

THE

OLD RUN

Journal of the Middleton Railway Trust

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**Grand Opening of Engine House
April Gala weekend**



Supported by the National Lottery through the
Heritage Lottery Fund



In the workshop, Kris Ward cuts out old rivets from the underside of the running plate on Fowler 0-4-0 diesel (JF3900002 of 1945).

This loco is being cosmetically restored for exhibition in the Engine House at Moor Road.

11 February 2007

(Andrew Johnson)



Andrew Johnson

View from the cab of Cockerill 0-4-OT 1625 of 1980 Lucie looking towards Greenwood and Batley coke oven locomotive awaiting restoration in the siding.

Editorial

We make no apologies for focusing this issue on the Grand Opening of the Engine House and its associated Spring Gala. What a magnificent two weekends they were. Thanks to the hard work of the regular volunteers at Moor Road the Grand Opening ceremony and day were a huge success, rightly recognising the work that had been achieved and the huge step forward that the Engine House and its associated works represents in the development of the Middleton Railway. From their reports, the local and national railway press were suitably impressed. Because of the huge number of photographs taken over the two weeks some material has had to be held over until the next issue of *OR*.

We now look forward to the Annual General Meeting of the Middleton Railway Trust in June, and to new leadership following the end of David Monckton's very successful term of office as Chairman. Thank you David for your hand on the regulator and brake these past three years.

Howard W Bishop, Editor

The deadline for the next issue is 15 August 2007

Front cover

Stable mates, reboilered and restored Manning Wardle locomotives in steam together for the first time. **0-6-OSTs Sir Berkeley (MW1210/1891) and Matthew Murray (MW1601/1903)** pose outside the Engine House on 14 April 2007

(Andrew Johnson)

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From the Chairman

It's great being an exhausted rooster because a) you get to sleep a lot and b) it doesn't matter what you do or say because everyone knows you are on your way out and nobody is going to sack you. This is my last contribution to this column and, first and foremost, I want to thank everybody who has put up with and worked with me, and more importantly our Railway over the last three years. I am sure at times it has not been easy, but we got there and it is a real personal pleasure to have worked with so many people who have risen to the challenge to do something extra for our Railway when they saw there was a need. Thank you.

The result is that we have all shared in and contributed as much as each of us could, towards an enormous transformation in our hobby. No matter what our memories may tell us of times gone by, it is an inescapable fact that, due to all of you, the Middleton Railway is now better equipped to run on into the next 100 years than we were in 2004, or 1994, or 1984, or 1974 or..... The continuing challenge is to make the best use we can of what we have got, bearing in mind it will all probably be out of date in 2020. But that is the next generation's problem, because if I am still around I will then be 70 and only capable of tut-tutting about the things my successors get up to – which I am quite looking forward to doing.

The most any of us can hope for is to leave our Railway in the best possible shape to give a decent head start to the people who may follow us, whoever they are. Times, attitudes and circumstances change and it will then be their turn to ensure that our Railway carries on from strength to strength into the indefinite future. We all have different ideas for what that future should hold, and different reasons for continuing to work towards that future. We must ensure we remain open-minded in our approach to individual ideas and aspirations, and try to include them all to fit within the consensus of the goals we hope to achieve. Maybe we could even ask ourselves, 'why do they want to do that?' rather than just think 'nah it won't or shouldn't happen because...'

The Grand Opening has come and gone, and for those many of us who shared the day I hope there are satisfying and happy memories of how we did ourselves proud in the eyes of our home city and of our colleagues in preservation. We have shown them all what can be achieved with a little old fash-

ioned determination and bloody mindedness! Perhaps the most telling and heartening aspect of the day was the quietly professional way in which our members dealt with the problem when Sir Berkeley had a mishap. It was noted and commented on favourably by many onlookers.



As the warm glow of satisfaction recedes, and we realise it is now yesterday's news, it is time for our Railway to move on to a new season and new opportunities, and this rooster is due a long sleep. Goodnight, and let's all continue to share the same dream.

THE PRESIDENT'S APPEAL

The President's Appeal was drawn to a successful conclusion at The Grand Opening on Saturday April 14th at which time the Grand Total given was **£36509-64**. Yes thirty six and a half thousand pounds which is a fabulous effort – thank you one and all.

David Monckton
✚OR

Grand opening of Engine House goes with a bang!

It was as if the Great Architect himself was smiling on the Middleton Railway's new Engine House on this the Grand Opening day, Saturday 14 April 2007, for the sun shone brightly to create a perfect backdrop on this glorious spring day.

The event was the culmination of three years of hard work applying for, and obtaining the necessary funds to enable the £1.3 million scheme to take off and reach this point in its development, thanks to a National Heritage Lottery Fund of £735,500, and the Middleton Railway's President's Appeal which on the opening day had reached the sum of £36,509-64.

The stunning Engine House display hall and museum building was officially opened before an array of distinguished guests, members and friends of the Railway. Leading this group of guests was Sir James Savile, OBE, who had been the railway's special friend in supporting the President's Appeal. After the opening ceremony Jim was to flag away the train conveying guests to Middleton Park and back, and said he had a long and happy association with the Middleton Railway and he was very happy to attend the official opening.

Gerald Egan, President of the Middleton Railway Trust, praised the efforts of the members, "A lot of work has been put in by a lot of people, from the workshop to the teashop". After introducing the distinguished guests to those present, he said his President's Appeal had been very successful, and thanked Sir Jimmy for giving his support to it.

Vice-President Ian Smith outlined the aims of setting up the Engine House as a living working museum of Leeds-built locomotives, the Leeds Locomotive Collection representing the many and various companies that manufactured steam and diesel locomotives in Leeds from 1812 to the present day.

The Deputy Lord Mayor of Leeds, Councillor Jack Dunn, congratulated the Middleton Railway on achieving this milestone, and continued, "This is only the start, and I am sure that the dream that you have of extending the railway into the park will be achieved". He added that the Railway and its members now had added credibility in the eyes of the City Council and the public at large.

Mr John Watson, Regional Director of the Heritage Lottery Fund, outlined the procedure for applying for funding and the faith they had exercised in funding the Engine House development. He said that the Heritage Lottery Fund had been delighted

to make the grant to the Middleton Railway. Giving such a grant to a group of volunteers always carried a risk, but the faith they had in the volunteers at Middleton has been fully justified and augured well for the future of the Railway and its continued growth. Mr Watson also said that a further £50,000 had recently been granted by the Heritage Lottery Fund to enable the rebuild to take place of Manning Wardle 0-6-0ST locomotive *Sir Berkeley*, which whilst a locomotive owned by the Vintage Carriages Trust at Ingrow, near Haworth, had been restored by the Middleton Railway and was to be seen in action that very day for the first time following its restoration.

Dame Margaret Weston, President of the Heritage Railway Association and former Director of the Science Museum, then presented the Association's Award to Small Groups for the outstanding contribution to railway preservation that the Engine House represented. Receiving the certificate on behalf of the members of the Railway were its oldest member, Geoff Saunders, and one of its youngest members, Fraser Croft.

The official opening was performed by Sir William McAlpine, Bt. Sir William congratulated the members of the Railway on their outstanding achievement. He presented a

OVER.....

limited edition copy of his Company's official record of their steam locomotives through out its long history, to be kept on display in the Engine House, and then unveiled a commemorative plaque. The plaque is in the style of the plaque carried on the locomotive *Mallard* and is similar to the one that was unveiled at the topping out ceremony of the Engine House some two years previously. Both plaques will be mounted and displayed in the entrance hall.

The official party then proceeded to the Moor Road platform to board the inaugural train to Middleton Park, hauled by the newly restored

Manning Wardle locomotive, *Sir Berkeley*, and sister locomotive Manning Wardle 0-6-0ST *Matthew Murray* followed by a buffet. On arriving at Middleton Park the locomotive *Sir Berkeley* decided that the excitement of the day was just too much for it, and decided to jump the rails in the Park Halt loop! Nevertheless the official party returned to Moor Road in the passenger train without much delay, remarking on how professionally the train crews and breakdown crew had handled the situation. It could be said that *Sir Berkeley* ensured things went off with a bang!

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See pages 16 and 17 for colour photographs of the Grand Opening day

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**A personal message from the Editor of *Old Run***

It can sometimes be dangerous to highlight any particular persons for special mention. So many people, both members and non-members of the Middleton Railway Trust, have played an important part in the Engine House development. This in no way detracts from the sterling work carried out by so many other people. Nevertheless, and although they took a backseat, whether by accident or design (and I suspect the latter) in the Grand Opening proceedings, I feel it incumbent upon me to exercise editor's prerogative, and pay tribute to two people in particular, without whom we would not have achieved what we have today.

They are our current Chairman, David Monckton, and Steve Roberts. The members of the Middleton Railway owe these two gentlemen an immense debt of gratitude for the vision, and downright hard work they have put in over the past several years, at no small cost to themselves, their families and their professional lives. In particular, David for his professional input and expertise in designing and seeing through the planning and building of the Engine House and associated works, and Steve for his untold hours burning the midnight oil in working up the application to the Heritage Lottery Fund and his role as project manager for the redevelopment of the Moor Road site.

**We now have a facility of which we and the people of Leeds can be justifiably proud. On behalf of all the members of the Middleton Railway Trust, I say "Thank you" to David and Steve. I am sure others will endorse what I have said.**

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Why are we filling the yard up with rusty wrecks?

A personal view by David Monckton

I still have a copy of the fourth edition of the *Locomotive Stock Book for the Middleton Railway*, which I bought in 1985. The last page in this book (and probably earlier editions, and certainly later editions) says: ***'It is our ambition to build up a representative collection of locomotives built in Leeds.....'*** and over the years we have been steadily working to achieve this ambition. This ambition featured in both our successful Lottery Bid and our application for Museum Registration. It is one of several things we do, such as preserving the Middleton Railway, that sets us apart from commercial tourist attractions - **and we get recognition for doing so.**

CONWAY, and the Fowler diesel due to arrive late in May, are part of this process and, given what else still survives out there this means there are not so many gaps left to fill in our ambition, which is just as well because there is not much 'free' space left at Moor Road! Despite this there is no official secret 'hit list for old friends' at Moor Road to be quietly shipped out to pastures new for whatever compelling reason. That said, we also don't take just anything: in the last year or so we declined for a variety of reasons the chance to give a home to two Barclay 0-4-OSTs, a Hudswell Clarke 0-6-OT, a Hudswell Clarke 0-4-OST and three Manning Wardle 0-6-OSTs plus a few assorted diesels!

Sadly the locomotives we are acquiring at the moment have mostly seen better days. Often the ones we reject are even worse, generally as a consequence of standing out in the open for many years and/or owners without the resources to restore them. Our acquisitions are always considered in the light of what we are already caring for, and there is full acceptance that we have a lot to do to the locomotives we have, but equally we need to take our opportunities when they arise in order to continue to build a collection for future generations to enjoy. Too much of preservation is punctuated by the "I wish I had done....." mentality, after the event when it is too late.

So, we have been taking our opportunities whilst we can during the last few years, and the result is that we do have more rusty locomotives at Moor Road than previously. We have also accepted that there is simply too much to do to restore everything we have to working order within (most of) our lifetimes. Therefore, we have embarked on a series of cosmetic restorations for locomotives such as *Henry de Lacy II* and the little Fowler so that they don't rot away to nothing. Others will follow. Any full or cosmetic locomotive restoration relies on a combination of three factors – the will and labour to do it, the time and the money. The right mix usually ensures success with another seemingly lost cause transformed and, until that mix is achieved, not much will happen and the locomotive must wait its turn: but..... you never know what is just around the corner and, if the restoration opportunity is not there, it can't be taken!

Perhaps the real controversy will come in a few years time as more locomotives are brought up to 'exhibition' standard, because we only have space for say 21 large items under cover (7 only three years ago), and we have about 50 locos and wagons on site at present. Anybody up for building another shed?
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**Deadline for next
issue
15 August 2007**

A small problem for me ... but not for the Middleton Railway and its steam locomotives

Howard Bishop

It's the small things that set you thinking. This week my computer printer went wrong. It had cost a couple of hundred pounds, had a slightly higher IQ than mine, and had been a house guest for only a year. But it packed up and none of the troubleshooting worked. I tried to get it repaired but was warned it would take many weeks, with no guarantees of success. So I cracked and bought a new one. A humdrum event, but it has been eating away at me. I'm not particularly cross at the manufacturer, since these things happen to almost all digital devices. I'm not cross at myself, because it was either a serious software problem, or a hardware one, and there was no way I could deal with either.

But to discard a hugely sophisticated article of silicon, wiring, glass and plastic, whose computing power would have filled a room at a Sixties university, because I cannot mend it, is surely terrible. Go to any local authority waste tip and you'll see glinting, glittering mounds of computers, laptops, printers, never mind mobile phones and digital cameras, chucked because some comparatively tiny thing has gone wrong, and no normal person can mend them.

No previous generation could have imagined doing this. It's the equivalent of finding a seatbelt snagging on your Ford Focus, so throwing away the car; or discarding a typewriter when the ribbon runs out; or an expensive gleaming lawnmower with blunt blades; or trashing a shiny vacuum cleaner because the hose has become blocked. So is this wastefulness an inevitable consequence of the digital age? Most people could either mend something straightforward, find someone who could, or easily find a part to replace. But how many people, even teenagers, can mend a broken computer? How easy is it to get a spare part for your laptop? There is a minor industry in reconditioning computers, but it is tiny.

Meanwhile, the Microsofts, Apples and Hewlett Packards need swift obsolescence to make profits. Every new generation of software seems nervier, more neurotically prone to hissy-fit – it's just like people who are a little too clever to stay the course. So I know it's dreaming to say that what we need is less digital cleverness. But I want a computer that writes, a printer that prints, using "final generation" software that does not need to be updated or upgraded, on **solid, simple machines that last**. Although my mild hassle with a printer was mundane, it seems to me a planet-sized problem.

Which led me as a "railway obsessive" as my wife describes me, to contemplate steam locomotives! Yes, really. Did you catch that phrase in the last paragraph – **solid, simple machines that last**. At the Grand Opening of the Engine House on 14 April 2007, at the Middleton Railway, we had two Manning Wardle steam locomotives, one *Sir Berkeley* born in 1891 and the other *Matthew Murray* born in 1903, in full working order, hauling trains! If they had been digitalised electronic gizmos, where would they have been a hundred years from their manufacture? What a tribute to those who originally visualised the concept of the steam locomotive: simple, straightforward machines that are effective in their operation. And **that are repairable when things go wrong!**

Which started me thinking about, and wishing to thank, those many members of the Middleton team who take their considerable time and great trouble to apply their manifold skills in repairing and restoring those lovely machines for our continued enjoyment, and for the benefit of generations yet to come.

tOR

Matters mechanical

Steve Roberts

The hectic race to get everything done before our formal opening on 14 April was finally won with a whole seven days to spare! Since that time we have been able to sit back just a little and take stock of where we are and what needs doing next. Even so, there have been several jobs requiring our attention and life is never straightforward for those who look after our locos.

1601 MATTHEW MURRAY Successfully passed its annual boiler inspection on the 13 March after a slight hiccup the previous week when a mudhole joint blew out. Presently available for traffic; however it is intended to bring it into the workshops for various outstanding work to be carried out, principally to the regulator and clack valves, which leak by causing large pools of water on the floor when it is kept in the Engine House.

No. 67. Also successfully passed its boiler inspection on 6 March. Even though we are satisfied with its condition, this boiler is much older than those on the rest of the operational fleet. It is always 'fingers crossed' that the Inspector won't find something that we have missed. Presently available for traffic and used as required.

No. 6 As prophesied in the last *Old Run*, we have at long last been able to re-start work on No.6. This work has so far mainly been on re-building the cab. The various parts that had been cut out nearly two years ago have been dusted down and bits riveted together. This work is still continuing. Work has also started on overhaul of the eccentric straps and the large faceplate has been fitted to the Ward lathe to enable this to be carried out. A suitable boring machine would make this task much easier but in the absence of one the lathe will have to do.

1210 SIR BERKELEY In the period up to Easter *Sir Berkeley* continued to be the main focus of activity within the workshop. Fitting of the old (but not original) water tank proved to be a bit of a head-scratcher as it could not be made to sit squarely. Careful measurement established that the problem lay with the tank and a few minor adjustments were necessary! It's still not right but you need a tape measure to notice it. Machining of the new steam shut-off valves proved to be a much easier task than expected. Because time was very much against us the existing pipework was re-used virtually unaltered, apart from annealing. That to the brake system in particular is a bit of a mess and it is

intended to replace it with something a bit more in keeping with the venerable age of the loco. The new boiler successfully passed its steam test on 13 March and the loco moved under its own power for the first time on that day. The hard work on hand-fitting the new slide valves seems to have been successful as there is little apparent steam leakage. Final painting was then carried out ready for the official launch back into service on the 14 April.

That this official launch did not go exactly as planned is probably well known to many of our members! The loco had been tried extensively in the days before the event but it had not been tried through the run-round loop at Middleton Park. Alas, whilst traversing this for the first time the front and rear wheels came off the track bringing a swift end to its day of glory! The reasons for this have now been established and are a combination of the spring suspension of the loco and the track condition at the point of derailment. The latter is a fairly rapid change in cross levels on the curve of the loop. It has been known about for a while, but as it was not causing any problems with any other locos it had not been attended to. The springing on the loco was a different matter. Once the loco was back in the workshop a careful check was made on everything. It was found that the rear left wheel was carrying virtually no weight, which was distributed across the other five wheels. This wheel was the one that initially climbed up the rail and caused the derailment. Measurement of the spring pins (there are twelve, two to each wheel showed that they varied between 476 -516mm. The springs all had different cambers on them. (The 'camber' is the amount of curve on the spring when it is not under load.) Not only that, but the pockets in the springs into which the spring pins sit were all of varying depths (from 6-17mm) and the axleboxes were similarly varied. Another variable was the compensating links on the front and middle wheelsets, which also varied by up to 20mm. We don't have any drawings for *Sir Berkeley* so have no definite idea of the original dimensions but it is obvious that over the years things have been replaced or modified with parts that are not quite right! With more careful measuring we have been able to establish some better dimensions for the spring pins, which are the only things that are easily changeable, and the loco is now carrying some weight on all six wheels. We are hopeful of borrowing some load cells, which will enable us to better check this. Alteration of the springing is not an easy task as there is no form of adjustment and to make even

minor changes means jacking the loco up and dismantling all the spring gear. The pins can then be shortened (fairly easy) or lengthened (not so easy!) as required. Till this work is successfully completed *Sir Berkeley* remains out of service.

No.11 It is too early to report any real progress on the loco but the frames have been cleaned and it is no longer a repository for paint tins and other irrelevant bits and pieces. The first task will be to finish the riveting of the front frame stretcher.

2387 BROOKES No.1 By means of a lot of hard work and burning of the midnight oil Brookes was ready for its re-launch on 14 April. The original boiler lagging plates were refitted following some minor repairs and the tank was relatively easy to refit following slight modifications to the smokebox. New pipework was necessary for the injector water feeds and for the vacuum ejector. The loco has been repainted in its original mid Brunswick green livery and has been a regular performer since Easter. The injectors have proved to be a lot less troublesome now that the water is delivered by gravity from a saddletank and not sucked up from a side tank as had latterly been the case. However, they still leaked quite badly and the opportunity has been taken to overhaul them, following which they have been much improved. The loco requires a new blastpipe, the existing one having been patched up, but this will probably be deferred until the annual boiler inspection, due in July.

1309 HENRY de LACY II Final completion of the paintwork and lining out progresses slowly as time permits. It certainly looks very smart in its Crimson and black livery and the addition of the yellow lining will be the final touch.

No.14 No progress to report.

Fowler 3900002 The new oak bufferbeam has been cut, drilled and fitted allowing the buffers and drawgear to be re-fitted. Work continues on dismantling the various bits of platework and assessing their suitability for re-use, repair or simply total replacement. The engine unit has been cleaned down and repainted.

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

D2999 In regular use on Saturday passenger services. It recently failed with a minor electrical problem requiring its rescue with another loco but this was traced to a broken wire and easily put right.

7401 Work on the repaint and minor repairs continues. A lot of rubbing down has been necessary (ask those who have been doing it for an awful lot of weekends!). Repairs to corrosion of the cab floor and supports continues with new bits being welded in, as necessary.

D1344 The owner continues with the slow task of overhauling the engine unit. The engine was removed before Christmas, since which it has been overhauled with new pistons and liners being fitted. It is now ready to be put back in the frames.

138C, D577, D631, 1786, the Wickham and OLIVE are serviceable and used as required.

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1907 or 2007 ?

This photograph taken by Chris Nicholson prior to the Gala on 22 April 2007 is more reminiscent of a bygone age! Andrew Hardy (sporting bowler hat and waistcoat) and John Linkins tend to *Sir Berkeley* whilst preparing the locomotive for the day. Just the CCTV camera gives the game away

MOOR ROAD - SPECIAL EVENTS 2007

April 21 and 22 Spring Gala—to mark opening of the Engine House

May 6 and 7 Guided Walks—see Middleton's beautiful bluebells with Friends of Middleton Park

June 9 and 10 Children's Gala—share adventures of *Fenny, Murray and Woody*

July 7 and 8 Model Railway Exhibition—our first in the Engine House with Rmweb2

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!

Locomotive facts and figures, 2005 and 2006

The following tables show the number of turns completed, and miles travelled, by the locomotives that were used to operate trains at the Railway during 2005 and 2006. The number of turns, which has been taken from the computerised roster, includes some non-passenger turns such as 'Thunderbird' rescue duties, weed-killing, tree-pruning and permanent way trains but excludes all turns completed at other railways.

Mileages are generally based on 17½ miles for a timetable A duty, 25 miles for a timetable B duty and the entries in the drivers' logs for other duties such as special events. In the case of occasional omissions, I have had to resort to some guesswork.

2005 Steam Locomotives	Turns	Miles
MSC No. 67	4	100
Total:	4	100

2005 Diesel Locomotives	Turns	Miles
577 <i>Mary</i>	1	17.5
DB998901 OLIVe	2	7
Wickham DB999507	2	7
Total:	5	31½

2006 Steam Locomotives	Turns	Miles
MSC No. 67	27	628
1601 <i>Matthew Murray</i>	24	490
2387 <i>Brookes No. 1</i>	2	37½
Total:	53	1155½

2006 Diesel Locomotives	Turns	Miles
7051 <i>John Alcock</i>	7	122½
5003 <i>Austins No. 1</i>	9	112½
Wickham DB999507	8	102½
D2999	6	92½
577 <i>Mary</i>	4	55½
138C	3	55
631 <i>Carroll</i>	2	20
DB998901 OLIVe	1	2½
Total:	40	563

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## Latest arrival

at Moor Road is this Fowler 0—4-0 diesel locomotive, 422033 of 1965 with support coach (van) in tow, being off-loaded on 15 May 2007.

The locomotive is in British Sugar Corporation light blue livery.

It was purchased by two members and presented to the Middleton Railway.

(Andrew Gill)



## New Hunslet locomotive visits old Hunslet works



**New Quarry Hunslet 0-4-0ST, cabless No. 3904 *Jack Lane*** attended the Grand Opening of the Engine House on 14 April 2007 (see top). At the end of the day the locomotive was photographed outside the site of the Hunslet Engine Co's 1864 offices in Jack Lane, Hunslet, prior to its return home to Statfold Barn, Tamworth, Staffs. Hunslet's Jack Lane, Leeds works closed in 1995 (bottom picture)

## **Grand opening of the Engine House — captions to photographs opposite**

**Top:** Middleton Railway President, Gerald Egan welcomes distinguished guests and visitors to the Grand Opening ceremony. L to R are Dame Margaret Weston CBE (President of Heritage Railway Association and former Director of the Science Museum), Deputy Lord Mayor of Leeds Councillor Jack Dunn, MRT Vice President Ian B Smith, MRT President Gerald Egan, Mr John Watson Regional Director Head of the National Heritage Lottery Fund, and Sir William McAlpine, Bt.

**Centre:** Left: Dame Margaret Weston presents the Heritage Railway Association Award to Small Groups to MRT representatives, Fraser Croft (youngest member) and Geoffrey Saunders (oldest member) for the Engine House development: Centre: Sir William McAlpine presents the President with a limited edition copy of the locomotive list of the McAlpine companies: Right: Sir William McAlpine unveils the commemorative plaque delaring the Engine House official open.

**Bottom:** Left: A section of the crowd of distinguished guests and others at the ceremony. Right: Sir James Saville, OBE, the Middleton Railway's "special friend" in connection with the President's Appeal, about to board the Grand Opening special train.

## **April Gala weekend, 19 and 20 April 2007 — captions to photographs on pages 16 and 17**

**Centre:** The plaque unveiled by Sir William McAlpine commemorating the Grand Opening of the Engine House designed in the style of the plaque carried by the A4 locomotive *Mallard* commemorating the world speed record for a steam loco.

**Clockwise from top left:** 1. Manning Wardle locomotives 0-6-OSTs 1210 of 1891 *Sir Berkeley* and 1601 of 1903 *Matthew Murray* seen together for the first time in steam: 2. A study in smoke boxes (*Andrew Hardy*): 3. Hudswell Clarke 0-6-OT 1369 of 1919 No. 67 negotiates the crossing of Beza Road on the Balm Road branch with a goods train: 4. Manning Wardle 0-6-OST 1601 of 1903 *Matthew Murray* hauls a passenger train towards the new overbridge en route to Middleton Park. 5. John Linkins cooks his breakfast on the shovel in traditional steam loco style (*Andrew Hardy*). 6. Hunslet 0-6-OST 2387 of 1941 *Brookes No.1* hauls a goods train from the Balm Road branch on to the main line to Middleton Park, with Manning Wardle 0-6-OST 1601 of 1903 awaiting duties in the shed road.

# Grand opening of Engine House





# April Gala





# n moments



Captions are to be found on page 14



**Siemens electric locomotive 75S** rests in the Engine House on its arrival on 21 March 2007 from the National Railway Museum –see notes opposite (*Ian B Smith*)



**Hudswell Clarke 0-4-0ST (1309/1917) *Henry de Lacy II*** in its final display position on 21 March 2007, awaiting lining out and signwriting

# Siemens electric locomotive 75S

was built in 1898 to coincide with the opening of the Waterloo and City Line. It was part of a railway revolution happening under London's streets. Whilst the majority of railways were steam powered, the Waterloo and City was only the second London underground line to adopt electric traction. It operated between Waterloo and Bank for the London and South Western Railway and 75S was an unseen part of this charge into an exciting new technology

Long after most London commuters were home in bed, 75S would just be beginning another long working night, dragging coal trucks under the city, to feed the Waterloo Line power station. Having delivered the coal, 75S would finish its working night shunting city line passenger stock, ready for the morning rush hour.

1939-40 brought modernisation for the line, and 75S was sent to Peckham Rye, for conversion from the underground's one central rail, to surface outer rail power collection. Unfortunately with war shortages, the work was stopped, leaving 75S marooned in Peckham Rye Workshops. It was 1943 before 75S could return to its post on the Waterloo & City Line.

In October 1968 seventy years of service were brought to a close as 75S was withdrawn from service, due to a serious electrical fire which rendered it uneconomic to repair. Just like many of the commuters it served, 75S retired to Brighton, where it remained in store until 1977, when it became part of the National Collection.

Although it was designed by Siemens of Germany, whose name it bears, the body and mechanical parts were built here in Leeds, at Hudswell, Clarke & Co's works on Jack Lane. The locomotive arrived at Middleton on 21 March 2007 for display in the Engine House.



**Left:** Detail of the plaque unveiled by Sir William McAlpine, Bt. at the Grand Opening of the Engine House

**Right:** The Heritage Railway Association award for 2006 to Small Groups, presented to Middleton Railway for the development of the Engine House

## AN ODE TO LOCOMOTIVES BUILT IN LEEDS

Distinguished guests, on this auspicious day,  
It is incumbent a few words to say;  
So, for your pleasure, I present an ODE  
To locomotives which the world bestrode.

In every land, a railway succeeds  
When trains are hauled by engines built in LEEDS;  
And here, at home, Leeds' locomotives shine  
When set a task in quarry, works or mine.  
In docks, from whence our Leeds' exports embark,  
Strong shunters labour, built by HUDSWELL CLARKE.  
And HUNSLET, when the tide of war decreed,  
Supplied six-coupled tanks to fill the need.

Contractors, building lines, recorded thanks  
For stout work from their MANNING WARDLE tanks.  
From South America, I hear a prayer -  
A priest is blessing some new KITSON Meyer.  
In far plantations, rich in sugar cane,  
JOHN FOWLER speeds the plough - and pulls the train.  
GREENWOOD and BATLEY motive power is found  
Down British pits - and mines the world around.

And here, today, where coal from pits was freight,  
Cast back your minds to seventeen-fifty-eight;  
From MIDDLETON the noble horses strode  
To bring to Leeds each CARBONIFEROUS load.  
Then BLENKINSOP and MURRAY had a dream  
To harness - here in Leeds - the POWER OF STEAM!  
So close beside the normal colliery track  
Each engine's COG engaged into a RACK.

Others (including TREVITHICK) had tried,  
But broken rails their steam-powered mounts defied.  
So here, in eighteen-twelve - RECALL THE DAY!  
The very first COMMERCIAL STEAM RAIL WAY!  
The old ROUND FOUNDRY was the place of birth.  
Leeds' locomotives since have proved their worth;  
In every land, a railway succeeds  
When trains are hauled by engines BUILT IN LEEDS!

**Henry Gunston—on the occasion of the Grand Opening of the Engine House**



Kris Ward sent in this digitally reworked photograph, taken in 2003 at Moor Road, but with all the modern indicators removed, such as street lighting and background of stored rolling stock.



# Clarice Saunders—1928 to 2007

**I**t is with great sadness that the Middleton Railway Trust records the passing of Clarice Saunders on 14th April, 2007, at the age of 78.

Clarice was a local girl and hailed from Hunslet, Leeds, where she was born in 1928 and attended Middleton Girls' School. She found employment with Goodhall & Backhouse from 1942 to 1948 and Harding & Rhodes until 1951. Marriage to Geoff kindled an interest in railways and together they joined the Middleton Railway shortly after Geoff's retirement from British Railways in 1984.

For over 20 years Clarice helped staff the shop or the knitting stall at the Railway whilst her husband, Geoff, was the passenger train guard. She also helped staff sales stands at outside events such as the Hunslet Galas and the British Waterways Festivals at the Royal Armouries. Clarice was equally happy to be out of the limelight and helped the Railway in other ways by making knitted dolls for sale and wrapping Christmas presents for the Santa Trains.



Clarice will be missed by everyone at the Railway and our deepest sympathies go out to Geoff and his family.

*Christine Nettleton*



## Offshore Leeds representatives!

When he is not at Middleton, your editor can now be found working on other railways nearer his Island home. Here Hunslet Engine Co (for Thomas Hudson) 35 hp 4394 of 1952, *Dolphin*, hauls a works train on the 2 ft gauge Groudle Glen Railway, Isle of Man on 5 May 2007.

See

[www.groudleglenrailway.com](http://www.groudleglenrailway.com) for more details.

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

Yours sincerely

**Peter Excell**

Professor of Applied Electromagnetics  
Associate Dean for Research,  
School of Informatics Dept. of Electronic Imaging and Media Communications  
University of Bradford, UK

Your overview article on early steam locomotives, *Middleton in at the beginning*, OR194, was a timely and comprehensive overview of a landmark period in the evolution of technology. However, there appeared to be an error in the early story, which actually connects to an important issue.

You describe Trevithick's first steam locomotive at Penydarren as the *Catch me who can*, but this is incorrect. The *Catch me who can* was actually Trevithick's third locomotive, the one built for a demonstration line in London in 1808 (and hence whose bicentenary will be celebrated next year). This locomotive differed from his earlier efforts in that it had a vertical cylinder, thus avoiding the problem of the horizontal cylinder and motion fouling adjacent vehicles. By having a vertical cylinder (placed in the boiler) it can be approximately described as a half of a Blenkinsop locomotive, and one naturally wonders whether Blenkinsop saw it, since he adopted the same cylinder arrangement. Even if he did not see it in the flesh, it was reported in the press at the time since it had such a high-profile location in London.

Another important aspect of this locomotive is that there is a theory that it still exists! This is because there is, preserved in the Science Museum in London, a stationary engine of the same technical form, except that it lacks running wheels. This was actually rescued by the famous LNWR Chief Mechanical Engineer, F.W. Webb, and donated to the Science Museum. Several eminent historians of the locomotive have expressed the opinion that it *could* be the essential working parts of the locomotive *Catch me who can*, although the point cannot be proved one way or the other now. Whether it is part of the locomotive or not, it is an extremely important survivor from a momentous period, and really deserves to be given more attention. As it is, it is rather overshadowed by the more glamorous beam engines and the big red mill engine in the Science Museum: however I commend to anyone reading this to seek it out the next time they are able to visit the museum.

*Of course it was Penydarren! How could this have possibly happened? It is always good to receive feedback from readers— it shows that there is someone out there who actually reads the stuff that others have taken the time and effort to contribute. Many thanks. (Ed)*



**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.*

~~~~~

No social evening 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.

Conway arrives at Moor Road - another piece of the jigsaw

David Monckton

CONWAY finally returned to Leeds on 12 April 2007 and is now being assessed to see what should be done to and with it in the short term. An interesting and worthwhile locomotive in its own right **CONWAY** also completes the set of significant 'modern' Leeds' locomotive builders to be represented at the Middleton Railway - Kitson & Company, a firm which went out of business in 1938. It has been a long-held aim of the Middleton Railway to acquire and display in Leeds a Kitson-built industrial locomotive if one became available. In 2006, the Middleton Railway was presented with the probable once in a generation opportunity to acquire **CONWAY**, one of only seven standard

gauge Kitson-built locomotives surviving in preservation in the United Kingdom. Of these seven only two have changed ownership since the locomotives entered preservation in the late 1960s/early 1970s. The offer of sale of **44 CONWAY** to the Middleton Railway represented a unique opportunity in nearly thirty six years to acquire a Kitson and bring it back to within

less than a mile of where it was built, and the present stable ownership of the other locomotives suggested that this was an opportunity that probably will not be repeated for many years to come. This was recognised by The Science Museum who looked favourably on our application for a PRISM Grant and who are giving us half of the cost of purchase and transport to Leeds, and all of the donors to the **CONWAY** Appeal who have given a combined

total of £1600-00.

The design of **44 CONWAY** (5469 of 1933) dates back to approximately 1917 when the first of six similar engines was built by Manning Wardle, whose original design it was. Manning Wardle closed in 1927 when the goodwill and drawings passed to Kitson & Company who went on to build a further batch of seven of these locomotives (the first of which was **CONWAY**) for Stewarts and Lloyds at Corby. Following the demise of Kitson & Company in 1938 the goodwill and drawings passed on to Robert Stephenson & Hawthorn at Darlington who built a further four virtually identical examples for the same



customer. The majority of these locomotives survived in industrial service until the abandonment of steam traction at Corby in 1969/1970. In

1969 **CONWAY** was privately purchased and spent the next thirty three years on a farm in Cambridgeshire, before moving temporarily to Northampton from where we acquired it earlier this year.



LEFT: *CONWAY* seen at it's former home in Northampton last year
(David Monckton)

ABOVE: On 12 April 2007, *CONWAY* is seen descending from its low-loader on arrival at Moor Road, Middleton Railway *(David Monckton)*

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

5 th June	John Pridmore	British Transport films	DVDs
3 rd July	TBA		
7 th August	David Annable	The D600 Warship locomotives	Illus
4 th Sept	Jon Pridmore	British Transport Films	DVDs

Leeds-built locomotives in Nigeria, 1970-1

Peter Excell

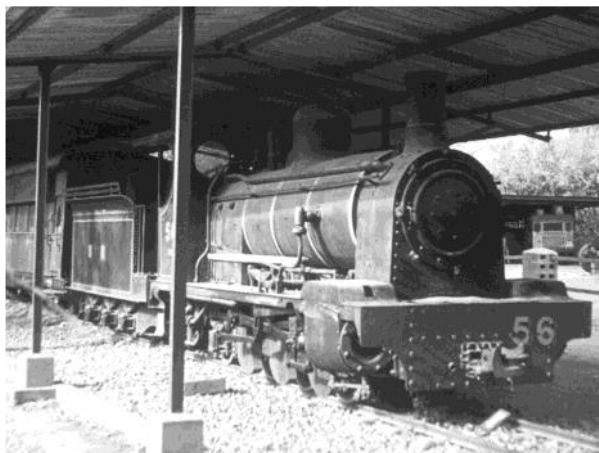
As a small follow-on to Ian Smith's article 'Leeds: Locomotive Builders to the World' in OR194, here are some notes about Hunslet and Kitson locomotives that I saw on a fairly extensive tour of Nigeria when I was an aid worker there in 1970-1.

The great majority of the Nigerian railways were and are of the "Cape gauge" (3'6"), although in recent decades there have been occasional grandiose plans to replace the lot with standard gauge. There was, in the past, also a small amount of 2'6" gauge, notably the Bauchi Light Railway in the north of the country. At the time that I was there, the traffic was shared approximately 50:50 between steam and diesel locomotives, the great bulk of the steam engines being 2-8-2 tender engines known as the "River" class, of a design that was similar to others supplied to other parts of the world. This design seems to have originated at the Vulcan foundry, but others in the class had been built by North British, Stephenson and even Henschel. For shunting, however, a class of heavy 0-8-0 side tanks was mainly used: the first few of these were supplied by Hawthorn Leslie, but after that the bulk of the class had been built by Hunslet (and hence the first Leeds connection). These were a functional and popular design, and most locomotive sheds that I visited had at least one: information on the World

Wide Web indicates that a least one still survives, out of use and presumably intended to become preserved.

Towards the end of my stay, I and a colleague were able to do a circular tour taking in much of the country. The time was not long after the Nigerian civil war (against the secessionist state of Biafra) and so it was with some trepidation that we entered the former war zone in the south eastern part of the country. The damage there was very significant, but it also meant that there were few diesel engines and the major workshops at Enugu were almost 100% steam. At the large loco shed there, apart from standard types such as those discussed above, and a line of disused Canadian 2-8-2s, there was an example of a small Hunslet-built class of 0-8-0 tender-tanks: a curious but attractive-looking machine that seemed to be virtually identical to the standard 0-8-0 shunting tanks at the front, but with the cab back removed and a tender attached. This tender had a downward-sloping top to the rear of the water tank, to improve visibility when shunting, as was common practice on 'switchers' in the USA (and also to this day with the SY class in China). This was a very small class of only five locos and I was fortunate to see this solitary example working.

From Enugu we travelled north to Jos, which was at one end of the former Bauchi Light Railway. This had closed some years previously, but two of its locomotives were preserved in the open air museum at Jos. One of these was an 0-6-0 side tank by Hunslet; the other a rather unusual 0-6-2 tender loco by Kitson. As far as I am aware, they are still there.

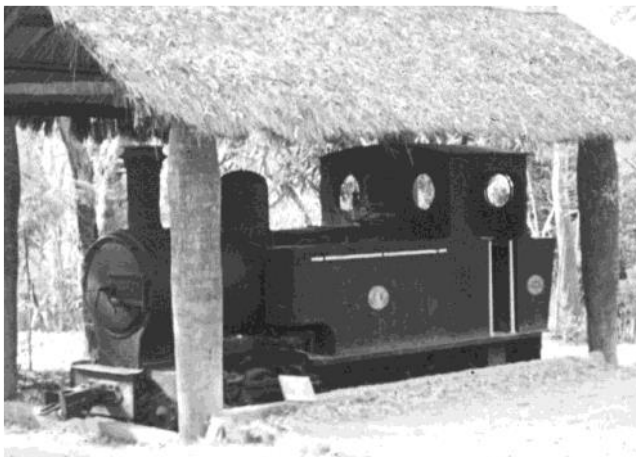


Elsewhere in the country, I saw several more of the Hunslet 0-8-0Ts and also one more of the tender tanks in the main workshop in Lagos. There were no other types with Leeds' connections, although there were many interesting former express locomotives of other makes dumped at Lagos, having been replaced by diesels. In the north of the country, at Kano, I saw working Garratts, which I felt sure would be the first and last time I saw such things: not in my wildest dreams did I foresee the Welsh Highland Railway being rebuilt and worked by Garratts!

Unfortunately, Hunslet did not seem to have any success in selling diesels to Nigeria: the main diesel shunting class when I was there was built by MAK (of

Kiel, Germany), although there were also a couple of North British shunters acquired from a civil engineering project.

I attach some pictures, which give a flavour of the era, which can be characterised as typical British colonial practice.
tor



ABOVE: 2'6" gauge Hunslet 0-6-0T No. 4 of the former Bauchi Light Railway, in Jos Museum, 1971



LEFT: Hunslet 0-8-0 tender-tank No. 51 at Enugu station, 1971

RIGHT: Nigerian Government Railways Hunslet 0-8-0T No. 88 at Ibadan loco shed, 1970

LEFT: 2'6" gauge Kitson 0-6-2 No. 56 of the former Bauchi Light Railway, in Jos Museum, 1971





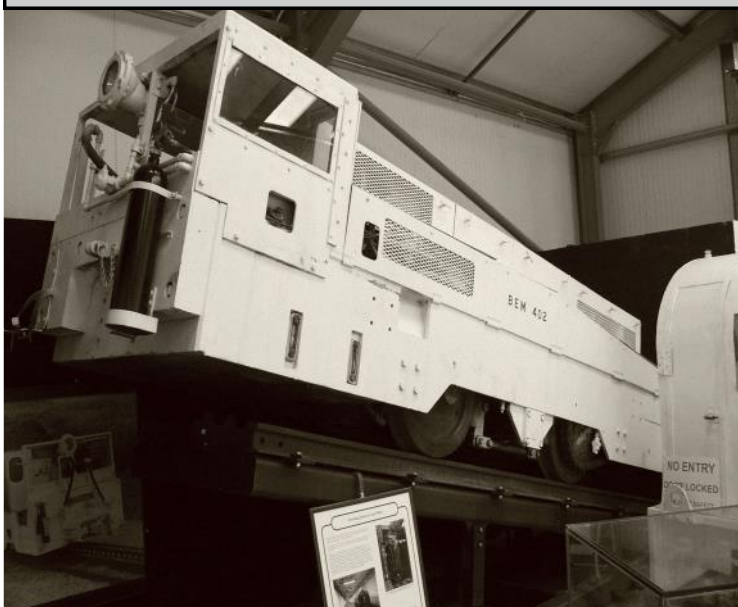
Chris Nicholson sent these photographs taken on 17 March 2007

TOP LEFT: The newly erected steel girder platform built to house the water tank is seen with the crane alongside ready to lift the tank from its existing position to its new one. **TOP RIGHT:** The old boiler of *Sir Berkeley*, having its boiler sectioned ready for display in the Engine House. **BOTTOM:** A close-up, looking inside the boiler of *Sir Berkeley*
(all Chris Nicholson)

Mines locomotives arrive at Middleton



This small diesel is **Hunslet HE6273/1964** and was once named *Flying Scotsman*, but also known as the *Houghton Flyer*, has 29 hp and a Philadelphia type wrap over cab (*Ian Smith*)



This is **Hunslet HE8505/81** in position. This locomotive is a 3-ft gauge, 91 hp rack mines locomotive, ex-Manvers Main & Maltby Collieries. Built for traversing gradients. Both this and the loco above are on loan from National Coal Mining Museum, Caphouse Colliery, near Wakefield

(*Howard Bishop, 14 April 2007*)

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Who'd have thought it!

Left: Neil Carmichael and Phil Holt look suitably relieved to discover that the new boiler and saddle tank appear to fit OK on to the frames and wheels of **Manning Wardle (MW1210/1891) 0-6-0ST Sir Berkeley**. The trial fit went well on 7 February 2007.

{Photos: Andrew Gill}

Right: Also on 7 February 2007, Bruce Inman and Stan Holdsworth also look somewhat surprised to find that the crockery shelves they have erected in the lecture room ten minutes earlier have not yet fallen down! *(Both photos by Andrew Gill)*





Hudswell Clarke 0-6-0ST **Matthew Murray** (1601 of 1903), pilots train engine
Hunslet 0-6-0ST Brookes No.1 (2387 of 1941) on the 1220 hours train from Moor
 Road to Middleton Park on Sunday 15 April 2007. This shot taken from the new van-
 tage point by the overbridge adjacent to the South Leeds High School (© *Cliff Thomas*)