust recently and was running within a short period of its arrival. However, it has since entered the workshops for repainting and minor works. Work has concentrated on scraping and needle-gunning the old paint-work. The bonnet front has been removed to allow a small area of corrosion to be cut out and a new piece welded in. A new piece of steel has also been fitted to the cab roof where rainwater had been ingressing. Although ostensibly fitted with vacuum brakes, this equipment, which was incomplete, has now been removed and will be replaced by what we consider to be a better arrangement.

(concluded at foot of page 6)

Scout centenary marked at Middleton Railway

Andrew Gill



David Hebden

We were approached by the area group Scouts to provide transport for them up to Park Halt, where at 8.00 am on the 1 August 2007, they would, along with all the other UK Scouts, reaffirm their vows.

The MRT transported 193 people up to Park Halt and back again to Moor Road. Whilst the Scouts did their thing the MRT catering staff provided parents with tea, coffee and bacon sandwiches. So good was the trade that they ate two catering size boxes of bacon and all our stock of bread buns and bread. Well done Scouts and parents!!

Some may be wondering why the Scouts chose to be associated with the Middleton Railway on their Centenary Anniversary. The clue lies in the original badge of the South Leeds' Scouts, a picture of "Salamanca", the first steam locomotive on the Middleton Colliery Railway. To commemorate this occasion, the Scouts are to present the Railway with an original South Leeds' Scout Badge mounted on a plaque. The Railway will be honoured to receive this and add it to our "historic collection" within the museum.

Picture above shows MRT Chairman Andrew Gill at Park Halt with Geoff Allen, District Commissioner, South Leeds & Morley Scouts
tor

Dear Editor, "I must say...."

I am concerned that we are losing the use of our branches for special events, and this is making the Railway less of a draw to enthusiasts when we have special events.

A few years ago the Dartmouth branch was abandoned even though it had been used for both passenger and goods trains until then. In April this year at the Grand Opening gala only a small section of the Balm Road branch was used because some of the track had been removed. Can I ask, has the "lost" track been recovered? And will the Balm Road branch be in full use again for the September Gala?"

If we don't maintain and use these facilities we will lose them for good, and people will want to visit us less. Do we want this to happen?

Name and address supplied

Chairman Andrew Gill replies:

From where I am sitting it does not look as though we are losing our branches: perhaps just a bit of "leaf drop".

The Dartmouth branch is still intact up to the boundary fence of the premises it once served. This was sprayed to clear the weeds, along with the other branch lines and main running line in July this year (see photo p.17 [Ed]). The Balm Road branch has had two significant problems associated with it. Firstly, somebody "fly-tipped" well over a cubic metre of liquid concrete onto the track at the Beza Road crossing, and secondly, we suffered the theft of check rails from both sets of points at each end of the run-around loop, plus point levers. The concrete problem was eventually resolved just before the Grand Opening, not without difficulty I might add. The second problem can be resolved by replacing the check rails, although to do this too quickly may result in the replacements being stolen.

These, and other little problems, could be overcome much quicker if we had more volunteers. I would dearly love to see the Balm Road branch fully operational for the September 2007 Gala but, without a significant influx of able volunteers, time is against us.

Emergency, emergency!

Andrew Gill



On 18 July the Railway played host to the West Yorkshire Fire & Rescue Service to enable them to carry out a "major incident" exercise. The scenario was that two vehicles

had been hit by the train on a crossing just before a tunnel, and then pushed inside the tunnel. Casualties were placed in the vehicles, on the train, and even one in the cab of the locomotive. Everything was in place ready to go

when a major incident developed for real at Leeds Bradford International Airport. An aircraft had reported a fire in the hold and the West Yorkshire Fire & Rescue Service were called in to supplement the Airport Fire Service. Thankfully, that fire was extinguished before landing and the Fire Service quickly returned to their ordinary duties of rescuing people from tunnels.

tor



Photos: Andrew Gill

Middleton's model railway weekend

Ian Dobson

It all looked so simple in the timetable leaflet: *Model Railway Exhibition - our first in the Engine House*. Until, that is, a month or so before the event when it was realised that not many people had actually promised to bring any layouts.

A quick discussion at one of the monthly Social Meetings - recommended by the way - between Andrew Gill and EM2 Locomotive Society Chairman and ex-Leeds Model Railway Exhibition layout organiser Charlie Petty, resulted in a few favours being called in.

"Anyone you know who may have had a layout on the exhibition circuit - or just a layout - and is free on the first weekend in July, but doesn't want any expenses, is cordially invited to Moor Road with said layout", was the cry - or words to that effect.

As I once casually mentioned to Charlie that I have a vintage (pre 1960) Triang layout I was in the frame, and as a fellow Director of the Deltic Preservation Society (DPS) - Ian Lewis - was well on the route to constructing an exhibition layout, the DPS suddenly became involved.

Charlie only managed to persuade one "Thomas" layout owner from Meanwood to accept our generous expenses terms (i.e. a couple of free lunches), so we were left with my vintage Triang layout, "Thomas", Ian Lewis's under construction layout, and small sales stands from D C Kits (Charlie's business) and the DPS.

I volunteered to bring along daughter Polly's Tomy "Thomas" set as an extra attraction, so off we went! In the week leading up to the event Ian Lewis and I were frantically finishing off layouts (or starting off and nearly finishing a second



(Peter Nettleton)

vintage Triang item in my case) and we were both still pinning down track on the Saturday morning!

Polly joined the fray on the Saturday afternoon and happily managed the exhibition of her Tomy layout which ended up replacing my original Triang one! Andrew Johnson also demonstrated the wonders of DCC (digital) control with various sound-fitted locomotives around a turntable.

Sincere thanks to all the exhibitors, not all of whom are normally actively involved at Middleton, who bailed us out and meant we had something to show the unsuspecting public. The power of the Internet was proved, when plugs on a couple of web-sites the week before the event resulted in an few extra visitors.

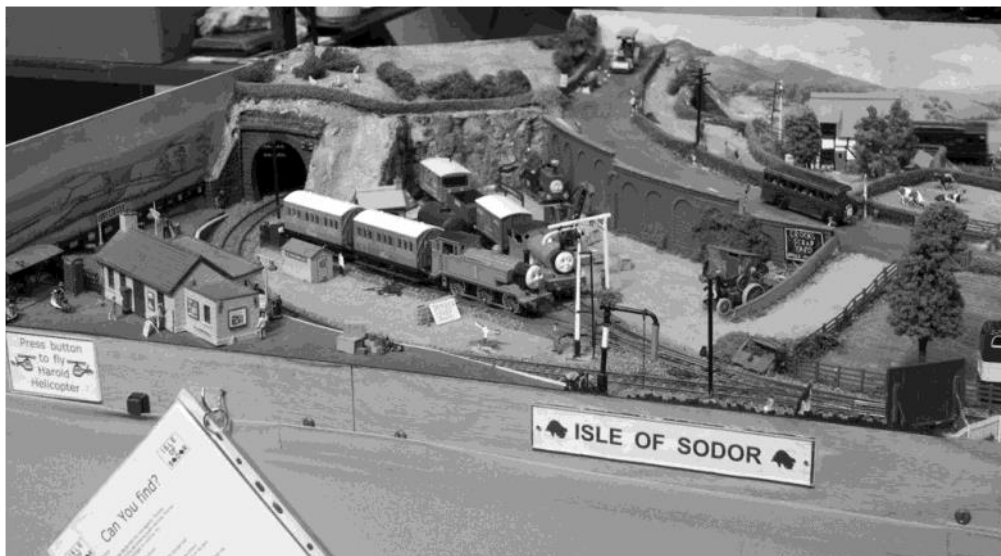


Influx of visitors. If we do it again next year - and Charlie, Ian Lewis and myself are up for it - then perhaps a budget for some visiting layouts may be a good idea, unless you know anyone who would come cheap!

tor



Photos: Ian Dobson



Above: A view of the Isle of Sodor model railway based on the "Thomas" stories of the Rev. Wilbert Awdry at the Model Railway display on 8 July 2007
(*Peter Nettleton*)

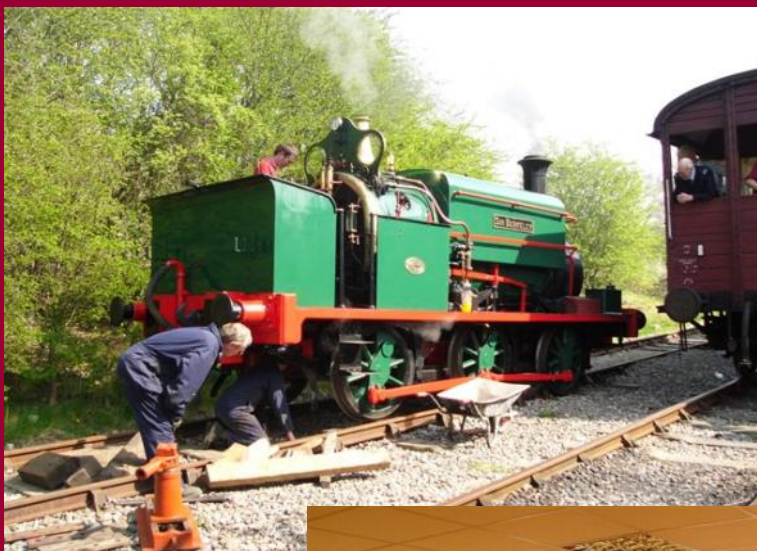
Below: Middleton members Ian Hodgson and Howard Bishop are seen visiting the privately owned 7.25" gauge Crogga Valley Railway at Santon, Isle of Man on 26 July 2007 during the Island's railway enthusiasts' week. The train is hauled by a steam locomotive driven by Jack Dibnah. The adjacent line to the rear is the 3'6" gauge Isle of Man Steam Railway main line from Douglas to Port Erin



(*Andrew Plumb*)

Below: Hudswell Clarke 0-6-0T No.67 (HC1369/1919) negotiates the Balm Road branch on 21 April 2007
(*Steve Bassett*)





LEFT: Sir Berkeley's fall from grace on 14 April 2007 in the Park Halt loop. Only the middle wheels remain on the track

BELOW: The ladies in the Moor Road shop prepare to feed the "five thousand" at the Grand Opening day

More Grand Opening day moments



LEFT: Leeds and District Traction Engine steam road locomotives in attendance. They are *Denby Maiden*, a 2 ton Yorkshire wagon 117 of 1905 owned by Jon Ward of Penistone and *Eve*, a 10 ton Fowler roller 15981 of 1923 owned by Les Donn of Sheffield.

Sir Berkeley appears to be running well on this first outing on 1 July 2007, after adjustment to the springs following the derailment on 14 April (see page 15) (Peter Nettleton)



Manning Wardle 0-6-0ST (1210 of 1891) *Sir Berkeley* heads under the road over-bridge on the climb to Park Halt on 1 July 2007 (Chris Nicholson)

Mike McPeake, Neil Carmichael and Tony Higgins appear happy with their lot on 8 July 2007, on board *Sir Berkeley*.
(Peter Nettleton)



On 18 July 2007 the Railway paid host to a versatile vehicle, a dual purpose Land Rover, which had come to spray the track bed to clear the weeds. As you can see from the photographs, taken at the end of the Balm Road branch, it was not before time!

(Andrew Gill)





On 22 April 2007 a picture of the Balm Road goods sidings taken from the end of our branch. The sidings are being used to store a rake of coal hoppers belonging to Freightliner, whose Midland Road depot is on the other side of the main line. The far bridge is Pepper Road crossing the railway.
(Andrew Gill)



Framed in the gates at Moor Road, **Fowler 0-4-0 diesel 422633 of 1965** arrives on 15 May 2007. The loco is in British Sugar Corporation light blue livery and purchased by two members to add to the Leeds' Locomotive Collection
(Andrew Gill)

Leeds or overseas?

A few examples of the influence of Leeds engine builders on manufacturing overseas.

Kris Ward

The exporting of Leeds built engines all over the world has been mentioned in *Old Run* a few times. Though Britain undoubtedly built the railways of the world, and as a result many of the engines that ran on them, the countries we built for became industrialised themselves. Soon they learned from us how to build railways and railway engines. In Australia for instance I found a few examples of Leeds designed engines that had in fact been built in their own workshops.

In 2001 when I visited Australia I called in at the railway museum in North Williamstown near Melbourne, where I also visited a friend of the family who volunteers there. On mentioning Leeds I was shown a collection of works plates from long since scrapped Leeds built engines. The museum had a Thomas Smith crane that was a genuine Leeds machine, there were also three Kitson designed locos; these were in fact copies built in Australia.

In 1885 Kitson of Leeds built the first Y class 0-6-0 mixed traffic engine for Victoria Railways, this engine was displayed in the 1888 Centennial Exhibition in Melbourne. Phoenix Foundry of Ballarat subsequently built 30 copies between 1888 and 1889. These engines were the largest and most powerful 0-6-0s to run in Australia. Similarly the first E class 2-4-2T was built at Kitson's in 1888 and displayed at the Centennial Exhibition, afterwards 45 copies were built at Phoenix Foundry of Ballarat and 25 by David

Munro & Co of South Melbourne. The railway museum has one Ballarat built Y class and two South Melbourne built E class engines in its collection. Below is a picture of E 236.



Copying British designs has always been common practice in foreign countries and something that must have infuriated the British companies who were paying the development costs of the designs and not always recouping these costs through the foreign manufacturers. One way to have greater control over the use of your designs overseas was to work in partnership with a foreign manufacturer, allowing appropriate costs to be recouped through that company. There are a number of engines built overseas to arrangements such as this. Whilst visiting Queensland I stopped off at the Ballyhooly Railway at Port Douglas near Cairns. This railway is a former sugar cane narrow gauge line. There are thousands of miles of sugar cane lines all over Queensland and many engines were built in Leeds for them. Saving on

the substantial time and cost of shipping locos out to Australia, Fowler worked with Bundaburg Foundry to produce a number of sugar cane railway engines under the "Bundaburg Fowler" name including the example shown below running on the Ballyhooly Railway.

Hunslet Engine Company had a sister company

same company that owned Hunslet at the time. The adoption of the Hunslet name was largely a marketing move, though ideas and designs were certainly exchanged between the companies. A picture of a Ganz-Hunslet tram in Miskolc is seen below. Though this particular design probably owes little to the company's Leeds connection

Ganz-Hunslet did also build a number of electric units for Kuala Lumpur to a similar design to the class 323 units that were built in Leeds in the 1990s

So not only can Leeds-built engines be seen all over the world, the influence of the Leeds engine building industry can be seen all over the world too. These are just a few examples: who knows how many engines built to Leeds designs or in some way connected to the Leeds engine building industry,

could be found in some of the extensive industrial railway systems and mines around the world?

TOR

in South Africa, Hunslet Africa Pty later named Hunslet Taylor Consolidated, founded by a manager from Hunslet in the late 40s, the company built over 2000 locos under the Hunslet name in South Africa. Quite a close partnership between the southern and northern hemisphere operations saw boilers being made in Leeds for South African engines occasionally but generally the requirements of the South African market would be met locally. Another overseas sister company for Hunslet in later years was Ganz-Hunslet of Hungary. Ganz was a Budapest train builder acquired by the



J&H McLaren honoured

Kris Ward

J&H McLaren's Midland Engine Works is another member of Hunslet's engine building community to be honoured by a blue plaque. A ceremony was held in Leeds for the unveiling of the plaque, which is mounted on a pillar made of bricks from the works. The ceremony featured a visiting 1899 McLaren traction engine and a Leeds & District Traction Engine Society marquee featuring displays about the company.

Between 1877 and 1938 steam traction engines, ploughing equipment, road rollers and stationary boilers were produced in the works. In the 1920s the company became one of the first manufacturers of diesel engines. The increasing demand for diesel engines led to massive expansion for the company and a move into the former Kitson's Airedale Foundry. The Midland Engine Works was taken over by Hudswell

Clarke, enabling that company to expand from its Railway Foundry next door. After Hunslet Engine Co took over Hudswell Clarke in the 1970s the works was demolished and McLaren only built two steam locomotives, both of which were basically rail-mounted traction engines. They did however produce many diesel engines that were fitted to locomotives, many of which were built locally. The company was taken over by Hawker Siddeley in 1957, and rationalisation led to the closure of the outdated works in Leeds just a couple of years later.

One of the last locomotives fitted with a McLaren engine was the original D2999. The Middleton Railway's 0-6-0 diesel No 7051 *John Alcock* (Hunslet 1697 of 1932) has a McLaren engine, fitted to it when its original MAN engine was condemned.

tor



MOOR ROAD - SPECIAL EVENTS 2007

Sept 22 and 23 Autumn Gala—Intensive timetable and all line tours
Rail bus services

October 27 and 28 Hallowe'en—Ghostly goings-on—dare you travel
through the Great Tunnel?

Dec. 1, 2, 8, 9, 15, 16, 22, 23, 24 Santa's Special Trains—Present for the
children. Refreshments for the adults, and
fun for everyone!

Ken Hardy, 1929–2007

It is with deep regret that we have to record the death at the age of 78 of Ken Hardy on 9 August 2007 at St James' Hospital, Leeds, where he had been a patient since May of this year.

It was in the autumn of 1995 that MRT Treasurer Stan Holdsworth and his wife Carole had a chance meeting with Ken and his wife Joan on a railway trip to Scotland. Stan had previously known Ken in the course of their respective work with Leeds City Council. Never one for missing an opportunity Stan broached the possibility to Ken of becoming a member of the Middleton Railway. The result of this meeting was the Ken, and Joan, both became regular Middleton volunteers from that time.

Ken had been involved in setting up a Central Vehicle Maintenance Unit for the Council's fleet of vehicles, from lawnmowers through to the Lord Mayor's Rolls Royce. Ken came to the Railway to see where he could help, and within a short time applied his expertise to all things mechanical, from lawnmower repairs to diagnosing faults in our diesel engines. In addition to bringing Joan to help on Sundays Ken would attend Moor Road on Wednesdays to cut and strim the grass and generally keep



the outside areas neat and tidy. He was always secretly proud that the Middleton *Wednesday Gang* of general volunteers was started by him, about this time, 1995.

Ken turned his hand to most things mechanical, and also looked after the amplification systems used for special events. He could also be found doing a multitude of jobs, from acting as train guard to level crossing keeper, refuse collector and car park attendant.

Ken's other interest was flying, an interest he shared with MRT President Gerald Egan: he was a member of the Sherburn Flying Club. He also enjoyed motor sports, particularly stripping down engines and making them work.

He often said, "*If only I hadn't gone to Scotland on a railway holiday I wouldn't be at Middleton today!*" But he never regret-

ted being totally involved in all aspects of the Middleton Railway.

Although unable to work as a volunteer for the last two years through rapidly failing health, he would often visit us, until he became hospitalised. He will be greatly missed by all, and we extend our deepest sympathy to his widow, Joan, and their family.

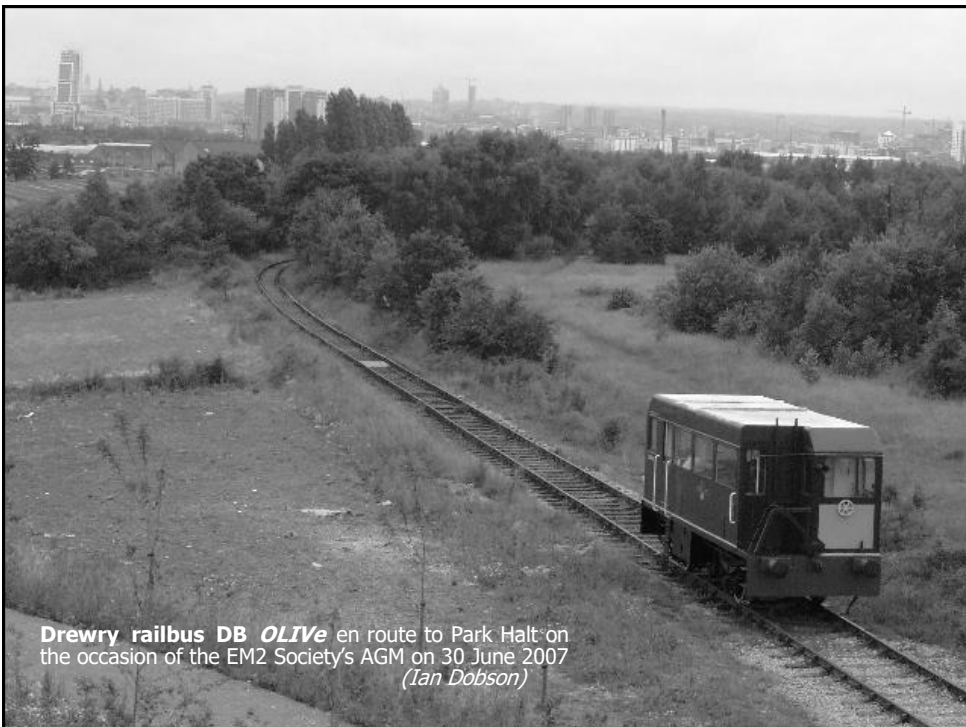
(Stan Holdsworth and Howard Bishop)

Renee Wiseman, 1923–2007

It is with great sadness that we record the passing of Renee Wiseman on 4 August 2007. Renee was born in Hunslet Carr on 27 March 1923. She worked as Practice Manager for Dr Menon and later as a civilian typist for West Yorkshire Police. Married in 1942 she was founder member and life member of the Middleton Railway, and an active working member in the shop at Moor Road. She had a great sense of fun, and Renee will be sadly missed by everyone at the railway. We extend our deepest sympathy to her family.

This news came as we went to press and a fuller tribute will be included in the next issue of *Old Run*.

(Fran Bailey)



Drewry railbus DB OLIVE en route to Park Halt on the occasion of the EM2 Society's AGM on 30 June 2007
(*Ian Dobson*)



David Cook joined the Railway's Council in June 2007. Here is seen with his sister in law on 10 June 2006 at Middleton Park Halt. David has been responsible for the majority of the joinery and wood-work around Moor Road during the transition from the old to the new layout and in the Engine House complex in the last three years

(*Andrew Gill*)



The wedding of two of our working members, Andrew Parsley to Angela Roberts on 28 July 2007 at Leeds Town Hall
(*Andrew Gill*)

Record load for Middleton Railway?

With a few exceptions, the 21-ton coal wagon, or 4 wheel plate and tube wagons have been the largest in normal service on the Middleton Railway. At the turn of the year, however, all records were broken by a special load. Doncaster Works BR sent a load of heavy steel to Clayton's of Leeds for urgent processing and return. The prepared and shaped steel was in pieces of as much as 10 tons weight. The whole consignment was in three long bogie wagons, the longest being 76ft overall length and even empty weights were upwards of 35 tons. Special train crews were on duty ready to move the train the moment it arrived. With sharp curves on the main line great care was needed in manoeuvring, and with an axle load close on 20 tons Middleton was thankful for all the relaying done by the chief civil engineer in the last two years. As the gradients on Middleton are tough, 1 in 40 on the main line, and 1 in 27 on the Middleton Park line, any risk of a runaway was averted by dividing the 230 tons of train and using Carroll, the line's new Hudswell locomotive with Westinghouse brakes and compressed air sanders, double headed where necessary by the Hudson diesel from Courage's of Alton. In size of consignment, total weight and axle load this train certainly broke all records since the reopening in 1960, and probably since 1758 as well, for there is no record of Matthew Murray using BORAIL S A or BOPLATE E wagons! Acknowledgement must be made of the co-operation of Leeds BR Control Office and Divisional Commercial Office in ensuring prompt service to the customer.

The above was taken from *News of the month* pages of *Railway World* for March 1970; what a pity there were no photographs included of this remarkable event!

John Knapton emailed the editor asking if the story could be substantiated, and did anyone have photographs to support it.

Two long-serving members of the Middleton Railway Trust have responded thus.

Writes Steve Roberts: This is 100% Fred Youell and is really a bit of the proverbial

B*****t!. I doubt that it was the heaviest train that we ever ran, especially if it was entrusted to D631 and 'Pea' with a little more than 85 hp between them. The longest freight I can remember was one of 20 wagons plus brake van just before the line was severed for the motorway construction. (I've a poor colour slide of it.) This would total about 150 tons and was divided above Moor Road as such a length would not fit into the headshunt. I can remember taking four loaded bogie bolsters with the Bagnall, which again had to be divided above Moor Road. this would total something approaching this weight. Outgoing trains from R & B could total a good load as they were all downhill and the headshunt would accommodate 6 wagons, which could therefore load to 135 tons gross with 16T minerals.

Ian Smith opines: I suspect Steve is quite right! I remember the 20 wagon freight, which I think was worked by *JOHN ALCOCK* as it then was. The only other trains I have heard of, which would come up to this sort of weight were the long line of Laporte Acid tanks which was stored at Moor Road for a while in the early 1960s. I wasn't a member then, but saw a large number of these things in storage, but don't know how they reached Moor Road - i.e. all in one go or in batches. I recall an article in *Old Run* from many years ago about a fairly large train of boilers/boiler components leaving the railway during the 1960's for export - Steve will no doubt have more information on this one.

If you can add to this story the editor will be glad to hear from you.

tor

A new schools' day initiative

Andrew Gill

We have just run a day for 13 children at the Railway called *Just the Job*.

We split them into three groups of 4, yes one left over, so 2 x 4, 1 x 5. Each group worked on one of the three activities for about 50 minutes then they all swapped around.

One activity was in the workshops making a "nut" for a nut & bolt, which they proudly took home with them, and learning different methods of fastening metals together.

Another was looking after the coaching stock, sweeping the floor, dusting the seats and cleaning the windows as well as learning how the coaches operate.

Finally a group was in the Engine House looking

t the locomotives and how they operate and steam versus diesel, with a view to taking their information and digital pictures back to the classroom to hopefully produce the Railway a poster for the 2008 Children's Gala.

We had a brilliant response both from the teaching staff and the children. Thanks to all MRT staff who so willingly gave up their day for the children, which ended with a trip up the line in the coaches they had prepared.

tor



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.

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No social evenings are held during the summer. The next evenings schedules are:

**Tuesday 17th October** with Bob Tyrell from the Leeds Civic Trust talking about Blue Plaques.

**Tuesday November 20th**, Jamie Guest on the restoration of a Leeds horse tram.

## IAN DOBSON'S TUESDAY SOCIAL EVENINGS AT THE ENGINE HOUSE MOOR ROAD

|                      |               |                                    |      |
|----------------------|---------------|------------------------------------|------|
| 4 <sup>th</sup> Sept | Jon Pridmore  | British Transport Films            | DVDs |
| 2nd Oct              | David Cook    | This newfangled metric thingy      | Talk |
| 6th Nov              | TBA           |                                    |      |
| 4th Dec              | Steve Roberts | Middleton on film, 1980s and 1990s | DVDs |

# The Lartigue monorail

Hunslet replica locomotive to be found in Eire

Andrew Johnson

**T**he Listowel Ballybunion Railway opened on 1st March 1888; it ran the ten miles between the two towns in Eire and was remarkable because it was the first mono-railway in the world. How two small towns in the south west of Ireland came to be linked by the world's first monorail is a fascinating story.

The monorail employed on the Listowel-Ballybunion line was invented and developed by a French Engineer by the name of Charles François Marie-Thérèse Lartigue, hence the name Lartigue Monorailway by which the line was best known. Lartigue had built a prototype monorail in Algeria, it was about 90Km in length and was used to carry esparto grass across the desert. The cargo was carried in pannier-like wagons slung on either side of a single rail, which was itself mounted on A-shaped trestles. The wagons were connected to bogies whose wheels ran along the rail. Lartigue is reputed to have got the inspiration for this design from watching camels serenely carrying large loads in panniers balanced either side of their backs. There is no doubt that the single raised rail was a distinct advantage in the desert where shifting sands would have made a conventional rail line virtually unusable. The track which is portable consisted of 27 lb. per yard running rail in 33 ft lengths secured to the apex of the A shaped iron trestles. There is

a legendary tale (typical Irish yarn) that says they once needed to carry a big bull and to balance the wagon they carried a pair of calves in the other side and then the calves were transported back one on each side!

In 1886 Lartigue brought a length of his line to an exhibition in London in the hope of selling his idea as a viable railway option. Coincidentally at this time the populace of North Kerry were lobbying for the railway system to be extended to include a link between Listowel and Ballybunion. This request was at that time lying on a minister's desk in Westminster, the rest as they say is history. It was decided that the Lartigue idea would be tried out on the Listowel-Ballybunion Railway.

The Listowel-Ballybunion Railway was opened in 1888 at a cost of £30,000 and it ran for 36 years until it was closed in 1924. The closure was hastened by the severe damage that was inflicted on the line during the civil war of 1921-23. The line was only barely financially viable for the whole of its existence, it is reputed never to have made a profit. The train carried freight, cattle, sand from the beaches and passengers. Among the passengers were Ballybunion school children going to the Listowel Secondary Schools, Kerry and Limerick people making their way to the beach resort of Ballybunion and golfers going to the fledgling golf course at Ballybunion which was to develop into one of the greatest golf courses in the world.



The engines, for instance and all the carriages had to be specially made at considerable expense (each locomotive had two boilers and two cabs, balanced on either side of the rail, the driver riding in one cab and the fireman in the other). And because the elevated railway crossed the country like a fence, bridges were needed to carry roads over the line - there could be no such thing as a 'level' at-grade crossing. There were two different methods for taking a road through the track. One was to have a section of the track that

rotated out of the road and the other used an opening bridge similar to those often seen in Holland crossing the canals. The three original engines were built in Leeds by Hunslet Engine Company (works numbers 431-3 built in 1887).

There are many historical photographs of the original railway on the railways website.

1988 saw the centenary of the opening of the Lartigue and several initiatives were taken to celebrate the event, among the most valuable of these was a history of the Lartigue written by local politician and Lartigue enthusiast Michael Guerin. Michael Barry of Lisselton had already assembled 50 metres of salvaged track and an original carriage and Michael Foster had written a valuable book on the Lartigue. From this time a feeling emerged that a restoration of the Lartigue should be attempted in some form. As a result, in the mid 1990's a Lartigue Restoration Committee was set up under the Chairmanship of Jimmy Deenihan TD, with Jack McKenna, who had travelled on the footplate of the original Lartigue, as President

After much work and fundraising by the committee, work started on the building of the new Lartigue on the site on John B Keane Road in November 2000. The construction work was carried out by an excellent team of FAS employees under the direction of members of the restoration committee and the train went in to operation in June 2003.

The railway has about 1000 metres of monorail track, three switches, two turntables and three platforms representing Listowel, Lisselton and Ballybunion. There is one engine, which is an exact reproduction of the original engines, save that the present engine is diesel driven. There are two third class carriages, which are as closely modelled on the originals as is possible using photographs and the memory of those who travelled in them. The engine, carriages, switches, turntables and the track A-frames were built by Alan Keef Ltd of Ross on Wye in Monmouth. Alan Keef are the builders of many theme railways in Britain and round the world and they have surpassed themselves on this occasion in producing these stunning Lartigue replicas.

The final touch of authenticity is the site itself, the present journey on the Lartigue starts less than 100m from the point where the original Lartigue commenced its journey to Ballybunion. The site of the original Lartigue Listowel Terminal is preserved in a park adjacent to the new Lartigue, the bases of two switches are preserved and the foundations of the Engine House. Lartigue President Jack McKenna most generously presented this park to the Lartigue Company.





The current operation is daily during the summer months departing on the hour. For such a short length of line the hour between each departure is needed for the use of each of the turn tables and switches. Most of the train crews will show you how the loco sits on the track when they turn it round at the far end of the line. Just like most Irish preservation/recreation schemes the people

that run the railway make you feel that you are part of their extended family.  
**TOR**

## 0-6-0 TYPE SINGLE RAIL TENDER ENGINE

|                                                        |     |     |     |             |              |     |                            |
|--------------------------------------------------------|-----|-----|-----|-------------|--------------|-----|----------------------------|
| Gauge of Railway                                       | ... | ... | ... | ...         | ...          | ... | Single Rail                |
| Size of Cylinders                                      | ... | ... | ... | ...         | ...          | ... | 7 in. dia. x 12 in. stroke |
| Dia. of Coupled Wheels                                 | ... | ... | ... | ...         | ...          | ... | 2 ft. 0 in.                |
| " Tender Wheels                                        | ... | ... | ... | ...         | ...          | ... | 2 " 0 "                    |
| Rigid Wheelbase (Engine)                               | ... | ... | ... | ...         | ...          | ... | 5 " 8 "                    |
| Total Wheelbase (Engine)                               | ... | ... | ... | ...         | ...          | ... | 5 " 8 "                    |
| " (Engine and Tender)                                  | ... | ... | ... | ...         | ...          | ... | 15 " 11 "                  |
| Height from Rail to Top of Chimney (Elevated Rail)     | ... | ... | ... | ...         | ...          | ... | 4 " 5 1/2 "                |
| Extreme Width                                          | ... | ... | ... | ...         | ...          | ... | 8 " 0 "                    |
| Heating Surface—Small Tubes                            | ... | ... | ... | 114 sq. ft. | Total for    |     |                            |
| " " Firebox                                            | ... | ... | ... | 29 "        | Twin Boilers |     |                            |
| Total                                                  | ... | ... | ... | 143 "       |              |     | 143 sq. ft.                |
| Grate Area (Twin Fireboxes)                            | ... | ... | ... | ...         | ...          | ... | 5 "                        |
| Working Pressure                                       | ... | ... | ... | ...         | ...          | ... | 150 lbs. per sq. in.       |
| Tank Capacity                                          | ... | ... | ... | ...         | ...          | ... | 200 gallons                |
| Fuel Space (Coal)                                      | ... | ... | ... | ...         | ...          | ... | 8 cwts.                    |
| Weight in Working Order (Engine)                       | ... | ... | ... | ...         | ...          | ... | (about) 6 tons 0 cwts.     |
| " (Tender)                                             | ... | ... | ... | ...         | ...          | ... | ( " ) 4 " 0 "              |
| Total Weight of Engine and Tender in Working Order     | ... | ... | ... | ...         | ...          | ... | ( " ) 10 " 0 "             |
| " on Coupled Wheels                                    | ... | ... | ... | ...         | ...          | ... | ( " ) 6 " 0 "              |
| Tractive Effort at 75 per cent. of Boiler Pressure     | ... | ... | ... | ...         | ...          | ... | 2751 lbs.                  |
| Ratio Adhesive Weight ÷ Tractive Effort                | ... | ... | ... | ...         | ...          | ... | 4.9                        |
| Minimum Radius of Curve Engine will traverse with ease | ... | ... | ... | ...         | ...          | ... | 100 ft.                    |
| Load Engine will haul on Level                         | ... | ... | ... | ...         | ...          | ... | 140 tons                   |
| " up Incline of 1 in 100                               | ... | ... | ... | ...         | ...          | ... | 70 "                       |
| " " " 1 in 50                                          | ... | ... | ... | ...         | ...          | ... | 40 "                       |

**LEFT:** Technical details of locomotive taken from the Hunslet catalogue

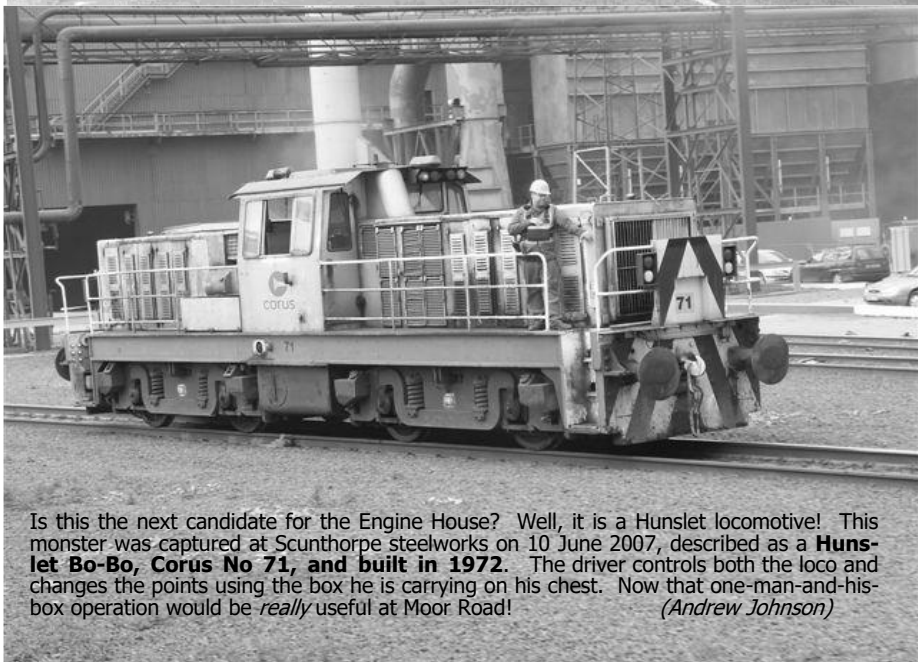
For more details see <http://homepage.eircom.net/~lartiguemonorail/>

Photos: Andrew Johnson





**Wickham railbus DB999507** leaves Moor Road on 4 June 2007 for its holiday at the Llangollen Railway's DMU gala weekend on 9 and 19 June  
(Graham Parkin)



Is this the next candidate for the Engine House? Well, it is a Hunslet locomotive! This monster was captured at Scunthorpe steelworks on 10 June 2007, described as a **Hunslet Bo-Bo, Corus No 71, and built in 1972**. The driver controls both the loco and changes the points using the box he is carrying on his chest. Now that one-man-and-his-box operation would be *really* useful at Moor Road!  
(Andrew Johnson)

# The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

Registered Office: The Station, Moor Road, Leeds LS10 2JQ

Registered Company No 1165589 Registered Charity No. 230387

Registered Museum No. RD2114

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|                                                        |                  |
|--------------------------------------------------------|------------------|
| Adult Membership                                       | £12.00           |
| Senior Membership                                      | £9.00            |
| Junior Membership (of M.R.A.)                          | £9.00            |
| Family Associates of Trust Members (in same household) | £2.50 per person |
| Life Membership                                        | £210.00          |

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# Diesel railcar day



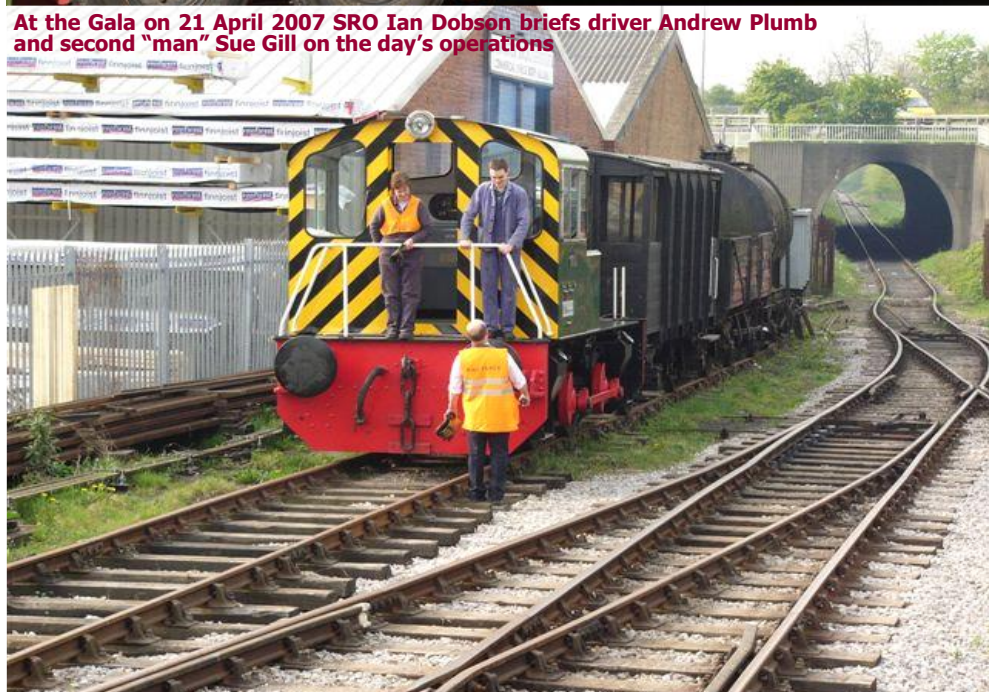
On 12 May 2007 Ian Dobson caught the p-w team in action leveling and packing the top at Park Halt, scene of *Sir Berkeley's* derailment at the Grand Opening of the Engine House on 14 April 2007. The Wickham railbus DB awaits passengers in the platform



On the same day as the above, our two railbuses pause during passengers turns to pose for this photograph at Minor Road station—a study in contrasting designs and colour schemes (both Ian Dobson)



2ft-gauge Quarry Hunslet 0-4-0ST 3904 of 2006 *Jack Lane* attended the Grand Opening of the Engine House on 14 April 2007 here seen outside the site of Hunslet Engine Co in Jack Lane, Leeds, prior to its return to its home, at Statfold Barn, Tamworth, Staffordshire.



At the Gala on 21 April 2007 SRO Ian Dobson briefs driver Andrew Plumb and second "man" Sue Gill on the day's operations