

# THE OLD RUN



**JOURNAL OF  
THE 1758 MIDDLETON RAILWAY  
LEEDS**

**SUMMER 1988**

**No. 123**

Editorial Address:

1, Lake Street,  
Hunslet,  
Leeds LS10 2NB

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

All articles for the next issue should reach the Editor by 1st October 1988.

Details of rates and conditions for advertisements in The Old Run may be obtained from the Editor.

## EDITORIAL

Once again, the Operating Season is upon us and, once again, the perennial problems occur, with monotonous regularity. "Which loco should we use?" "Have we got a crew for that special so and so is arranging?" "What about shop staff?" and so it goes on. It's all part of the variety experienced when running even a small railway such as ours.

Happily, we seem to be doing reasonably well for staff so far this season although, as ever, more people would help relieve the strain on the "few". The best news from a staffing point of view is that we now have a new Sales Manager. Henry Wall and his wife, Anne, have taken on the job, and already the shop has improved manifold over last year, when it was only run on a "caretaker" basis. We welcome Henry and Anne to the ranks, and hope they will have a long and successful tenure of office.

The biggest news on the loco front is, of course, the return of Sentinel 54 to traffic. The results of several years hard work by the Mechanical Engineering team can be seen at Moor Road - the loco looks superb. She is due to be "launched" into service on 17th July, by Handel Kardos, Editor of 'Railway World', at 10.30. She has become a focus of attention for many footplate crews, but Nemesis lies in wait for the unwary! Sentinels were not built for hauling trains up 1 in 60 gradients over a mile long, and the loco has no reserve whatever - she will either go up the bank in fine style or, if you haven't prepared your fire properly, stall ignominiously half way up! How do I know this? - I did just that on one of 54's test runs in April!! I suspect that she will be known as the "Black Death" - she's black and will be the death of any unprepared fireman! On a more serious note, the loco is a credit to the Railway, and will be a very useful "off peak" engine, being very economical to run and quite capable of hauling our train on a half hour schedule.

Finally, last but not least, the 'Old Run' now has an Assistant Editor, Sheila Bye, who is now responsible for most of the production of our illustrious magazine. Sheila actually produced the last edition and has relieved the Editor of most of the work involved, thus freeing me to concentrate on Publicity. I hasten to add that she was not responsible for the mistakes in the last issue. The printer transposed two pages during printing, which made a most interesting puzzle for the reader to sort out! Our apologies for this error, and steps have been taken to ensure it doesn't happen again.

Ian Smith

## THE INSPECTOR CALLS (AGAIN)

Longstanding members of the Trust may recall that a short article entitled 'The Inspector Calls' appeared in the 'Old Run' some ten years ago. Well, on Tuesday 16th February 1988, the Inspector called again. To be precise, it was a different Inspector, but he was from that same office of the Department of the Environment, the Railway Inspectorate.

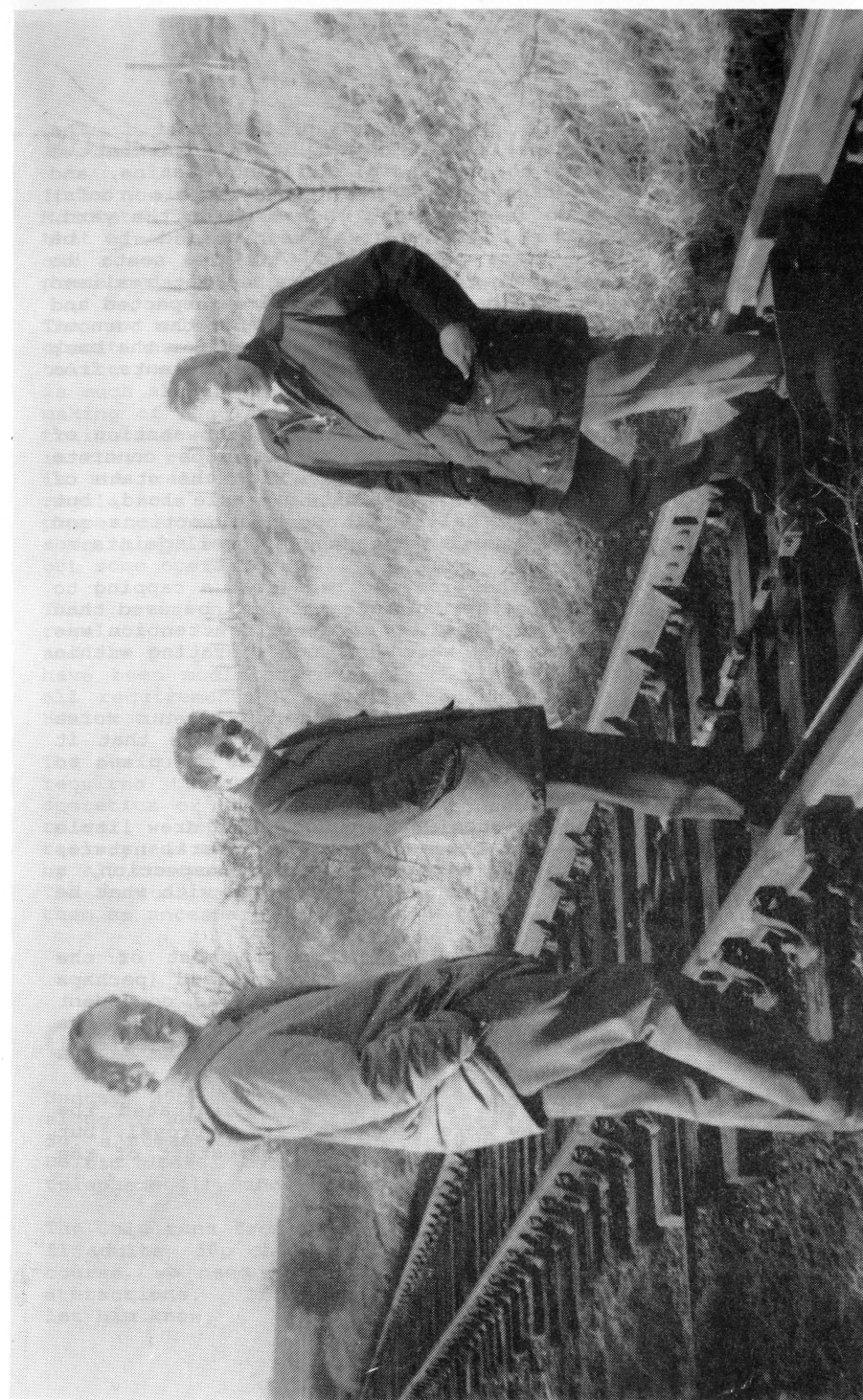
Our last visit from one of Her Majesty's Inspectors was by Alan Cooksey in 1980, whilst he was attached to the Leeds Office of the Health & Safety Executive. Since that time, we have sat back and waited for a return visit, reassuring ourselves that their non-appearance must mean that they were satisfied with our methods and competence!

The Railway's Rule Book dated from 1973, and so much had changed since then that it was becoming very much an anachronism. A new Rule Book, in keeping with our present day operations, had been drafted and was sent to the Railway Inspectorate for approval. It was this action which caused them to blow the dust off our files and request a visit.

Now the mere thought of a visit from Her Majesty's Inspector could send us into a nail biting panic but, we reflected, much progress had been made in the intervening years since the last visit, and virtually all that had been recommended then had been implemented. Thus, we were fairly confident that we would not be taken to task on any major deficiency.

A pre-arranged visit by an Inspector, such as this, is always a catalyst to get the many minor jobs done that you know need doing, but keep putting off. Such things as repairs to the fencing, checking fire extinguishers, posting notices and that most needed of jobs - tidying the workshop - were all carried out during the previous fortnight. There is no element of deception in this. The Inspector knows that this will happen and would be surprised if it didn't.

Thus, we were cautiously optimistic when, at the appointed hour, Jim May, H.M.I. of Railways, duly arrived at Moor Road, to be met by Tony Cowling, Steve Roberts and Noel Brampton. This was Mr. May's first visit to the Railway, and some time was spent in explaining the history and setting the scene whilst we enjoyed a cup of tea in the mess room. We were able to explain that progress was being made towards a Light Railway Order, not a requirement, but something that would bring real advantages to us in terms of security. Mr. May expressed disappointment that we had not kept the Railway Inspectorate fully informed of all the many developments that had taken place over the last few years, our excuse being that as we were only carrying out the recommendations of previous visits, we did not think that it was necessary to inform them.



Discussions over, the formal inspection began in earnest. The remarkably tidy workshop drew little comment other than that we should fit safety switches to the radial drilling machine, and that we must use scaffolding when working on vehicle roofs, something that we always do in any case. Outside in the yard, attention focussed on the coach, which was deemed to be satisfactory save for a minor modification to the seats to eliminate a potential finger trap, something we had not realised ourselves. The works for the new groundframe were inspected and met with general approval, but a request was made for the turnout off the Balm Road branch to be clipped and padlocked for the back platform road, to prevent any accidental shunting movements from being directed towards the road crossing.

South of the tunnel, Mr. May recommended that a short section of track, where drainage is a problem, be relaid with concrete sleepers. He expressed general satisfaction with the state of the track, having regard to our speed limit and axle load, but pointed out some deficiency in ballast at certain sections and expressed concern at lack of annual maintenance on rail joints.

At the Middleton Park end of the line, he requested a capping to the platform top, and that a better surface material be used than the spent ballast currently provided. More rigid attention was required to the facing point lock which was not operating within the normally accepted tolerances.

The state of the fencing, which we considered to be our worst deficiency, met with little comment other than to note that it was badly vandalised and that we were well on with our plans to provide a suitable hedge as replacement.

The steady trek back from Middleton Park to Moor Road drew little further comment, and discussion became of a more general nature, frequently on subjects entirely unrelated to the inspection, a sure sign that the Inspector was generally satisfied with what he had seen.

Having regard to the relatively minor nature of most of the comments made, the Trust officials present were pleased (perhaps relieved!) to know that we can carry on in business confident that our operation is satisfactory, something that is not the case with several other privately run railways, where official improvement orders have been issued recently.

As for the new Rule Book, the event which precipitated the inspection, we must wait a few more weeks for its approval, but hopefully this will have happened in time for the start of the new operating season.

S.J. Roberts

## RULES & REGULATIONS

It is now some considerable time since the Operating Rules of the Middleton Railway were last revised (1973 to be exact). Since that time there have been many changes in our method of operation and a new rule book has now been written that both reflects our present day requirements and current legislation.

The new rule book sets out the basic rules that will govern all operations at the Middleton Railway and will apply to ALL persons taking part in its management or operation. The new rule book is much shorter than its predecessor but Rule 14 provides for the making of regulations to govern various aspects of operation of trains and work in general. These regulations are more detailed in their requirements and need only be known by persons engaged in the relevant tasks. The purpose of all the rules and regulations is to ensure that things are done in a safe and proper manner, and to achieve this they specifically prohibit some things and lay down procedures to the followers in carrying out some operations.

This revision of the rule book and the associated sets of regulations are based on the previous version of the rule book and the B.R. rule book that governed operation of steam locos but have been modified to reflect current thinking and comply with all requirements, including codes of practice laid down by the Health & Safety Executive.

The new rules came into force on the 1st of April 1988 and Rule 3 requires that all staff taking part in the management and operation of the railway must possess an up to date copy of the rules. Copies of these rules are kept in the shop at the railway and must be obtained and signed for in the book provided, by all concerned in the management and operation of the railway. The various regulations will be issued to individuals requiring them as necessary.

## GRAND GALA

Sunday, 25th September, 1988. Make a note of the date, and come along to see: three locos in steam - P2003, DSB385 and Sentinel 54, a steam-hauled vintage freight train on Balm Road branch, a Deltic diesel cab, assorted vintage vehicles, the BT bouncing telephone (!), and various sideshows.

The Gala runs from 11.00 to 16.30, and the admission charges are £1 adults, 50p children. Refreshments will be available. Of course, we need volunteers to help man (or woman) the various attractions. If YOU can lend a hand, please ring Ian Smith and let him know.

## INTRODUCING - MIKE SCARGILL!

Just a note to introduce myself. As most of you will realise by now, there is a new Membership Secretary, and that is me.

One of my main interests is photography, and normally it is the steam engine that gets the most attention. Indeed, Saturdays in summer will see me gricing at many places for BR main line running. I will also have been seen in action on Sundays at Middleton itself recently.

As many members will have already found out, I have personalised the renewal forms, and at the same time tried to make them easier to fill in by including the information that needed to be filled in by hand. All that is now required is two signatures, one on the form and one on the cheque!

On the subject of cheques, I do try to bank them at about fortnightly intervals, to avoid them outstanding too long on statements. I have also included the option of early return of membership cards - by requesting SAE, and am pleased to say that a lot of members have taken advantage of this option. They are normally in the post on the day of receipt of the renewal form.

I have printed two styles of renewal form, one for renewal on the due date, and this will be sent out, in advance, with the nearest available magazine if possible. The other is for overdue renewals, which will be when membership is about to lapse. There will not normally be any magazine sent after this if the renewal is not received, and membership will then lapse. Hopefully, this will be a small category. However, on this subject, at the present date (21 June) 11 members fall into this category. It would be appreciated if you would check to make sure that yours is not one of those.

Despite this, we stand at 198 full members. Renewals from the recent renewal form have come in very well, with 42 renewals received already, leaving 41 still to come in.

You will find my address and phone number in the magazine in case anyone wishes to discuss anything. I am normally definitely in from 7.30/9.00p.m., and if not then there is always the answerphone, if you don't mind the thing, for leaving messages on.

Mike Scargill

## SCHOOLDAY SUCCESS

The 1988 School Days have been a great success, carrying almost 1700 children over four days in May and June. A new system of booking was devised this year, using John Chaplin's home number during the day, and this has proved very successful, teachers being able to contact him during their working hours and then allowing me to confirm the booking in the evening. This system will also be adopted for next year.

A significant advance over previous years has been to provide visiting children with more than just a ride on a train and, through the co-operation of the motive power department, a number of 'specials' were provided for children to see and perhaps use in project work. A complete vintage freight was assembled, with a loco at the head, to show how goods traffic was moved by the railways in days gone by. Diesel loco 'Carroll' was parked with engine compartment doors open to allow children to look inside, whilst DSB385 had her smokebox door opened to allow for looking at her insides, both of which gave an insight into the workings of our locos. Another major advance this year was the use of guides to show children round the site and explain how things work and answer the many questions which children ask. The brunt of this was taken by Dorothy Hebden and Denis Caton, both retired schoolteachers who thoroughly understand children and contributed greatly to the success of the event from the educational point of view. We will, of course, be running schooltrains next year, and I believe that many of the schools who visited this year will return, because we gave good value for money and really put ourselves out to make them welcome. To all who contributed to their success, I say a heartfelt thank you - and get ready to do it all again in 1989!

Ian Smith

## SANTA IS COMING AGAIN!

We know, it's only just Summer, but we believe in the old Boy Scout motto "Be Prepared". Our Santa Trains this year operate on Sundays 27th November, 4th, 11th and 18th December. This year, however, we are going to operate on two Saturdays also, 3rd and 10th December, with the idea of providing facilities for birthday parties etc. for the festive season. So, if your son, daughter, nephew or neice has a birthday in early December, or you want to provide a Christmas party with a difference, get in touch with us at the Railway and we can really make that children's party go with a swing!

Ian Smith

## ' HUNTER '

The front cover photograph in the last Old Run may have intrigued members, and the caption to it was rather too succinct to tell the whole story.

During February, the Trust was approached by a local firm, J.T. Sawyer Engineering, with a request that they would like to bring a locomotive to the Railway for a few weeks whilst they carried out a light overhaul of it. The company has an expanding locomotive repair business and had acquired this particular locomotive for clients in Oxfordshire as a replacement for a life expired Ruston diesel. However, 'Hunter' had been out of use for some time and needed some remedial work before it could be put into service. As the company's works were unsuitable for repairing and testing locomotives, the Middleton Railway was approached, and for a fee we willingly offered our services.

For the record, 'Hunter' is Hunslet Engine Co. No.7276, a 388 H.P. 0-6-0 D.H. supplied new to the North Yorkshire Area of the N.C.B. in 1972. The loco was delivered new to Fryston Colliery and spent its entire time there until closure in 1986, whence it moved along the line to Wheldale Colliery. This move was short lived, as rail traffic ceased shortly after and 'Hunter', together with three similar locomotives, was dumped out of use. Miraculously, it survived without being vandalised, even after the pit had closed, and it was moved to Middleton in March this year.

This is the third time in the Trust's history that we have played host to locomotives on test. In the early days, Hudswell Clarke Diesel Hydraulic No.D1269 was demonstrated on the railway for prospective customers and, in the early seventies, Greenwood and Batley tested two battery locos for the Hong Kong transit system. In pre-society days, the line was a regular test bed for Hudswell Clarke's and John Fowler's. It is thus pleasing to be able to maintain the tradition, however infrequently.

S.J. Roberts

## MEMORY LANE

And just to illustrate Steve's article, here is one of Fowler's diesels under test in 1958! It was on the occasion of the R.C.T.S.'s Middleton bi-centenary run, and I snapped the loco in the colliery yard entrance with a very primitive camera on a dull day (so I hope it prints O.K.). As mentioned in a previous Old Run, the works manager commented that "If it will stand this line it will stand anything".

I would like to publish a series of old photos of the Railway, one per issue, and have enough myself for a few issues. Meanwhile, I'd be grateful if longstanding members would have a look through their own photo collections ready for when my supply runs out. A few lines of comment or reminiscence (or even a short article) would be extra welcome.

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## A.G.M.

The 1987 A.G.M. took place at the Adult Training Centre, Tulip Street, on 14th June, 1988.

Routine business, such as accepting Officers' reports and appointing Auditors, was carried out as was the election of the Trust Council for 1988/89. A number of changes have been made to council this year, and these are as follows: Mr. Henry Wall, our new Sales Manager, has been elected to Council, as has David Monckton, one of the shareholders of 'Mirvale', who is an architect and has helped design our proposed museum building. Mrs. Karina Smith has stood down from Council this year, and the meeting expressed thanks to her for her assistance in running the Trust.

The meeting extended good wishes to Mr. Bushell, who had attended within weeks of being discharged from hospital after a major operation, and the meeting's good wishes for a speedy recovery were also extended to our founder, Fred Youell, also recovering from a major operation.

Ian Smith

## INTRODUCING - HENRY & ANNE WALL!

As you may have heard, the shop has at last found someone to take over from John Chaplin. May we introduce ourselves: Henry and Anne Wall - (Henry has already earned the nickname of "the man in the hat"). We hope to carry on the good work begun by John, and would like to take this opportunity to thank all those who have helped in any way in the past.

The shop staffing rota is almost full for the rest of the year, but we would like to encourage anyone who wants to help in the shop to come and see us as we do need to fill all the gaps in.

We want to try to expand the refreshment side of the shop, so if any of you would like to do some baking for us please get in touch.

If any of you have any helpful ideas or suggestions about the shop, please pass them on to us.

We hope to meet a lot of you in the coming weeks, so make yourselves known when you come down to the railway. Our phone number is 778436.. See you soon we hope!

Henry and Anne Wall

## NEW WARES!

If anyone would like a T-shirt or sweatshirt with our emblem on the front, we can order them for you.

### T-SHIRTS

Adults' £6.25p

100% cotton, sizes S,M,L, and XL, in white only.

OR American-style 50% jersey cotton, 50% polyester, sizes S,M,L, and XL, in white, grey, black, red, sky blue, yellow, navy, pink, and green.

Children's £4.75p

American-style 50% jersey cotton, 50% polyester, sizes 26", 28", 30", and 32", in white only.

### SWEATSHIRTS

Adults' £9.99p, Children's £7.50p

American-style cotton/polyester, fleecy lined, in sizes 26", 28", 30", 32", S, M, L, and XL. Colours - white, gold, black, navy, royal, denim blue, grey, pink, and red.

Please ring orders to Henry and Anne Wall on Leeds 778436 as soon as possible.

ALSO exclusive M.R.T. push along wooden locos are now being sold. Available now is Sentinel 54 at £4.85p, with P2003 and others to follow.

### FOR SALE?

It has been suggested that the Railway might sell the periodicals 'Steam Railway' and 'Rail'. Any members who are interested in taking out a subscription via the M.R.T. please contact Henry and Anne Wall at the above number.

## GALA DAY

It has been decided to try to extend the range of catering for this year's Gala on 25th September, to include hot dogs, hamburgers and various snack meals. The success of this depends largely on help!

If you are able to help with catering on Gala Day in any way at all, please ring Anne Wall as soon as possible. Offers of the loan of equipment are also desperately needed for the venture to be successful (and profitable!) - camping stoves, tea urns, and at least one tent. Again, please ring Anne Wall if you can help.





Above: recovery of rodding at Normanton, September 1987.  
 Below: laying concrete sleepers south of the tunnel.  
 Both described in the Spring issue.  
 Photos: S.J. Roberts.



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## LOCO NOTES

With the start of the season at Easter, progress on loco maintenance and restoration inevitably slows down because of the extra demands of running trains. However, it is pleasing to note that this year the momentum of winter has generally been maintained, and progress has been very satisfactory to date.

It was disappointing not to have the Sentinel ready for its intended re-launch at Easter, but its entry into regular service is now imminent. Its departure from the works poses the question - what next? There are several possibilities, and it seems most likely that some of the diesels will be shopped for minor works before the next major rebuilding task on one of the steam locos. Whichever steam loco is fitted into the programme, one thing is certain and that is that it will be a major job, having now done all the easy ones!

**No.2003 'John Blenkinsop'** This ever faithful machine passed its annual boiler inspection just before Easter, and is once again the mainstay of the services. As mentioned in the last Old Run, the ashpan has been rebuilt with all warped and corroded platerwork being removed. New washout plugs have been supplied by our friends on the Yorkshire Dales, and a local engineering firm kindly supplied two new fusible plugs free of charge.

It may interest members to know that the Peckett has, since its arrival in 1972, seen service for at least some of every season, and the writer considers that this could well be a record for a preserved locomotive, certainly on the standard gauge. Its longest spell of inactivity was during 1980, whilst it was being re-tubed.

**No.385** Like the Peckett, No.385 has been available for service and required little other than routine maintenance. The steam brake has had some attention, as have various joints on the injector pipework which seem prone to blowing. The annual boiler inspection is due at the end of May, but no problems are anticipated.

**No.1882 'Mirvale'** Since its entry into the workshop, considerable progress has been possible on this loco. The boiler was examined by the Insurance Company Inspector during April, and received general approval. The Inspector has, however, asked for two small areas of wastage to be built up by electric welding before the wastage becomes excessive. An outside contractor will, of course, have to be employed for this work as we do not have a coded welder amongst our volunteers.

The loco has been jacked up, and the wheels and axleboxes have been removed. The axlebox bearings all show signs of overheating and will require some rectification, but fortunately the axle journals have all escaped damage and are in reasonable condition. Removal of the pistons has revealed a pair of cylinders in good condition and, apart from taking the opportunity to renew the piston rings, no further work is necessary here. The left hand bottom slide bar and crosshead slipper are badly worn and the former has been sent away for re-machining, whilst the latter will probably be white metalled and re-machined on site. The remaining slide bars are in good condition.

The coal bunker and cab floor under the bunker were badly corroded, and the affected areas have been cut out and replaced with new platework. Steady progress has been made with needlegunning off old paintwork and rust on the frames, and some 50% has now been completed and primed.

No.54 The long awaited return to service of the Sentinel has been dogged by minor teething problems and it is regrettably, at the time of writing, still not 100% healthy, although it has worked several passenger trains to Middleton Park.

Problems with steam leakage past the valve guides became apparent once the loco was put into steam, and new guides have had to be machined up. This necessitated removal of the manifold block, and on close examination it was decided that renewal of this item would be a good idea. The original item was cast steel, but the replacement has been machined from solid bar, a time consuming but otherwise inexpensive solution.

Whilst the above machining work was being carried out, Chris Barraclough has been completing the magnificent paint job, and the loco emerged from the workshop for the first time as 'Departmental Locomotive No.54' on Sunday 15th May when, after completion of the normal service trains, the Sentinel set forth to Middleton Park for the first time in over ten years. However, it was immediately apparent that the loco was not steaming satisfactorily, and a stop for a 'blow-up' was necessary. It was apparent that insufficient draught was being created to maintain a bright fire, and subsequent investigation revealed that the joint between the top plate and the boiler had failed, causing air to be drawn directly up the chimney and not through the fire. Rectification of this fault has considerably improved things, but it is still not 'quite right'.

No.D631 'Carroll' The last Old Run mentioned that problems were being experienced in starting the loco. This was eventually traced to a problem with the engine stop on the fuel pump, and since rectification the loco has been a reformed machine. It has been the regular engine on the Saturday passenger service again this season.

No.1786 'Courage' After many years of faithful service, our diminutive Hunslet decided enough was enough and came to a grinding halt on the 25th May. Investigation revealed that the main output shaft from the gearbox had sheared completely in half. Initial long faces quickly brightened when it was discovered that we actually had a spare shaft! However, the joy was short lived when we found that the spare shaft was wrongly machined! It was suggested that we put in a quality complaint on Hunslet, but as the spare shaft was probably at least forty years old we decided against it, and opted for the alternative of re-machining things ourselves! This work is still in progress at the time of writing.

No.91 Now definitely saddled with the unofficial name 'Alf', the loco currently sits outside the back of the workshop and is the subject of many minor jobs.

Nos.138c, 4220038 and D577 are serviceable and used as required, the latter also taking its turn on the Saturday passenger service.

Steve Roberts

## GET WELL SOON - 1

Our Archivist and long-standing member, John Bushell, was taken ill recently and had a major operation in Leeds Infirmary. He is now recovering at home, and we all wish him a speedy recovery and return to duty.

## GET WELL SOON - 2

Our Founder, Fred Youell, is also ill, and has also undergone major surgery at Leeds Infirmary. Fred is currently still in hospital and likely to be there a little while yet. Again the Trust sends best wishes to Fred for a speedy recovery.

## WELL! REALLY!

The latest item of Old Run material arrived in one of our official envelopes. It was postmarked LEEDS, but carried a special franking in addition - presumably sponsored by BR: a triangle containing a full frontal of a 125 was accompanied by the slogan 'ONLY FOOLS PLAY ON RAILWAY LINES'!!!

# WRITING THE RULES

We are so used to the idea that railways have to have rule books to control their operations that we tend not to give much thought to the way in which these rule books come into being. Since we have just produced a new one for ourselves, it may be of interest to members to see how this has evolved.

It will probably come as a surprise to most members to discover that, for the first six years of its existence, the Middleton railway had no rule book at all. After all, trains were being worked for most of this time, and quite substantial tonnages of freight were being moved, so that one would have expected some sort of rule book to be required. The answer is, of course, that it was implicitly assumed that the BR rulebook of the day would be adhered to, and the struggle to survive at all in those early days was sufficiently desperate that there was little time or effort left for such luxuries as writing local rule books. By March 1966, however, this was beginning to change, and the committee minutes could record that "It was felt that they were much needed" ("they" being some operating rules of our own), and so "It was decided to set up a sub-committee to produce a set of rules for the Railway".

Despite this minute, the sub-committee was not actually set up until the following meeting, when Mrs S M Youell, Mr M D Crew, Mr G Lee and Mr J A Lodge were appointed to form the Rules and Disciplinary Sub-Committee (R&DSC), along with Dr R F Youell as an ex-officio member. Apart from Dr Youell, who was then MRT chairman, these people were appointed simply as individuals who between them had a wide range of experience, rather than because they held particular offices. Thus, Susan Youell had been secretary for most of the time since the MRT had been formed, while Mike Crew had started off as operating superintendent, and had then variously been secretary and membership secretary before becoming committee secretary. Mr Lee (no relation to Joe, as far as I know, but I am not sure what his first name was, and he only appears as Mr G Lee in any of the documents that I have on file) had been Windle engineer for several years, but had just handed that post over to a youthful Steve Roberts, and Jim Lodge was at that time civil engineer. The titles of these various offices are, however, slightly misleading as guides to people's actual experience, as in those days the workforce was sufficiently small that nearly everybody had to be involved in practically all of the activities, so that the titles reflect mainly the division of the paperwork rather than who actually did what as far as running the railway was concerned.

Once it had been set up, this new sub-committee moved very quickly, and had a meeting the following week at which some recommendations were drafted for the future management of railway operations, and for a set of operating regulations that were particular to the circumstances of the Middleton at that time. This draft was discussed by the main committee in May, and approved with some minor alterations, and it was then issued along with a set of rules extracted from the then BR rulebook: this therefore constituted our first rulebook, dated May 1966. It didn't survive unchanged for long, however, for early in 1967 one of the directors of John King and Co made the mistake of parking his car almost on their level crossing while wagons were being shunted into Robinson and Birdsell's yard. Unfortunately, the train crew did not discover that this car had been put there since the last movement until too late, and a string of 16-ton wagons propelled by the Bagnall demolished one side of it quite effectively. The R&DSC was duly convened to consider this accident, and as a result the first revision of the rules was issued in May 1967, containing a number of amendments to the rules for propelling trains, and for the procedure at level crossings.

We now come to a minor mystery: what happened to the second revision? The minutes of the committee meeting for 13th December 1967 record that "Mr Hebden had written suggesting possible rule revisions and inclusions. The R&DSC agreed to follow up the matter", and they obviously did so, for the minutes of the next meeting refer to the issue of the "January 1968 addition/revision". What appears to have actually been issued, however, was a set of rules for the operation of cranes and lifting appliances, and this does not describe itself as being a revision of the rule book.

This is only half the problem, though, for in March 1970 the committee referred to the R&DSC a derailment which had occurred in February, with instructions to consider the rules for working "brake-van trains" (ie passenger trains, which had started running the previous summer). By this time this subcommittee had acquired a fixed constitution, of traffic manager (Joe Lee), mechanical engineer (Jim Lodge) and civil engineer (Patrick McAskie), the two posts of traffic manager and mechanical engineer having replaced the one post of operating superintendent at the AGM in February 1968. After discussing the circumstances of the derailment, the R&DSC produced a set of recommendations for amendments to the rules, which incorporated some additional procedures to be followed when operating passenger trains, and these amendments were reported back to the committee in April. The minutes of that meeting record that "several members were reported not to have copies of the rules with which to compare the proposed amendments", which in itself was a breach of the rules, since they required that all members had to possess an up-to-date copy of the rules. The minutes went on "the chairman said that ... in November 1969 he had prepared a revised set of rules .... agreed that these be issued .... pending the printing of a set with the latest amendments". The minutes of

the following meeting, however, imply that this November 1969 version was not issued, while the minutes of the June meeting record that Mr Ashurst (who was the editor of the Old Run at that time) had prepared the new version for printing. When it appeared, however, dated April 1970, it described itself as the third revision. So, what was the second revision? Was it something issued with the January 1968 crane rules, or was it this November 1969 version, in which case did it ever actually get issued or not? Unless any of you reading this have long memories, or filing cabinets well-stuffed with old Middleton Railway papers, we shall probably never find out the answers to these questions, but if anybody does have a copy of a "second revision of the rules" that was actually issued as such, I should be delighted to hear from them, so that I can get my records complete.

After this 1970 revision, everything went comparatively quiet as far as the rules were concerned, and the next development was not until 1973. Since this was almost up to the time at which the MRT became a limited company, and since it also involves the railway inspectorate (for almost the first time in the railway's history), it would seem to be a good point at which to pause in a tale which is rapidly becoming much longer than I originally intended. The rest of this saga will, therefore, be told in the next issue.

Tony Cowling.

## A NEW VICE-PRESIDENT

The Middleton Railway's newest addition to the rank of Vice-President is an old friend indeed, our founder and first Chairman, Dr. R.F. (Fred) Youell. The surprise "investiture" happened on Sunday 11th July, during the ceremonial introduction into service of Sentinel 54. A special certificate had been prepared, and this was presented to Fred by our present Chairman, Vernon Smith, who pointed out in his short speech the simple but awesome truth that without Fred there would now have been no Middleton Railway. Replying, Fred said that he felt greatly honoured, and hoped that he would be able to serve the Railway in an advisory capacity in the future.

We feel honoured that his single-minded (and sometimes single-handed) devotion to the saving of a small, obscure, and decidedly decrepit stretch of track in South Leeds, enabled future members to build up the world's oldest railway into the increasingly popular and attractive amenity it is today.

Thank you, Fred - and long may you enjoy your Vice-Presidency.

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