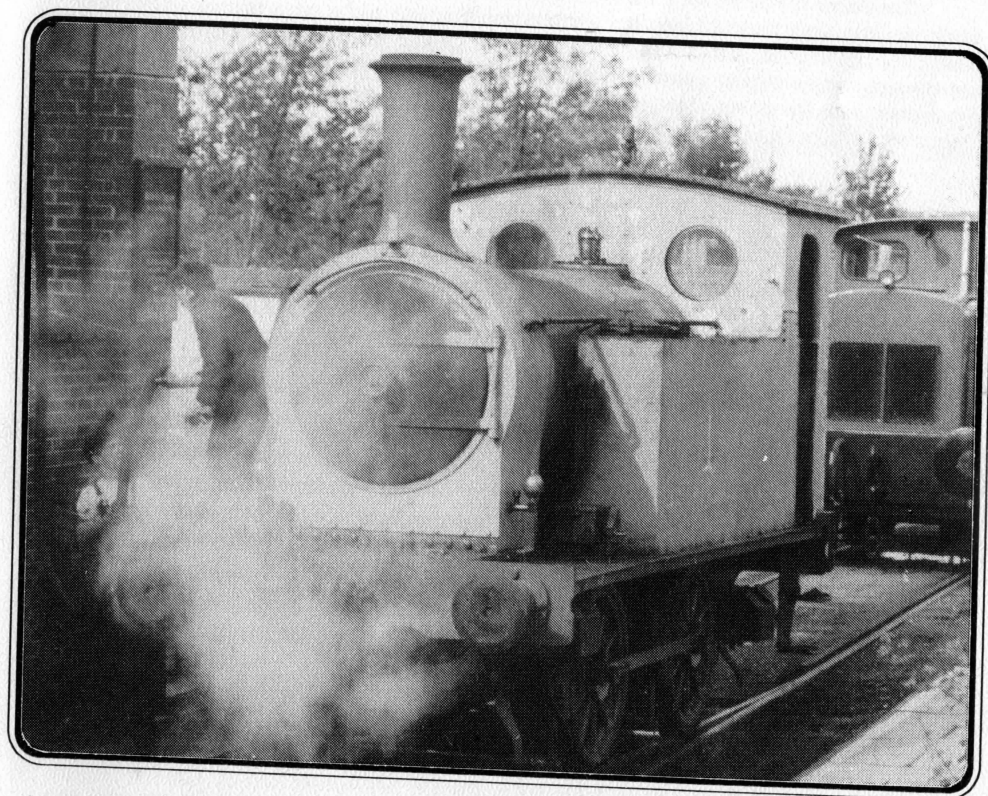


THE OLD RUN

JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS



Number 140

Autumn 1992

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Many thanks indeed to the members who provided articles, reports and photos for this issue; and special thanks to Keith Hartley, who provided all but one of the photographic contributions for this, the most profusely illustrated issue for a year or more. (A nice change from the excessive verbage.) **ALL** members are invited to contribute articles, news items, letters, photographs or drawings on relevant subjects. Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd., the Middleton Railway Association, or the Editor.

The Editor apologises for the lateness of this issue, which is mainly due to one contribution being over two weeks late and another a whole month late. Obviously, many members have much more pressing things to do than write articles for *The Old Run*, but perhaps it is timely to remind contributors that the regular quarterly deadlines for material are the **first days of March, June, September and December**. Material for the Winter Issue must reach the Editor by **1st December 1992**, or I'll fill the space with another long history article!

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Cover picture: Yes, that really is steam! The Y7, No.1310, being prepared for her trial run, during the last weekend in September. Photo: Keith Hartley.

FROM THE CHAIRMAN

To continue the spirit of 'Glasnost' from previous *Old Runs*, I've decided to combine Council news with my own ramblings, which if nothing else will serve to shorten space taken in *The Old Run*! One thing which has been commented about, on occasion, has been the lack of recognition of work done by members at the line. The danger of naming folk is that one can always inadvertently miss someone off the list, and thereby cause offence. I should therefore say right from the beginning that, as a rule, I will mention the "Project Leader" by name, and hope that all who are working with the person concerned will accept thanks and recognition for their efforts as read.

To the uninitiated, little seems to have happened of late, but Council in fact has been quite busy on a number of different projects.

First and foremost has been the extension, which has been discussed at some length. I have discussed this with one of the City Council's planning groups, alongside our plans for the Moor Road site. Thanks to much hard work behind the scenes by our former Chairman, Vernon Smith, our hopes for the extension are still alive, but we have to accept that things are not going to happen overnight in the current economic climate.

In the Yard, Brian Hall and his merry men have been busy tidying the place up, even to the extent of refurbishing the old "back" toilet to a standard never before seen! This now boasts a table for baby changing, thanks to the efforts of Norman Fearnley and his group from Pontefract. Other projects being tackled include the start of laying extra track on both the shed and pit roads, in preparation for joining these two together to form a new means of shunting the shed without shifting half of Moor Road Depot. The efforts of the "Yard Tidying Gang" are now bearing fruit, and the Yard looks much more presentable for our visitors. Still on the subject of the Yard, Chris Rogers is continuing to provide display notices for the site, while new member Dave Taylor is working hard to provide new exhibits for Chris to describe.

Our younger members covered themselves in glory (and much more besides) in July, when they decided to clean a steam loco for the ITV Telethon '92 event. 17 years old Neil Bentley led the intrepid gang, which comprised Simon Flint (15), Danny Fisher (14), Gavin Smalley (15), Andrew Smalley (12), Phillip Smith (12), and the lightest man on the job, Andrew Bailley (11). In addition to cleaning *DSB385*, and getting very dirty in the process, the lads raised over £150 for the event. Very well done to you all!

At long last, the Y7 has steamed! As Nigel put it, "The thing wouldn't give up without a fight". The loco has proved extremely difficult to restore, and the first steaming is a credit to all the hard work put in by our engineering team. My special thanks are due to the troops for allowing the loco to be specially steamed for the railway press before being put in the shed for painting. This has ensured that we get

coverage in the railway magazines, ready for Santa Trains. Now, she is back in the shed for Pete Nettleton to attack with the paint-sprayer.

The one thing I'd like to try to impress on all members is that we are all part of the same team. The old cliché "United we stand, divided we fall" is still as true to our society as to any other. The next few years are going to see some major changes in the way we operate - the extension (hopefully), new legislation, and a new look for Moor Road Depot. I know that there are those members who harbour reservations about how the Council and I are tackling these issues, but there is no point in simply muttering darkly to yourselves, folks. Tell me (or any Council member) about your doubts! If you don't say anything, how can I, or Council, take your views into account? This society is improving all the time, and I am confident that with everyone's efforts we will become a worthy Tourist Attraction for the City of Leeds.

Ian Smith

[Further to Ian's article, Dr. R.F. (Fred) Youell also wrote in praise of the improved "facilities", pointing out what a boon they will be for members working in the Yard at times when the rest of the station building has to remain locked for shop security.

Regarding the apparent loss of "Glasnost Corner" as such, copies of the Council Minutes extracts are posted regularly in the shop and workshop at Moor Road. However, some members are not able to visit Moor Road very often if ever, but still may wish to know what is being decided on their behalf. The Editor would welcome opinions on this (or on any other matter, of course) from all our faithful "armchair" and "out of town" members (or from any other of our members, of course).]

FULL MARKS FOR N.E.R. VETERAN

R.F. Youell

One can hardly escape the picture of a collection of miscellaneous bits of ironmongery on the smaller preserved lines. However, this is probably what gives such lines their attraction. The smaller locomotive without an impeccable pedigree dating back to Raven, Ivatt or Churchward is just as fascinating to me as their big brothers. I am certainly not a locomotive specialist, though I have driven many of them over the years. But I can admire skill in those who ARE specialists. Last weekend our N.E.R. veteran *No.1310* showed her paces hauling passengers between Moor Road and Park Gate stations. A really inspiring occasion it was.

I recall my bicycle ride to see her at Watergate Colliery when Middleton was a fairly new preserved line. Unlike the familiar appearance of a secondhand cast off, *1310* had maintained her character of having been built for a main line company. A group of enthusiasts in Geordie-land had the idea of saving *No.1310*, and developed into the Steam Power Trust. Her number has always been *1310*, and her location was on a well known line, the Tanfield.



Above: *1310* has a rest after emerging from the workshop, 6th September and
Below: three weeks later, in steam for the long-awaited test run. Photos: Keith Hartley.



Many months of hard work in the workshop and outside have gone into the restoration. **1310** pulled up and down in a most impressive manner. I was particularly impressed by the steady and smooth beat of a machine doing a good job. There was quite a lot of wheel slip on starting, but this is not the fault of the drivers, a powerful locomotive on a steep gradient during a wet afternoon will always take its time to find its feet firmly. The bare metal still shows on her. Now that an impressive and flawless trial run is completed, the painting is in hand, and soon **1310** will take her place in the lead. Let us not take for granted the time and effort put into the work by the loco's owners and their Middleton helpers. A big thank you to all of them, and special thanks to all the loco people and the train crew handling events on this re-opening special.

MANY APOLOGIES FROM THE EDITOR

..... to Dennis Caton. In the second paragraph of his account of a rail journey in Russia (Issue No.139), comments on comparative track gauges **should** have read:

The track gauge in Russia is five feet, giving a correspondingly wider train than in Canada where the gauge is the same as our own, so we had rather more room to move about in the spacious, air-conditioned carriages.

In Dennis' script, the two mentions of "gauge" are near the same end of two adjoining lines, and I obviously skipped from one to the other when typing. However, there really is no excuse for me not remembering that the Russian gauge is wider than ours.

LOCO NOTES

Steve Roberts

Something went seriously amiss with this section of *The Old Run* in the last issue in that I totally forgot to put pen to paper until it was too late! My excuse is that I was too pre-occupied with all the other tasks that require much valuable time.

The last six months have seen much work carried out by the faithful few but, on paper at least, there seems to have been little real progress. As usual, operation of trains must take priority and as it is generally the same people who play a major role in this aspect, progress inevitably slows.

In detail, the loco situation is as follows:

54 Pressure of work elsewhere has meant that the Sentinel has not been progressed as we would have liked. Because the loco is only just capable of running our service to time and is not all that popular with many of our crews its return to service has, of necessity, been given a low priority. Following the manufacture of new dome nuts and studs the two halves of the boiler were reunited and have now been subjected to a

hydraulic test which was successfully completed to the satisfaction of our Boiler Inspector on the 4th September. A steam test is now imminent and, if successful, the Sentinel should just make it back into service before the end of the main season. With an eye to a major boiler overhaul in two years' time we have taken the opportunity to undertake the purchase of some stay tubes and a new superheater in a joint order with other Sentinel owners. This is enabling us to purchase such items at a much more favourable price than would otherwise be possible.

1882 MIRVALE has been in regular use throughout the season although not without problems. These have mainly been a recurring trouble with the left hand rear axle box running hot, and the loco has been lifted for repair on several occasions. However, since last being lifted in July, the work seems to have been successful and there has been no further recurrence. A seized eccentric strap has also added to our troubles and resulted in a bent eccentric rod. This too has been successfully repaired. It is currently running with a six chime whistle manufactured by one of our members. It is, however, rather loud and has provoked adverse comment because of this. **Mirvale** is due for its annual boiler inspection in October but no problems are envisaged.

385 Performing satisfactorily and well liked by the loco crews.

1310 The long saga of the overhaul of the Y7 is almost over. Almost, but not quite. At the time of writing these notes the engine is complete except for painting and it has undergone its first steam trial. After such a major overhaul it was inevitable that this trial would not be 100% successful but the list of rectification work is relatively minor and generally concerned with the elimination of steam leaks at badly made joints. Much work has been expended on the loco over the last few months, the list of jobs still necessary seeming to grow each week. The new blastpipe has been fitted, not without some headscratching as it could not be made to align with the chimney by a considerable amount. As the new one was a dimensional copy of the old it appears that it must have run in this way for many years! This is one of the many instances when original drawings would have been beneficial. Whether this has much effect on its steaming ability remains to be seen. The safety valves have been refitted following their overhaul and those that saw them before they went away find it difficult to believe that they are the same ones. However, despite their overhaul, they do not 'pop' as a Ross valve should do! The handbrake column has been moved to the back of the cab, in effect its original position when first built and before the cab was extended backward in colliery days. A new steam manifold has been made and fitted to supply the steam brake, vacuum ejector, whistle and pressure gauge, and new pipework and fittings made up to supply all these items.

2702 MATTHEW MURRAY The Bagnall was withdrawn from traffic in 1980 for what was initially thought to be a minor repair to the tubeplate but which, like Topsy, grew and grew until it became a need for a new tubeplate and boiler barrel plus a host of other smaller jobs. Unable to find the funds for this work, the loco has languished ever since. However, an offer by a boilermaker to do this work for just the materials and expenses has led to a reassessment of the situation and, based on a budget price for the known work, the Trust Council authorised the repairs to proceed. However, once the boiler was removed from the frames and descaled for a thorough examination

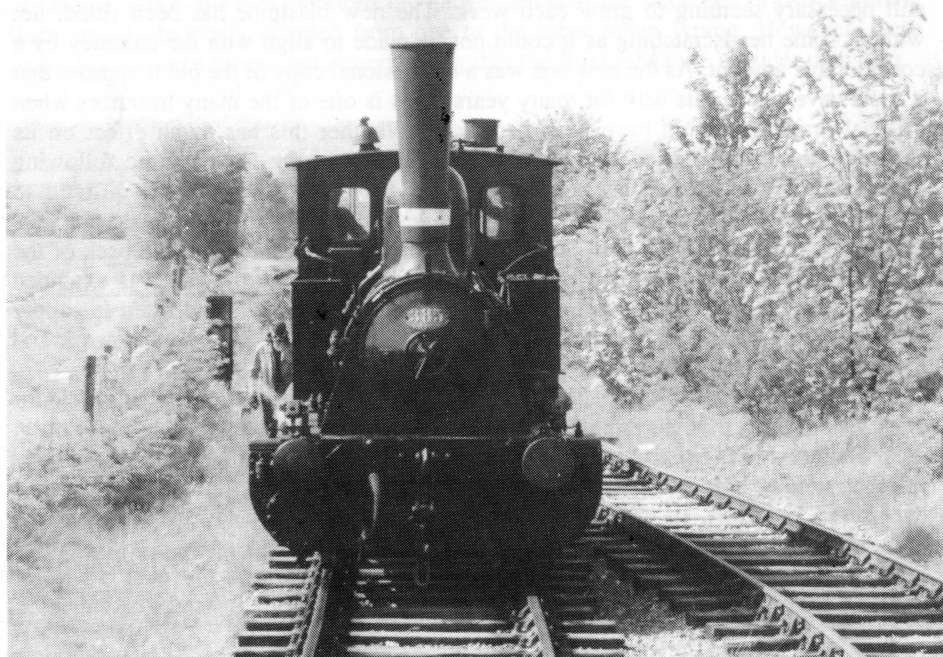
it became obvious that, even with the proposed major surgery, it would only be a make do and mend job as much other work would be necessary to give it any sort of life. The boilermith's opinion was that it would not be worth repairing and the money would be best put towards a new boiler. At the time of writing, the Council have yet to consider what, if any, further action to take.

1309 HENRY de LACY II Work continues on the cosmetic overhaul of this loco and all the superstructure (cab, tank, etc.) has been needle-gunned and painted with red oxide primer. At the end of July it received a rapid coat of paint as a 'Police' engine for the Cops & Robbers Day, but this unusual livery is rapidly disappearing as it takes on a more orthodox colour scheme.

Whilst the boilermith was at the line examining the Bagnall, the opportunity was taken to have an assessment of *Henry's* boiler and the initial reaction was that repairs to overcome the known faults would be relatively easy if no other problems were encountered once the boiler was dismantled.

1601 ARTHUR patiently awaits its turn to come into the workshops for completion of the overhaul originally commenced whilst at Buxton. As a prelude to this, the tank was removed during July and an assessment of the outstanding work has been carried out. It is possible that, by the time you read these notes, work will have commenced. With the majority of the mechanical work having already been completed, its overhaul is unlikely to be as protracted as the Y7's!

D552 MARY has been moved into the workshop for a repaint which is progressing well and should be complete before too long. No change is being made to the livery, which remains maroon with black edging and yellow lining.



No.385 at the Park Halt loop, late Spring 1992. Photo: Keith Hartley.

ROWNTREE No.3 The repairs to the water pump, noted last time, have been completed and the loco has seen regular use on the Saturday passenger trains. The Boiler Inspector carried out his bi-annual examination of the air receivers at the beginning of September, with no problems being found.

2387 BROOKES No.1 Following completion of its repaint, *Brookes* has been shunted to the back of the platform at Moor Road and has been provided with suitable access to the cab to enable the public to enter. This facility is certainly proving to be very popular, especially with the children!

7401 JOHN ALCOCK has been in regular service throughout the summer. A problem with the fuel pump was traced to a badly worn key and drive. This has now been rectified and the loco is performing satisfactorily, although the Hunslet patent gearbox has always been somewhat temperamental in operation and still has many a trick up its sleeve to catch those who are relatively inexperienced in its operation!

91, 138C and D631 are all serviceable and used as required.

NOTES & NEWS

Steve Roberts

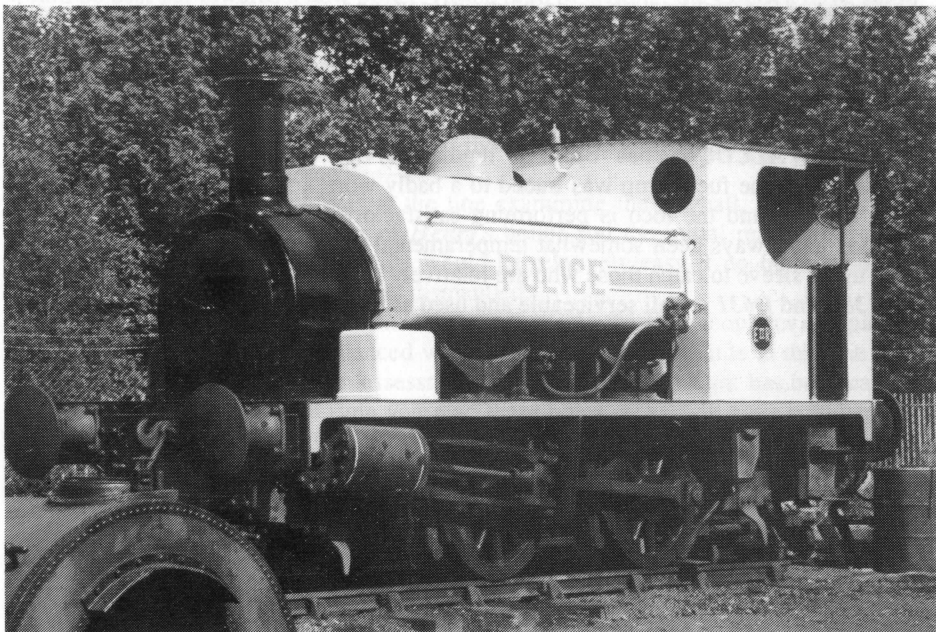
THEFTS & VANDALISM

Despite what many people think, since establishing our Moor Road site we have not had a large problem with theft and vandalism. However, of late, we do seem to have suffered more than usual, some of which appears to have emanated from so-called enthusiasts.

Over the last few years we have had several requests to buy the engine unit from our Whickam trolley. This is a JAP engine and apparently is much in demand by people restoring Morgan cars. The engine has, for some time, been covered by timber and sheeting and it was only when some restoration work commenced on the trolley that we found that the engine had been carefully removed and the timber replaced to conceal the theft. We can only assume that the culprit(s) wanted it for the restoration of their pet project, whatever it may be. Likewise too, some so-called enthusiast has taken a liking to worksplates on the Peckett and the P.M.V. That from the Peckett was only a fibreglass replica but the one from the P.M.V. was an original S.R. cast iron plate.

Whilst enthusiasts were probably responsible for the above thefts we have also had two attempted break-ins at the shop, fortunately both unsuccessful but necessitating the provision and fitting of a new door. At least one of these attempts was by children in broad daylight as they were seen running away after setting off the alarm. Children were also probably responsible for several broken windows during the August holidays. On a more serious note, three local children had the cheek to break into the cab of *Rowntree No.3* and start it up one Saturday afternoon whilst we were

actually running trains! Fortunately they were spotted before they had managed to set it in motion. Although they ran off we managed to apprehend them and they were handed over to the Police.



..... and now, as our new security measure. But seriously, *Henry de Lacy II* was actually dressed up for this year's Cops and Robbers Day in August. Photo: Keith Hartley.

AMENITY IMPROVEMENTS

One of the facilities which was to be provided when the shop building was built in 1984 was a disabled toilet. However, this was somewhat of an afterthought and was also meant to double up as a staff washroom and thus had external access. The various employment schemes that we have had help from over the years have utilised this facility, generally without much respect, and it fell into a rather woeful state. Brian Hall has, however, taken this in hand and, with help, in recent months it has been somewhat transformed and is now in a much more usable state. The work is not yet complete and further improvements are proposed.

RUBBISH!

Disposal of our ever increasing amount of rubbish has long been a problem to us. Because the Moor Road site is not open on a daily basis we have been unable to arrange for a regular collection of our waste. Until recently we burnt whatever we could but recent legislation has effectively precluded this means of disposal. We have tried collecting it in plastic bags until there was sufficient to warrant hiring a skip but this method was not very satisfactory.

It was obvious to Brian Hall, in his capacity as Yard Manager, that if the site was to take on a tidier appearance a better system must be introduced. After several

enquiries, he located a company which would be willing to collect on a regular basis and was willing to accept a gate key to provide access for their vehicles when the site was unmanned. In just a few months, the effect of this facility has led to a remarkable improvement in the tidiness of the site. There is no longer any excuse for leaving anything unwanted lying around and Brian is ensuring that everybody is aware of this fact!

IN THE WORKSHOPS

The mezzanine extension to the stores has all but been completed. The majority of the remainder of the racking obtained from Savile Colliery several years ago has been installed, and this has enabled our stock of spares and consumables to be rearranged and, hopefully, bring a semblance of order to the chaos! There's an old saying at Middleton that "We're short of nothing - all you've got to do is find it!" and to a large extent it's true! Perhaps now the amount of time spent looking for things will be drastically reduced.

Our stock of tools and equipment has been added to following the purchase of a not inconsiderable amount of 'locomotive repair tools and equipment' which we successfully tendered for from the now closed Allerton Bywater Colliery. The new acquisitions include internal and external micrometers, air drills, metal spraying equipment, jacks, pipe bender, taps, dies, drills, nuts & bolts and a host of other bits and pieces.

THE WICKHAM TROLLEY

For many years now we have had a Wickham motorised platelayers' trolley of the type once so familiar on our railways. It has, however been out of use for something approaching 20 years, its restoration being of a very low priority. Recently, Dave Taylor decided that it would be worthwhile and beneficial if the trolley, which had become something of an eyesore, was cleaned up and restored. After the early setback of discovering that the engine had been stolen he has been undeterred and, after repairs to the roof, seats and other bits of bodywork, the trolley has been given a coat of paint and generally tidied up.

MIDDLETON PARK IMPROVEMENTS

Over the winter, contractors laid a pipeline to carry methane gas away from the Middleton Broom Pit land reclamation site to premises in Hunslet where it is intended to be used as a fuel. This pipeline runs parallel to the Railway for some distance, and its laying turned the Middleton Park platform area and the approach path into a bit of a mess, to say the least. After discussions with our friends at Middleton Park they offered to tidy up and improve the paths leading to the platform from the park and from Belle Isle. Not only have they made a good job of this but they have gone on to surface the platform itself and tidy up the surrounding area. This work, combined with the general growth in the trees and vegetation planted over the last few years is effectively bringing the 'park' to the Railway and the top end of the line is now much improved.

Slowly but surely the southern end of the line is taking on a more pleasant character, and hopefully we shall not have to wait too long before similar improvements are made to the rather desolate area west of the line, opposite the site of New Pit. (The New Pit side of the line was planted with young trees last year.)



A summer scene, with Rowntree No.3 among the above-mentioned verdure near Parkside Bend. Photo: Keith Hartley.

CARRIAGE & WAGON NOTES

Steve Roberts

One of the problems we face with our home-built passenger vehicles is that, not being originally designed for people, they are not fitted with any form of heating equipment. True, the original P.M.V.'s were fitted with steam heat pipes but this was only to facilitate coupling to coaching stock, and there was no carriage warming apparatus. This, for most of the year, does not present a problem, but is not very customer-friendly during the winter months at such times as Santa and New Year Specials.

We have given consideration to this problem for some time now, and various alternatives have been investigated. Possibly the simplest solution would have been to fit some steam heating pipes to the interior of the vehicles but, with no effective places to hide them away from people they would have had to have been well guarded to

prevent any danger of passengers accidentally getting burnt. Frozen pipes would also have been a major problem. Then there was the fact that, with our relatively short journeys, the heating from the locomotives would be shut off more than it was on.

The scheme eventually decided upon is very much in the Middleton tradition of a (hopefully) effective solution at minimal cost. Three ex-B.R. diesel multiple unit heaters have been obtained from a scrapyard. These burn diesel fuel and, in a heat exchanger, heat up air which in turn is blown into the coach interior. Initial trials soon showed that one heater would suffice for both coaches and an ingenious arrangement of flexible ducting is being provided to couple the two vehicles to the one unit. The blower unit is electrically powered from a battery supply, but as this would soon run down any such batteries a charging system is being provided to recharge the batteries. Essentially this is an alternator driven from the axle of one of the vehicles. Because of the relatively low speed of our trains a high gear ratio has had to be provided to turn the alternator at sufficient speed. The system is still being installed and is not yet operational, but it is hoped that it will be up and running for 'Santa'.

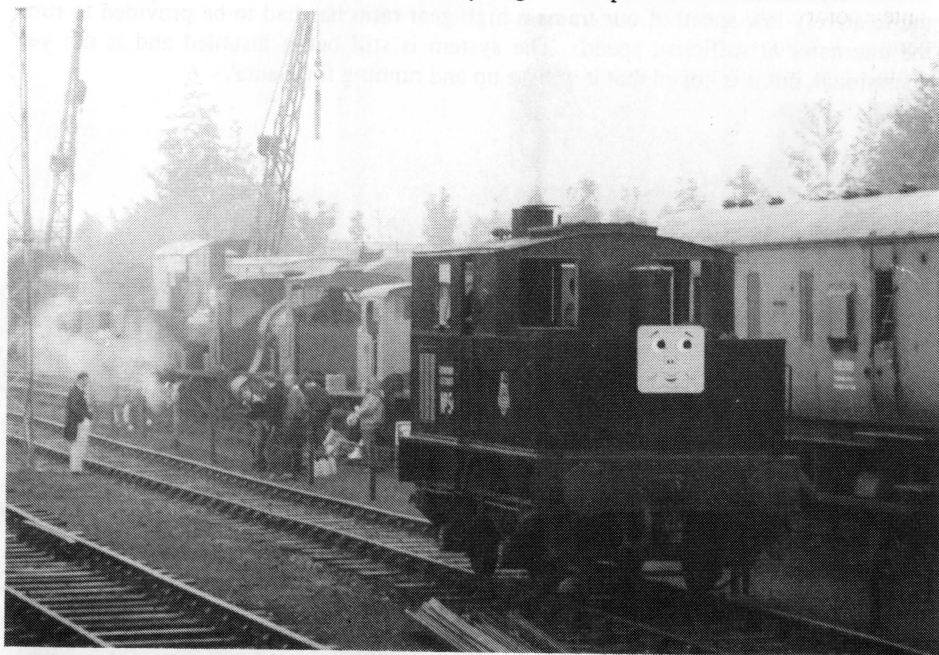


A special party at the Station this August. Photo: Keith Hartley.

MANY THANKS

..... to the Reverend Philip Clarke, who wrote to the Editor/Historian in June, asking if there was time to organise some celebration of the 180th anniversary of our Railway's first steam locomotives going into service on 12th August. He had noticed

that the anniversary actually fell on a Wednesday, a working day for us in August 1992, and also the exact day of the week for 12th August 1812. This led to me thinking that I had some doubts about the validity of that date (see *Sources Sought*), but then made me realise what I'd stupidly failed to notice before: our second main School Day was on Wednesday 24th June, the undisputed and well-documented day on which the first locomotive was tried out on the Hunslet Carr to Leeds section of our Railway. Fortunately, there were still two days left, ample time to go to the central library in Bradford, obtain some photocopies of the relevant write-ups in *The Leeds Mercury*, and of pictures of the engine and of Matthew Murray, and make some display sheets about the anniversary. So many thanks, Reverend Clarke; without your timely prompt I would have missed an excellent starting topic when talking to the school groups, and an important anniversary might have passed unremembered.



Does *Sammy Sentinel* have eyes in the back of his head? That perturbed look on his face seems to indicate he's spotted the Fat Controller standing in a very silly place. Despite the awful dull weather, Children's Day, 4th October, was enjoyed by all who came. Photo: Keith Hartley.

SOURCES SOUGHT

Sheila Bye

Middleton Railway history buffs may have noticed that two hitherto important dates were missed out of the Sixth Edition of our History - 4th August and 23rd November 1813, the dates when all other editions, *The World's Oldest Railway*, and

numerous other booklets and articles stated that the third and fourth Middleton locomotives began work.

Having gone back to original sources wherever possible, I found that John Blenkinsop's letters to John Watson, viewer at Kenton and Coxlodge, implied that he was still waiting for his third engine on the 4th October 1813, when he mentions "both the engines here", so it could not have started work on the 4th August. Consequently, both dates were taken out of the text: if one was wrong, so might the other be. But where had the dates come from? Even the 12th August 1812 has assumed an air of mystery. Having given extensive coverage to the first locomotive's trial on the 24th June, neither of the local newspapers, nor *The Times*, so much as mention the supposed formal adoption ceremony on the 12th August.

Do any of you other Middleton history buffs have any note or record of contemporary, or at least early, mention of these dates and events? The earliest mention I've found so far of these three dates is in E. Kilburn Scott's biography of Matthew Murray, published in 1928, and he gives no source references for them. Stocks of the Sixth Edition are now down to the last 100, and I am marshalling all the new research ready for the Seventh, so I would be grateful for any further, earlier, mentions of which you may know.

Likewise, regarding the rack locomotives' names. From the reports of the *Salamanca* boiler explosion, I know for certain that one locomotive was called, or known as, *Salamanca* and another *Lord Wellington*. Nowhere have I seen any contemporary or early mention of the names *Prince Regent* or *Marquis Wellesley/Wellington*: again, E.K. Scott's book has the earliest mention I've found so far. Do we only know these names as traditions handed down, or does someone know of a contemporary or early mention of the names which I obviously have not found or not yet explored? Again, I would be extremely interested to know, and it would help to make the Seventh Edition even more informative and accurate.

I would also be grateful to know the whereabouts of photos of the railway as it used to be, the colliery buildings and coal staiths, and of course the pre-preservation locomotives. It would be nice for the Seventh Edition to be better illustrated also.

THE LEEDS LINK

Rabbi Walter Rothschild

It is well known that Leeds-built locos went all over the world; I am carrying out some research into the railways of the Middle East (about which I produce a little newsletter), and Leeds products feature in some amazing places.

Early lines in what are now Israel, Syria and Lebanon were mostly built by French, Belgian and German engineers. The British weren't involved until, during the First World War, a military standard-gauge line was pushed from Kantara on the Suez Canal, across the Sinai peninsula and into what was then Palestine, eventually

reaching Haifa in 1918. A mixed bag of locos and stock worked this line (including the Jerusalem branch from Lydda, and the Jaffa branch from Lydda, which were regauged and rebuilt after being captured from the Turks); they included fifty Baldwin 4-6-0's built for the War Department, some LSWR Adams 0-6-0's, some LNWR 'Coal Engine' 0-6-0's - and six Manning Wardle 0-6-OST's, Palestine Railways nos. 26-30 and 99; they were works nos. 1937, 1938, 1939, 1940 (all built 1917 and obtained from the Inland Waterways and Docks Dept. at Liverpool and Cardiff), 1592 (built 1902) and 1492 (built 1900), these obtained from J. Aird & Co., contractors.

No.99 was used as a shunter at Jerusalem, and in 1918 ran away down the hill to Bittir where it was involved in a head-on smash with an LSWR 0-6-0; the remains were scrapped in 1922. No.30 was withdrawn in 1928; the other four became PR Class 'M' and survived at least until 1948.

In addition, three Manning-Wardle 0-4-0 petrol locos were used to haul armoured trains on the Sinai Military Railway as it was under construction, to provide military back-up for the construction crews whilst water supplies were still incomplete in that desert area. These were works nos. 1868-70, built 1916.

The Jaffa line, which had been pulled up by the Turks to provide track materials for their military railway, was at first relaid to 2 foot gauge before being standard-gauged, and other 2ft. or 60cm. lines were built for military purposes. Although the few surviving photos show only Baldwin 4-6-0T's on these lines, several Hunslet 4-6-0T's were also in use, some later being sold into industrial service with the Palestine Electric Corporation and one at least surviving (out of use) in 1944. These locos were works nos. 1223, 1227 and 1228 of 1916; 1252, 1255 and 1278 of 1917; and 1309 and 1322 of 1918.

The new Palestine Railways, set up with the start of the British Mandate, acquired several new locos to supplement their "War Surplus" stock, and these included six massive Kitson 2-8-4T's, nos. 1-6 (works nos. 5360-5365) of 1922. Though powerful, these engines were not without their faults, particularly affecting the axleboxes and motion. They had flangeless centre wheels to enable them to cope with the sharp curves of the Jerusalem line. All six survived to enter Israel Railways stock in 1948.

In the 1930's, a vast new harbour was built at Haifa, and quarries were opened at Atlit to provide the necessary stone. At both sites, a fleet of Hunslet 0-6-OST's was employed, totalling 16, built 1929-31; of these, nine were returned to Britain about 1938 on completion of the works, one went to Egypt, some stayed on for wartime use and two actually entered the stock of Israel Railways in 1948, though their career as such was very brief.

It is known that Hunslet delivered some 0-4-0 diesels of 2ft. or 60cm. gauge to destinations in Palestine in the 1930's, and Fowler 0-4-0D no.22886 of 1941 (2ft. gauge) went to Haifa Refineries. No trace of track or loco survives there now.

During the Second World War several ROD 04-type 2-8-0's were used by the War Department, and a number of these (perhaps 6) had been built by Kitson's in 1912 for the Great Central. Of these, five ended up on the Egyptian State Railways and one in Iraq after the war. Several miscellaneous locos were acquired for military use during

this period, and they included a Kitson 2-6-4T (no.4698 of 1909) originally built for the Kowloon-Canton railway (WD no.70220) and a Hudswell Clarke 2-8-2T (no.1678 of 1937) built for an industrial railway in Mexico but never delivered, and used in Beirut for a while on the Haifa-Beirut-Tripoli line built in 1942 for military traffic.

So - Hunslet, Kitson, Hudswell Clarke, Manning Wardle and Fowler are all represented in some way. In addition, I have seen a "preserved" 2ft. gauge tub stamped "Robert Hudson" at the 'Tefen' Industrial Estate in the Galilee, and one can come across a few old bogie flat wagons bearing "Leeds Forge" workplates - but the chances are that these originated on the Egyptian State Railways in the early years of this century, and found their way to Israel in a variety of strange ways

There is still a lot to be researched in this area, and I will gladly correspond with anyone else who is interested in the railways of the Middle East, whether or not they have a Leeds connection!

[Anyone interested can contact Walter direct at 9 Primley Gardens, Leeds LS17 7HT.]

A.R.P.S. SIDELINES

from John Crane

A joint working party has been established with the Association of Independent Railways, and is to be known as The Railway Clearing House.

International Gricing Though it is almost certainly too late for members' 1992 holidays, for future reference, Richard Tapper, 39 Grange Court, Boundary Road, Newbury, Berkshire, RG14 7PH, can supply details of preserved European railways, and even of preserved railways in other parts of the world. Don't forget a stamped self-addressed envelope when making initial enquiries.

European Co-operation Progress continues to be made on the setting up of the "European Federation of Museum and Tourist Railways".

Major Peter Olver is retiring from his position of Railway Inspector. For many years [c.20 I think] he has been "our" Inspector, and the M.R.T. has been the recipient of much good sound advice from him in times past. He and his successor, Major John Poyntz [marvellous name for a Railway Inspector], will be principal guests at the A.R.P.S. Autumn Meeting, at the Isle of Wight Railway on Saturday 3rd October. I am sure all Middleton members will wish Major Olver a long and happy retirement.

Steam Locomotive Proprietary Manuals - a message from Mike Satow "Many people concerned with the operation and maintenance of steam locomotives find themselves faced with items of proprietary equipment for which they do not have access to makers' instruction manuals. Most makers of such fittings issued comprehensive manuals covering installation, operation, maintenance and adjustment. I believe there is a need to establish a central archive of such material at a convenient

location and with reference and copying facilities for those in need of first-hand information. Typical items for which such information would be useful include:

Injectors, both British and foreign types, flooded and lifting.

Safety valves, Ross and other 'pop' types.

Mechanical lubricators, Wakefield, T. & K., Manzel, Delvac, etc.

Hydrostatic and displacement lubricators, Detroit, etc.

Metallic rod packings, Universal, United States, etc.

Brake equipment, both vacuum and compressed air, including driver's valve,

Westinghouse and other compressors, ejectors, etc.

There must be plenty of manuals scattered around the country in both society and private ownership. An appeal for loan of such documents for copying and recording could be issued through, say, the A.R.P.S., possibly in consultation with the N.R.M. and through the specialist railway press. This suggestion is prompted by the number of occasions which I have observed where a lack of authoritative information has resulted in the abandonment of an original malfunctioning component and its replacement by a modern counterpart, frequently with rather untidy improvisation."

David Madden, A.R.P.S. Technical Officer, will receive and co-ordinate any documents, to be passed to the N.R.M., who have agreed to keep a library of manuals.

David Madden may be contacted at **The Station, North Norfolk Railway, Sheringham, Norfolk, NR26 8RA.**

Diesel Manuals In addition to the above scheme, John Crane is hoping to build up a small library of manuals for diesel locos and their component parts, in order to provide a quick photocopy service for owners with diesel problems. His address is **7 Robert Close, Potters Bar, Hertfordshire, EN6 2DH.**



July 1992. The End of the Line, but hopefully not for too long. Photo: Keith Hartley.



No.385 again, this time at the "business end" of the Yard. Photo: Keith Hartley.

SOME MIDDLETON MENTIONS

Sheila Bye

Back in summer, one programme of Yorkshire Television's short series, *Local Heroes*, featured Leeds, and Adam Hart-Davis's first two heroes were John Blenkinsop and Matthew Murray. He spent quite a large part of this section at the Middleton Railway, riding on a train drawn by *Mirvale* and chatting about the Railway. I'm afraid that a lot of his historical information varied from the slightly dodgy to the wildly inaccurate! Still, it was all very jolly, with plenty of family public appeal.

In more than one previous issue, it has been commented upon that the Middleton Railway "pops up" abroad in unexpected places - like *Salamanca* on the Dutch chemist's shop door, spotted by both Clive Craven and the late John Bushell. This Summer, whilst touring around, I found a French railway book with a good section in about the importance of the Murray/Blenkinsop locomotives, and even a paragraph about our own pioneer role in standard-gauge preservation. A week or so earlier, in the depths of Germany, we were "channel-hopping" on the hotel room T.V. set when we discovered a strangely familiar-looking scene of a goods train snaking its way slowly through a dark and sinister railway yard, with a nuclear flask in tow. Yes, it was *Edge of Darkness* - in German!

BELLEROPHON

PROBLEMS FOR THE VINTAGE CARRIAGES TRUST

It's now six years since *Bellerophon* was restored to working order by the Vintage Carriages Trust. Since then, *Bellerophon* has been in frequent use - on the Railway (i.e. K.W.V.R.), and also on the Bluebell, Middleton, Swanage, and Yorkshire Dales Railways; and at Crewe, Eggborough Power Station, Padiham, the Greater Manchester Museum of Science and Industry, Steamtown, and more recently at British Steel at Scunthorpe and briefly at Toddingdon. In this time *Bellerophon* has been seen, photographed and ridden behind and has brought pleasure and enjoyment to a great number of people. Sadly, *Bellerophon* has now been **stopped**. The problem is that the flange of one (just one) wheel has worn below acceptable limits. We can rectify this - but it will cost money; we have been given a price of £800: adding VAT and transport means we have to find rather more than £1,000. The Trust is still repaying loan monies it owes for building the (very successful) Ingrow Carriage Museum. Its coach restoration programme is continuing, with the First Class Metropolitan Railway coach hopefully being completed next year, and the Bulleid coach now progressing steadily. Those who worked so hard to restore *Bellerophon* did so to see it again be in steam and be alive. Can you help to get *Bellerophon* active again?

[The foregoing is the text of a leaflet received this summer, appealing for financial help towards the necessary repair work on this lovely engine. Though it is not "one of our own", members might like to bear in mind the fact *Bellerophon* added considerable interest and beauty to our 1990 30th Anniversary celebrations, and attracted a lot of extra visitors during its short stay with us. (See Issue No.132, Autumn 1990.) Donations, however large or small, would be welcomed by the Vintage Carriages Trust's Secretary, Michael Cope, addressed to him c/o The Railway Station, Haworth, Keighley, Yorkshire, BD22 8NJ.]

FROM THE SHOP MANAGER

Steve Roberts

With just two more operating weekends to go in the running season it is obvious that we have suffered a quite considerable reduction in our passenger figures. I estimate that our ordinary traffic (i.e. those visitors paying standard fares) will be some 18% down on last year. It is of little comfort to us to know that we are very much in the majority to have suffered a downturn in visitors this year.

The special traffic income does not appear to have dropped, however, but it is really too early to tell as the majority of our special traffic is produced by our Santa Specials and the success or otherwise of the three weekends preceding Christmas will

have a dramatic effect on our income. I am budgeting for a 10% reduction in Santa income and if we achieve this or better then we shall have at least equalled last year's special traffic figures. In an attempt to improve on the poor visitor levels it has been decided to hold another 'Friends of Thomas' weekend on October 17/18th. Our first ever such weekend was held in October 1990 and produced our best ever attendance and, provided the weather holds out, we are hopeful of repeating our success.

Despite the recession, the spend per visitor is slightly up on last year and this has enabled the shop income to remain at more or less the same level as in 1991.

Turning from the financial situation to other things, I am pleased to report an increase in the number of shop volunteers in the latter half of the season. This has meant that the shop roster has more or less been filled without having to do too much telephoning and persuading! There is plenty of room for more helpers, though, as I am still having to rely on certain members doing more turns than they would really wish to, and if one person has to drop out it could make life very difficult.

Several new 'Middleton' lines have recently been added to the stock. Chief among these is a brand new and much improved Middleton Railway Guide Book (a bargain at 75p). The 'Peckett' series of round coasters has finally sold out and has been replaced with a rectangular coaster featuring *Salamanca*. *Salamanca* also appears on the new 'tubby' note pads and a re-issue of the fruit knife in leather case.



On Easter Saturday, the Middleton Railway Trust honoured its former Archivist/Historian, John Bushell, who died in December 1988, and a new platform bench was unveiled and dedicated to his memory. Here, after the ceremony, it provides a seat for John's father and brother, with the Reverend Philip Clarke standing alongside. Photo: John Bye.

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SANTA SPECIALS

Steve Roberts

* * * * *

This year we will be running our Santa Special service on the three weekends preceding Christmas (**December 5/6, 12/13, 19/20**). As usual the trains will be running from **11.00 a.m. till 4.00 p.m.** and; as ever, we need help to run them! These three weekends alone should bring in a large slice of our total revenue and it is important that we are fully staffed up. In particular, this year we could do with at least one, and preferably more, additional persons who are willing to take on that most important role of Santa himself. At present we have only two volunteers for this and whilst we can manage it allows no room to provide for illness, etc.; nor does allow for a break in what can be a very busy day. It is a very hectic but pleasant job, once the embarrassment of wearing the red outfit and white beard has been overcome! If there are any budding Santas out there (experienced or otherwise), we would like to hear from you.

Fares this year will be **£2.50** for both adults and children and, as usual, these will include a present for the children and seasonal refreshments for the adults.

A train service also will be operating not only on **New Year's Day** (a Friday) but on the **Saturday and Sunday, 2nd and 3rd January**, as well, all at normal fares. As with the Santa service, we need people to crew the trains and man the shop.

MEMBERS' MEETING

Earlier this year, a very successful Members' Open Forum was held, and this is to be repeated in the near future. So make a note in your diary, year planner or whatever:

Thursday, 12th November
7.30p.m.

St. Mary's Parish Church Hall, Church Street, Hunslet

ALL members are cordially invited to come along and find out what's happening at the Railway now and in the future, and to air their own views and opinions. As the Chairman writes, at the beginning of this issue, "there is no point in simply muttering darkly to yourselves, folks. If you don't say anything, how can I, or Council, take your views into account?" Hopefully, it'll not all be dark mutterings, and much of constructive use will come out of this meeting, as it did from the first one.

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