

THE OLD RUN



**JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS .**

AUTUMN 1983

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.

The next issue of The Old Run will appear in October and all contributions should reach the Editor by the end of August.

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

EDITORIAL

At last things are looking up for the railway with the commencement of the new shop/toilet complex at Tunstall Road. Already, the foundations are in and the brickies are making rapid progress with the walls etc. Included in the revised plan for the shop are two toilet blocks, the first for ordinary use but with access for the disabled whilst the second phase of the plan calls for the construction of a separate toilet which will obviously cater for their needs much better than 'normal' toilet facilities.

With the completion of this block we will have the facilities to provide tea, coffee and other refreshments which it has hitherto been impossible to do until now. As a footplateman I'll certainly patronise the tea bar - provided we don't use M.....x! Of course, all we will need next year is the staff. Any offers?

On the debit side was the decision to put up fares and stop running steam on Saturdays. Finances dictated that something needed doing but it does appear that some bad planning has been evident. It is not normal practice to put up fares mid season, and **without notice** to the general public. I would suggest that this is not conducive to good customer relationships which our worthy Chairman writes about elsewhere in this issue. Running diesels on Saturdays is harmful to members' morale - as one member put it "I prefer firing on Saturdays because it fits in with my home routine". By preventing him firing a steam loco on Saturdays are we not putting ourselves in danger of losing a member? The solution to our financial problems must lay with good publicity and not the almost secretive society we appear to be at present - it's amazing how many people in Leeds STILL haven't heard of the Middleton Railway.

That apart, it appears that we are beginning to appeal to more people again. A recent visit to the line after a couple of month's absence saw me surrounded by new faces which must be a good sign for the future. It is to be hoped that, despite our inability to attract customers at present, we will be able to attract more working members for they alone hold the key to our ultimate success.

VALUE FOR MONEY?

The last Old Run contained references to our bad start to the season and said that an article would follow outlining reasons for this. As promised here is that article, intended as a discussion document to make everyone think about our railway and how we may best serve the public.

The May 1983 issue of "STEAM WORLD" contained a report by an ARPS member David Madden which gives the very reason why we do not make money. The reason we don't attract people is that we do not give value for money. If that seems a little harsh, given the large amount of time and effort given by members to the passenger service then perhaps it should be made clear that it is bad management by the railway which has caused this problem, not a lack of effort by volunteer workers. Fortunately, in the past few months the Council has changed tack and its efforts have begun to bear fruit with the Inner City Grant & MSC scheme now in action. But where did we go wrong?

Consider the customer. Nowadays he is a family man and requires certain facilities for his money:- something to see; a comfortable ride; refreshment and toilet facilities. Which could Middleton provide? On his arrival, the potential customer is met with dereliction, a muddy car park and two rotting containers which depute as a shop. If he is lucky he might see a couple of steam locos on display at Tunstall Road. This in itself is not encouraging and indeed many potential customers have simply turned around and driven off without even getting out of the car.

Assuming he does get out of the car and purchase a ticket, what do we give him for his money? At 40p return, our fares are good. Our passenger operators are usually very friendly and helpful, whilst the loco crew often let folk inside the loco cab - I hasten to add under supervision, without touching anything! But friendly service doesn't quite compensate for the lack of basic facilities which now becomes apparent. There are no toilet and refreshment facilities at the line, whilst passengers ride in the most unsuitable passenger vehicles imaginable, our van and wagon. Now I am wholeheartedly in favour of the open wagon having seen that many passengers do prefer to travel that way for the novelty, particularly the children. Those who have gone through the tunnel with a wagon load of kids will no doubt know only too well what I mean - their ears certainly will.

Unfortunately, it's the brake van which falls far short of what is required and since the CCT is nowhere near complete (or likely to be for some time), it is likely to be a problem for some time. The van's major problem has always been the strange way in which it was converted for passenger use. The downhill end is open to the elements and the adverse weather conditions this year have caused a number of complaints from passengers about the lack of cover available. Also, with the best will in the world, footplate crews will err and will fire up at the top of the line causing black smoke which then rolls into the brake van. It obviously affects the wagon but passengers there know what they let themselves in for, those in the van invariably express surprise at the problem.

The sad thing about this problem is that no-one has seen fit to do anything about it. The great deliverer was the CCT, but not only has this not yet been placed in service, it has, since the recent gales, been left bereft of roofing felt with no work being done on it for some months. To be fair to the society, though, it should be pointed out that there just hasn't been any spare time to do anything with the thing recently. The van, though, should have been modified fairly soon after its entry into service but as usual at Middleton the attitude has been "It'll do".

That, in a nutshell, is one of the main reasons why we do not give value for money. Too many people in the society have said "It'll do" in the past instead of critically appraising our services to the public and altering things if required.

The other major problem is the one of publicity, hinted at in the last issue. As this issue went to press, Council not only banned the running of steam locomotives on Saturday, but also put the fares up effective from its meeting of 1st June. The reasons behind this are only too obvious - we were losing money hand over fist, and to carry on as we were was really sheer lunacy. However, as is usual at Middleton, retrenchment has been the name of the game, and panic has been the reaction to our ills. The major problem this year was the terrible weather, which kept people at home for much of the early part of the season. However, Middleton has not been advertised again this year, apart from the odd advert in the usual 'Births Deaths and Marriages' columns of the Evening Post. Until very recently no adverts went in the railway press, and none of the local papers (South Leeds Advertiser etc.) has had anything about us. This is alarming, to say the least. Our Publicity Department is non-existent, which is a very bad omen for the future. Without publicity our finances can only get worse because how can people come to Middleton if they haven't heard of us?

The last two months have seen items in the railway press because I put them there - a number of Council members do not feel it is worth even a 15p stamp to send things in. Such blind stupidity can only damage our health, to misuse a famous phrase. ANY publicity is better than no publicity, gentlemen! Chris Rogers has the right idea with his posters for the steam gala in July. Wire the things to all available lamp posts etc., and get them on car windscreens (under the wipers where they'll be seen) so that people KNOW we are offering something in the immediate area for them. The local newspapers can also be utilised in this manner, to bring us to the attention of the general public.

So we have two things very much in tune with each other. First, PUBLICISE the railway, then IMPROVE what facilities we have. The facilities side of things are coming on very nicely, as is related elsewhere, but the publicity side is lamentably short of the standard required. Even the mighty Severn Valley Railway spends a large amount on publicity so it must be well worth the effort. Or is the Trust saying other societies are wrong and we are correct?

I.B.Smith

THE BRIDGE TO ADVENTURE

Young children growing up start to wander further from home as they embark on the adventure of life and I was no exception. For me, growing up in the back streets of Hunslet, one of the roads to adventure lay at the end of the street, in the shape of a footbridge, known to all and sundry as 't'old wooden bridge'. I must have about five years old, certainly no more than six, when I first ventured over this bridge and found the paradise that was to be my playground until I left the area at the age of ten.

The green painted, wooden fenced, lattice built footbridge spanned the Midland main line at a point just north of the junction with the branch to Hunslet Lane goods, once the erstwhile terminus of the North Midland Railway, and opposite the Corporation Depot known as Pottery Fields.

Once having ventured over this bridge the immediate attraction was in front of me in the form of a small scrapyard which, I believe, is still there today. The era was, of course, the early fifties and some of the many things being cut up in this scrapyard were ex W.D. items, the star attractions being some small tracked army vehicles. Whilst the majority of the scrap was behind a fence, there was an overspill onto the waste land adjacent to the scrapyard. I cannot remember what these

vehicles were, but to us youngsters they were 'tanks' and to be able to clamber in and over these rusty hulks was sheer heaven. World War II was fought over and over again.

However, the Midland Main was only some ten yards away and the sound of the passing trains did not go unnoticed. An older friend was a train spotter and I can still remember running to peer through the sides of the wooden bridge at a passing train and running back to my friend to tell him the number - and that it had a name! To this loco., No. 45690 'Leander' belongs the record of being my first 'cop' and the moment that I became interested in trains. That could be the end of the story but it was really just the beginning of my road to adventure and, although I was not to know it at the time, my first acquaintance with the Middleton Railway.

Almost next to the wooden bridge there was another bridge spanning the Midland Main, known to us, in our ignorance, as 'the cast iron bridge'. This bridge, which crossed the Midland Main on the skew, carried two large gas pipes and, by standing on these, one had a grandstand view of the tracks below; far better than peering at the trains through the gaps in the wooden bridge. It also had another advantage in that the stone abutments had a simple form of castellation. Here, we could fight the battles of World War II and watch the trains at the same time!

Almost opposite the 'cast iron bridge' were the premises of Hudswell, Clarke & Co. and in their yard could be seen a diesel shunter which rejoiced in the name of 'Enterprise'. This was the only interloper on what was then a one hundred percent steam scene. Strangely, in all the time watching the trains from the bridge neither I nor my friends ever saw this locomotive move but I suppose it must have done at times. On the Midland line there was always something to see from the Midland expresses with the inevitable Jubilees to the never ending procession of goods trains, often held buffer to buffer on the down slow.

However, back to the bridge. It was obvious that it had once carried a railway across the Midland lines. In fact the track on the bridge was still extant although the approach rails had been lifted with the occasional sleeper left. The probable reason for the track still being in situ was that it was laid with bridge rail although at the age I was then I didn't know the difference. If this had been a railway, where had it come from? The urge was there to explore and, slowly, over a period, our adventures took us further along this trackbed. One day we came across some points hidden in the undergrowth. The map in John Bushell's history marks the site as a corporation depot but more I do not know.

The loco came to Middleton in 1961 and was used until 1976. Problems became apparent right from the start. One problem rectified before the first steaming was the firehole door. This had been cleverly designed to open towards the right - obstructing the fireman! It was replaced with sliding doors before the first steaming. Once in steam, the loco was run up

The route of the line was easily discernable being fenced off for the most part by iron railings. It was only a matter of time before our explorations finally took us to Hunslet Moor and the area that I was later to know as Whittakers Staiths. It was here that I first saw a locomotive that was to become very familiar to me in the next few years - 'Blenkinsop'. It was totally unlike any loco I had seen before although I now know that it was a standard industrial design. This small, green saddletank could not be found in my ABC's and was so different to the Jubilees, Black Fives and other locos that I had become familiar with that it held a fascination for me and I would often go to watch it shunting trucks at the staiths. Gradually, I wandered further afield, discovering the branch into Claytons and following the tram track up into Middleton Woods. Nowadays, we curse when we find that somebody has put stones in the points but I have to admit to playing the self same trick with the headshunt points on more than one occasion!

The line across Hunslet Moor was well fenced with iron railings and it was not until one ventured south of the level crossing at Tunstall Road that it was possible to stand by the track at close proximity. At the junction with the Balm Road branch, 'Blenkinsop' would stop to take water and it was here, inevitably, that a seven year old boy first climbed onto a footplate.

Over the next couple of years I had several rides on 'Blenkinsop' usually on our expeditions into Middleton Woods. Strangely, our trips to Middleton Woods were always up the tram track and I never ventured up the line to the colliery, nor, for that matter did I go down the branch to B.R. In fact the only bit of Blenkinsop's line that I knew was that from the staiths as far as G.N. bridge and the short branch that led up into Claytons yard. Interestingly, the only loco I ever saw was 'Blenkinsop'. Whether it was by chance that it turned out this way or that 'Blenkinsop' was used as the 'main line' engine I don't know but I have never seen a photograph of any other loco outside the pit yard in N.C.B. days either. Another interesting point about 'Blenkinsop' was as to why it carried the words 'Nineteen fifty three' on its bunker sides? It certainly wasn't its builders or N.C.B. number.

But I digress. The bridge to adventure had gradually taken me as far as it was going in this direction and my interest in railways was leading me to other well known places such as Holbeck and Copley Hill. My visits to see 'Blenkinsop' became less frequent and I never even realised that the railway had closed until after I moved away from the area I heard of the formation of the Middleton Railway Preservation Society. But that is another story!

Today, so much has changed. True, Blenkinsop's Railway survives but in such different surroundings as to be almost unrecognisable. Whittakers Staiths are no more and only the poplar trees survive to remind you of the old Parkside. Even the 'old wooden bridge' and the 'cast iron bridge' have seen the last of their days. It is, of course, still possible to see 'Leander' hard at work although it will never bring the 'Devonian' under the bridge again. Likewise 'Enterprise' has managed to survive, although Hudswell, Clarkes is no more. In fact I was able to see her several times last year whilst holidaying near the Dart Valley Railways. Mind you it still didn't move - some things will never change!

S.J. Roberts

THE BEAST !

This is not a script for a horror film, it is the story of our one and only (thank God for that!) Borrow's well-tank, "WINDLE". 'Beast' is one of the more printable names I've heard this thing called during her six years of service on the railway. Until very recently, the locomotive was almost universally unpopular with footplate crews, particularly firemen and this article is a light hearted look into the reasons for her unpopularity.

To begin on a historical note, the loco was built in 1909 by Edwin Borrow's of St. Helens, Lancashire and it has been said that she is Lancashire's secret weapon in a continuation of the War of the Roses! The design was straight forward enough for the time, a four-coupled outside cylindered well-tank but even in 1909 was unusual in that the valve gear was sandwiched between the wheels and frames making maintenance awkward to say the least. The name "WINDLE" has a parallel with that for HENRY DE LACY in that Windle was a parish of St. Helens and the modern town sprang up around it and three others. In the same way that De Lacy was commemorated as the founder of Leeds, the Parish of Windle was commemorated by Dr. William Pilkington who had a house named "WINDLE HALL" to which he retired in 1826. An important member of the firm of Pilkington's Glass was William Windle Pilkington (1839-1914) and what better name for the new loco at the works in 1909 than "Windle"? I for one hope that Mr. Windle was not half as cantankerous as the loco or his employees' lives must have been hell!

The loco came to Middleton in 1961 but was not restored fully until 1976. Problems became apparent right from the start. One problem rectified before the first steaming was the firehole door. This had been cleverly designed to open towards the right - obstructing the fireman! It was replaced with sliding doors before the first steaming. Once in steam, the loco was run up

and down a few times with some surprising results.

For a start, it was realised that "WINDLE" was an "OWT or NOWT!" loco. Open the regulator a little and nothing happens but if you lose patience and open it further, the chances are you'll either gallop off into the distance or slip horribly! Driving her requires more patience because she has very large cylinders indeed, which take time to fill with steam. If you let too much steam in, away she'll go, but you've to get rid of the excess steam before she'll stop! CME Jim Lodge soon found that out when he nearly collided with the Fowler diesel on the first run up the yard!

The biggest problem with "WINDLE" however, has been the injector. The original injector was a Giffard lifting job and even on the first steaming caused problems by continually failing to pick up. Jim was heard to say in no uncertain terms what Mr. Borrowes should have done with his choice of injector. A strip down and clean was carried out, and the loco placed in service. Then we found that she couldn't run a day's service without a refill of water! We had anticipated this so the water tank was used each day to replenish the loco - until "WINDLE", obviously taking a dislike to Mr. Laporte's vehicle proceeded to demolish the said vehicle at the 1979 Steam Gala! However, that is a digression from the subject in hand.

The Giffard was (and still is) the worst injector ever to see service on the railway. Sometimes it will work, others it will not and since it was, until last year, the only injector fitted, life could get quite exciting. For the first couple of years, things seemed OK, but the winter of 1978/9 caused frost damage to the injector and the replacement was fitted, which also suffered! Repairs were carried out and the loco took its place in the May Gala that year, performing satisfactorily. That was the lull before the storm for after that day you could never be sure if the loco would fail for lack of water. Sometimes all would be well, but other days would see the loco failed because that injector wouldn't work. As the loco was a spare to "MATTHEW MURRAY" and P2003 this didn't matter too much except that on three gala occasions in succession, the injector didn't, and the loco had to be failed. I was firing to Andy Mackenna on such occasion and had to endure 2003 barking behind me, Andy swearing at the injector on one side on me, and the loco blowing off furiously in front! Not nice I do assure you! Of course Andy and I were not the only ones to suffer this problem but the memory remains a vivid one. The fitting of a Hudswell injector last year has transformed that aspect of loco performance beyond recognition making it a certainty that she will at least complete a day's service.

But there are other little problems associated with our loco. I have already mentioned the loco's dislike of the tank wagon. This was caused by a minor fault in the brake gear which temporarily prevented the driver from applying the steam brake. Whilst the hand brake was being applied, the collision took place

- much to our driver's embarrassment since he was the Safety Officer! A thorough overhaul of the brake gear has prevented a like occurrence from happening again.

The locomotive's steaming capabilities also leave a little to be desired to say the least. A look at the boiler and firebox gives one reason why. For a small tank loco, she has a huge boiler, but only a small firebox. As she was designed to charge up a short, steep incline at Pilkington's this arrangement was fine. But it's not so good at Middleton, with one and a quarter miles of 1 in 60 plus a couple of 1 in 27s thrown in! Also, I suspect that this boiler (number 1 in 1950!) is perhaps draughted for oil burning as opposed to many boilers which were simply adapted for oil burning using firebrick. Whatever the reason, the upshot is that "WINDLE" is an absolute horror to steam at times. We did at one time have an old dustbin which we used to put on top of the stack to aid steaming. At least one member actually joined the society after seeing slides of that device! On another occasion one of our drivers, then a fireman couldn't get the loco to steam at all and despite having her pulled around the yard was unable to raise steam for almost four hours. It was a late start that day! However the record for steaming must go to a well known ex-BR fireman who, try as he might, could not persuade the loco to steam. He tried every trick in the book, smiling sweetly at her, then swearing at her all to no avail. "WINDLE" wasn't playing! The colour of the kellog appearing from the chimney changed frequently leading to such comments as "Are you electing a Pope, then?" but he had to admit defeat when there was no steam after SIX HOURS! In fairness, the wind was tending to blow back the fire, something which "WINDLE" does not like one bit.

Maintenance wise the old loco also causes a few problems. The mudholes are in some quite awkward places and occasionally prove difficult to tighten up. There have been occasions when one of these inaccessible mudhole doors has blown some or all its packing out. Whilst not dangerous, these events are quite spectacular as the firebox becomes wreathed in steam within seconds! Other than that, I have already mentioned the inaccessible valve gear which we are shortly to have to take down for overhaul, there is little else one can say about "WINDLE".

Despite her faults, though, "WINDLE" is still a useful loco and is actually beginning to be liked by footplate crews. Being Left hand drive as opposed to Right hand drive (as all our other locos are) has a number of advantages on our line and she is, once you get used to handling her as an old lady should be, a very good shunting loco. Once the valve gear has been overhauled the loco should be even more useful and, who knows, I might even write an article about how good she is then!

I.B.Smith

NOTES & NEWS

FAME AT LAST

Observed at Alton recently by member Glyn Hiscock was a pub sign he hadn't noticed before, adorning the "Railway Hotel" opposite the station. The loco depicted on the sign looked vaguely familiar so he took a closer look - and found a painting of Pea! As the loco was originally built for Courage's Alton brewery it isn't really surprising that they should use her on a pub sign in the town. Perhaps we should send a photo of the real loco for their bar ...?

SERVICE CHANGES

As from 1st June, Saturday services were diesel hauled in an attempt to stop the losses being inflicted due to the bad weather. This would appear to have been largely successful as Saturday trains now break even cost wise. In addition to this, fares were raised as follows:- Adult Return 50p, Child Return 30p, Adult Single 30p, Child Single 20p.

RAILWAY POSTCARDS

We are often asked by visitors if we have pictures of our locos and, until now, we have had to reply in the negative. However, Sales Manager John Chaplin intends to rectify the situation and the loco to be given the honour of being the first subject is "WINDLE". Postcards (in glorious technicolour!) of the loco should be available by the time this issue hits your hall floor so please place your orders with John Chaplin.... It is hoped to build up a stock of postcards of all our locos as funds permit, beginning, obviously, with our working ones first.

FORGE ACQUIRED

For some time we have eyed a Blacksmith's forge 'on the other side of the fence' in King's Yard, with interest. It had been dumped alongside the line into Clayton's Yard and, as it appeared to be in good condition, would be a very useful piece of equipment to have. On the basis of 'If you don't ask, you don't get', Chairman Joe Lee approached King's management, who were only too pleased to let us have the forge. It is presently fitted with a 3-phase motor, which will make it eminently suitable for installation in the Tunstall Road shed with further modification.

MRT EXHIBITION NOTES

Exhibition manager Derek Plummer has sent in the following paragraphs to keep members informed of progress in a much need area of operations, and one which (as always) is understaffed. Staffing exhibitions is a very rewarding day's work and has the added bonus, for those who like such things of being able to attend traction engine rallies and model railway exhibitions free, so if you are interested, please contact Derek at the address given below.

"At Easter we attended the revived Harrogate Model Railway Exhibition, held in the latest exhibition hall adjacent to the Conference Centre with entry through the foyer of the latter. The event was organised jointly by Harrogate Leisure Services and the Barnsley Model Railway Society (a long way from home!) and extended over 3 days, though trading was not allowed on the Sunday. This did not deter us from leaving a good supply of publicity leaflets plus a picture display on our stand that day.

On behalf on the Trust, the Leeds & Holbeck Building Society put on a window display in their Headingley branch from the middle of March and this later did the rounds of their other branches in turn.

On 11th June a display of MRT and City Archive Department material relating mainly to the early days of the Middleton Colliery Railway was put on at Armley Mills for the conference on the "National Association of Mining History Organisations". A lecture on the railway was given by John Bushell, publicity leaflets distributed and a few sales, mainly of "The World's Oldest Railway" were made.

Looking ahead to future events, the next possible outdoor event could be Bramham Park Traction Engine Rally, over Bank Holiday Weekend. Other events likely to be attended are Wakefield MRS (date not yet known); Leeds MRS (27th to 29th October) and Hull (29/30 October). As usual, all offers of help with these will be much appreciated by me by either writing to me at 44, South Broadgate Lane, Horsforth, Leeds LS18 4AG, or ringing Leeds 581851.

GENERATING TROUBLE

This is something we seem to be quite good at but in this case the title is literally apt since our newly installed generator has been rendered unserviceable by a major engine fault. Peter Nettleton is currently repairing the defect and it is hoped to have this useful piece of equipment back in service in due course.

ALL CHANGE

In late July, Chairman Joe Lee was summoned to a meeting with Claytons and informed that the society would be required to vacate the Dartmouth Yard "As soon as possible". Further meetings revealed that we had to be out by September at the latest, a very tall order indeed when it is realised that we have 8 steam, 4 diesel locos and several items of stock on site, some of which were not at that time in a moveable condition. In addition, we also possess a large amount of machinery, plus a hut or two to shift too.

Once the initial shock had subsided, work began on arranging the move. MSC have managed to take on the fencing of the Tunstall Road site for us and this is almost complete. All the trackwork for the depot site is either laid in or ready for laying in.

Tracklaying began in early August when the loop was begun in earnest. This has necessitated some expenditure on Ballast in order to complete the task. The first train over the loop ran on Monday 15th August. The point for the two shed roads was laid in over two weekends in August, along with one shed road. The other will be laid in due course.

Plans for the site as a whole have had to be completely revised, because of these rather hurried events. The site fencing includes gates across the line by the footcrossing at the Motorway end of the site, two gates at Burton Road (one for the car park by the shed, and one across the railway) and a fourth across the line where it crosses Moor Road. This will secure the site very well. One section of the fencing will be of a temporary nature in order that, when the shed is built, one wall will replace it completely. The first section of the shed will now be erected as soon as possible to provide covered accommodation and, more importantly, a proper power supply for our machinery. As a temporary measure, the Dartmouth Hut (known to all and sundry as the "Bog Hut") will be moved to Tunstall Road to provide a workshop.

By the time this magazine appears it is hoped to have all our stock in residence at Tunstall Road, with a start being made on the shed. It is only right to make mention of the few people who have worked all the hours God sent in order to accomplish this move so quickly - Steve, Graham, Chris, Pete, Tony C., and Vernon. These six have done by far the majority of the work needed, assisted by only a few other members and we owe them a deep debt of gratitude for their hard work, without which we could have been in very serious difficulty. In addition to the physical work done by these members, Joe Lee has spent many a night doing the vital "backroom" work to get grants and offers of assistance, something which the editor knows from experience can be very soul destroying at times, particularly when, as in this case, there are occasions when an end never quite seems in sight.

With all this happening it was felt that members needed to know as soon as possible so it was decided to delay OLD RUN long enough to give you all a full

picture of events as they have happened. To do this, I have of necessity had to use the pages of the magazine normally allocated to photos which I hope will meet with member's approval. Also, because of the need to get OLD RUN out as soon as possible after receipt of news, these pages are not typed on the computer as normal.

In addition, a number of articles in this issue have been overtaken by events as can well be imagined. I have had no time to correct any of them so I hope you will bear with these small details.

THE LAST TRAIN

In 1958, the RCTS (amongst others) chartered an all line railtour of the Middleton Railway to celebrate the line's Bicentenary. Twenty-five years later, it is intended to repeat this tour to celebrate our 225th anniversary.

These tours will take place on September 10th and 11th and will take in ALL the branches currently in use. The tours will also provide the VERY LAST opportunity to ride in a passenger train over the various lines in Dartmouth Yard before tracklifting begins.

The cost of each trip is £2.50 Adults and £1.25 Children and includes a copy of "The World's Oldest Railway" as a souvenir brochure.

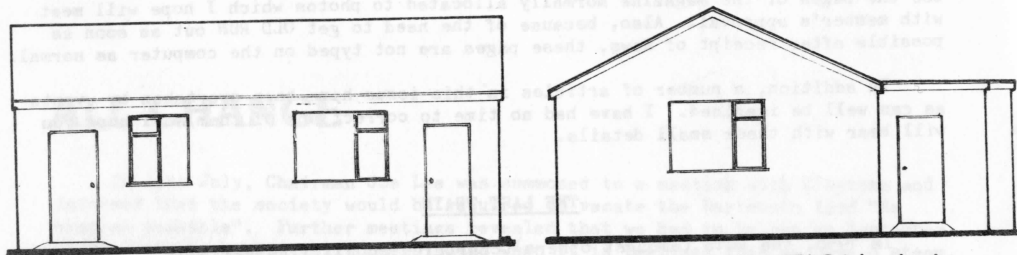
The trains run at 1230 on each morning and if demand is sufficient, reliefs will run at 1330 or thereabouts. Anyone interested is asked to contact Tony Bell on Wakefield 825658.

GALA SUCCESS

Our "Transport Gathering" once again proved a great success with many people enjoying all we had to offer. Proceeds were slightly down on last year although the inclement weather didn't help there.

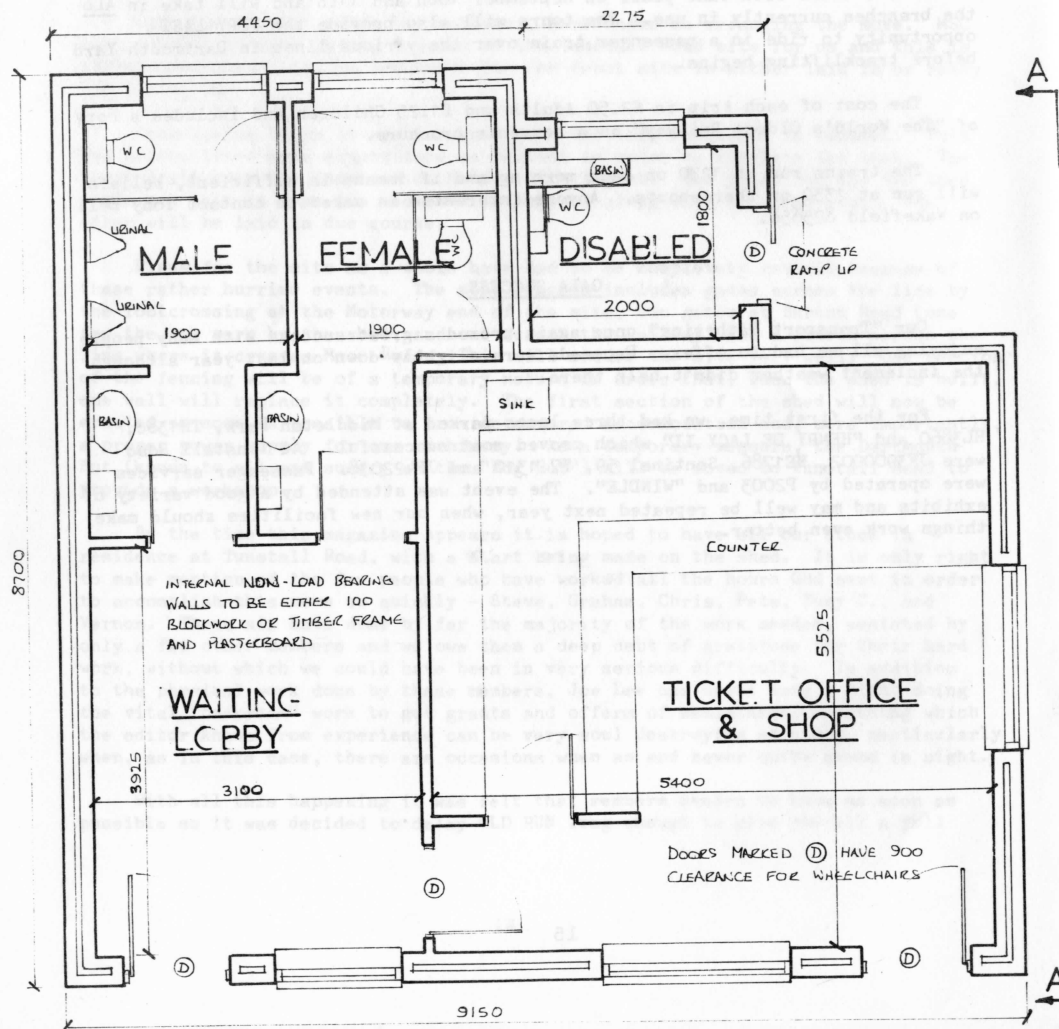
For the first time, we had three locos parked at Middleton Park, TH138c, HL3860 and "HENRY DE LACY II" which proved most successful. At Tunstall Road were JF3900002, HE1786, Sentinel 59, Y7 1310 and JF422038. Passenger services were operated by P2003 and "WINDLE". The event was attended by a good variety of exhibits and may well be repeated next year, when our new facilities should make things work even better.

STATION BUILDING



ELEVATION ONTO PLATFORM

SIDE ELEVATION A-A



TUNSTALL ROAD STATION AT LAST

After what seemed like a lifetime of discussions and meetings work finally started on the Tunstall Road Development on Monday, 23rd May. The discussions, mainly conducted by Noel Brampton and Joe Lee had been almost weekly in nature and we have been fortunate that these two have been able to devote so much time to the Railway's interests. Many snags, both major and minor, had to be ironed out before work could commence, not the least being whether there was enough money in the kitty to finance the scheme.

The first few days' work was spent in establishing the work site and putting up a temporary fence to give some security. The need for this was rapidly brought home when the Portaloo's were smashed beyond repair on the second night before the fence had been completed. One of the containers from Clayton's yard has been brought down to the site to provide covered storage for tools and equipment. The L.M.S. brake van is being stabled down at Tunstall Road to provide mess facilities for the workforce.

Problems were encountered with the building work, almost from the start. Test holes soon established that the station building was to be erected on made ground and we were having to dig five feet down to find stable sub strata. The Building Inspector would not accept simple footings and re-design of the foundations was necessary. This, and other reasons, meant that actual building work did not start until the second week of June but progress has since been steady if not spectacular and at the time of writing the walls are well on their way. Most of the materials have been ordered for the station building and it is hoped that, by the time you read this, the structure will be complete and being fitted out internally. With luck the building will be in use before the end of the season.

One of the main problems to be overcome is that of mains drainage. The foul sewer is some 12 feet down in the middle of Moor Road and the cheapest quotation obtained for a connection was £3100. This was a large slice of the total grant and was obviously not acceptable. However, the Manpower Services have offered to take on this work and this will mean that the cost should be substantially less.

Work on the loco shed will not start until the station building is all but complete as the length of the first stage will be dependent on the cash left over. Hopefully there will be enough money for 100 ft of shed but it depends on whether we overspend on the station building and associated work. It is, however, hoped that, subject to Building Regulations approval, work on the shed will start in September and carry on over the winter.

Whilst the Manpower Services men have been working on the buildings the volunteers have not been sitting back. It is our job to lay in all the trackwork and this work has been progressing steadily, if slowly. One major problem is that we have been unable to obtain any spent ballast from our normal source and we may be faced with having to buy some in order to let the work proceed.

MEMBERSHIP NOTES

Most of you whose membership fell due for renewal at the end of June have now renewed. The few who have not will find a reminder with this issue of the Old Run. Please continue to support the Middleton Railway by renewing your membership. The decision of the A.G.M. to keep the rates unchanged for yet another year means that you have even more value for money!

One of the several points made during the discussion on membership fees at the A.G.M. was that we ought to raise membership income not by an increase in rates but by an increase in the number of members. This is sound thinking and is relatively easy in theory. All you have to do is enroll one extra member each and the membership is doubled! How about putting this theory into practice by enrolling a relative or friend? If the members of your household are not already members, you can enroll them as Family Associated for the meagre sum of 50p each.

I would like to place on record the Council's thanks to the following people who have made donations to the Railway recently. N.Easton, A.Thorndike, I.Marsden, B.Dawson, K.Tattersley, S.Edwards, P.Burke, H.Nettleton and Prof. Korting. Your continued support is a great encouragement to us all.

Ann Roberts

MEMBERSHIP BADGES 75p (post paid) From:-

SALES MANAGER, 240 WEST END LAND, HORSFORTH, LEEDS LS18 5RU.

PMV NEWS

In the course of conversion work on one of our SR PMVs, Peter Nettleton discovered that 4 roof ventilators had originally been fitted, and decided that, if suitable second hand ones could be located, it would be a good idea to refit them to the restored vehicle. Enquiries suggested that two vehicles awaiting scrapping at Marple & Gillott's scrapyard in Sheffield might have suitable vents, although the vehicles were of GWR origin. Tony Cowling went round to the yard and managed to purchase 9 vents at reasonable cost and these will be fitted as restoration proceeds, leaving a small number of spares.

Incidentally the Wrenn OO gauge model CCT (similar to our PMVs, but fitted with end doors) is fitted with 4 vents and also has steps attached to the underframes. Our vehicle did have steps but only the underframe brackets now remain along with internal warning notices over each door to warn the unwary of their peril!

COMPLAINTS DEPT

A number of members have recently complained that the Editor of this excellent journal (modesty again!) has been writing with rose coloured pen, through rose coloured spectacles, or to be more precise, Hudswell Maroon coloured things! I refer of course to the last issue's preoccupation with a certain well known Maroon diesel which does seem to have come in for a great deal of Old Run space since its arrival in 1980. Apart from the fact that the Editor owns half of it (well, slightly less as I owe Graham for my half of the fluid coupling!), the major reason for this is that Old Run comprises of around twenty six pages an issue, and notes, news and loco news plus pictures might fill around 8 pages maximum. It takes no great mathematical genius to realise that I am left with around 18 pages to fill in each issue.

If you then apply the logical touch to this, it will be realised that unless someone submits articles to the magazine, the Editor is left with the task of filling those blank pages. So it is that, applying the logic still further, your Editor being a busy person playing sailors has to write articles very quickly in order to get the magazine out in sufficient time. This being so, he writes about the subjects he is well qualified to write about, that is, "MARY"!

To be a little more serious on this, it is difficult to fill the magazine at times, with only one regular contributor (Steve Roberts) besides myself. I would be very happy to receive articles, puzzles, crosswords and anything which would make the

magazine more interesting to read. Literary excellence is not required to contribute for the magazine, just sufficient information to provide a complete article in its own right, or which can be expanded by myself to form one with less effort than I use now to write large chunks of the thing. No matter how I try, I alone cannot hope to make the magazine interesting on my own, too much of the same style does become boring - I need YOUR help to do this. So please do try to send items to me for publication.

In particular, what about the junior members amongst our readership attempting to write something? Whilst the Editorial policy of the magazine is to mainly keep the Old RUN concerned with Middleton, this rule will certainly be relaxed for junior members who wish to write about other railways they might have visited. Or you could of course write about what you would like us to do for you at Middleton, or describe a job you've recently done.

To finish off this appeal, I'm appealing to all sections of the membership. If you can write an article and send it in I would be very grateful indeed and it will certainly keep interest in the Old Run to a maximum.

APPEARANCE IN PUBLIC

It is very difficult in a volunteer organisation like ours to criticise people without causing offence. It becomes even more difficult when the criticism is directed towards the appearance and bearing of those members who are directly involved with the general public whilst operating passenger trains. Unfortunately, on a few occasions, such criticism has indeed had to be made of members dealing with the public.

Train crews are always in the public eye more than any other section of the membership and it is thus imperative that they give the best impression at all times. Bearing and dress are the two things which can either impress the public enough to make them come back again, or make them decide not to do so.

Unlike many other societies, we do not insist upon "Railway uniform dress" such as that used at Haworth, but we do insist on a certain standard being maintained. This basically means that staff should, where possible, always wear reasonably smart shirt and trousers. The junior members who are very valuable as ticket clippers should also try to wear reasonably smart clothing as they are very much in the public eye, and a smart appearance does count for a great deal these days.

It should be said that this is by no means a new problem. I can remember the furore caused by a young member who informed passengers on a train in 1969 that "Our aim is to get as much money out of you as possible!" No wonder the passengers shuddered!

Staffing of trains is an essential public relations exercise these days as such members are the first contact that the prospective passenger has with the Middleton Railway. Imagine the reaction, then, a couple of years ago when the prospective passenger was faced with a Guard who looked as if he had crawled through a hedge. It was a much more pleasant experience to be confronted by our hard working regular Sunday Guard, Keith Hartley, who is always immaculately dressed and should be regarded as an example to all staff as to how to dress properly for such work. Loco crews are, of course, exempt from wearing shirt and (good quality) trousers due to the nature of the job!

ALL AT SEA (1)

The Royal Navy is about to take delivery of its newest minesweeper, which bears the name "HMS MIDDLETON". Unfortunately, she bears the number M34 rather than the more appropriate M1758 which you might expect. The ship has a link with railways, albeit BR, in that she is powered by Napier "DELTIC" engines, two of which drive the 625 tonne ship at 17 knots. The ship is a minesweeper, and along with her 7 sisters, has the distinction of being the largest ship to be constructed of Glass Reinforced Plastic! Perhaps we can make contact with the ship and send them a suitable photo for their wardroom?

AT ALL SEA (2)

It never rains, but it pours in my job. Having prepared for an early departure to warmer climes this September, I now stay put until December! This means that all contributions to Old Run should continue to be sent to my home address at present. The next Old Run will give details of my forthcoming address, which should hopefully be HMS HERMES.

A WELCOME RETURN

One of our veteran members made a welcome reappearance recently when Pete Nettleton decided to repaint TH138c the easy way. He enlisted the services of Bill Holliday who has in the past painted many of our locos as a volunteer. Bill also brought with him about two foot of wool on legs in the form of the famous Henry, his little terrier dog! Apart from making friends with most of the members again, Henry also covered himself with various shades of paint from time to time! As to the job in hand - I wish Graham and I were able to paint "MARY" in a week flat as Bill did with TH138c!

LOCO NEWS

P2003

Is available for traffic although some trouble has been experienced with tube leakage in the firebox. This is not uncommon with steam locomotives that are worked hard but is unusual at Middleton where the locomotives tend to have an easy life. Re-expanding the tubes has cured the leaks, we hope, permanently.

EB 53

Is available for traffic and is seeing extensive use this season. Although its mechanical condition is poor, it is being used in preference to No. 2003 as it uses far less coal and economics are a prime consideration at present. The new lubricator has improved the locomotive's rolling qualities and the notorious 'groaning' cylinders are a thing of the past. Re-shimming the slide bars has all but eliminated the problem with leaking piston glands. Slowly, but surely, we are improving 'Windle' but a lot of mechanical work still needs to be done before things can be regarded as satisfactory.

DSB 385

The stays were recently delivered from the manufacturers and have now been fitted although they still require rivetting over. A preliminary hydraulic test has proved satisfactory although some caulking of seams and tube expanding is required. Work progresses as labour and pressure of other work permit but the signs are hopeful that the steaming of the locomotive will be sometime this year.

WB 2702

The majority of work on locomotives in recent weeks has been concentrated on this locomotive. The removal of the boiler tubes revealed that the smokebox tubeplate was in very poor condition and that the firebox tubeplate had several dry cracks in the ligaments (the metal between the tube holes). It has been decided to replace the smokebox tubeplate completely and the old tubeplate has been removed. The firebox tubeplate is repairable and quotations are being obtained for this. Removal of the old tubeplate has enabled access to the inside of the boiler shell and a first inspection has not revealed any more problems with the boiler although, at the time of writing, a detailed inspection remains to be carried out.

S 8837

Whilst the majority of locomotive work has been on the Bagnall, our faithful Sentinel has at last come in for some attention. The firebox has been removed from the boiler and after discaling has been found to be in excellent condition. Removal of the firebox has, however presented us with a puzzle. The Sentinel was withdrawn in 1977 with a burst boiler tube and Jim Lodge, who was C.M.E. at the time, left a note on the files giving the exact details of the burst tube. However, now that the firebox is removed and close inspection is possible, the tubes appear to be in excellent condition with no sign of any leakage. We are working on the premise that the tubes are satisfactory but the question of where the leak was remains, at the moment, unanswered!

P 2103

An agreement has been drawn up for this locomotive and awaits signatures. Once this formality is complete work will commence on restoration. Meanwhile two replacement injectors have been located and their purchase negotiated.

HC D631

In traffic as required although its usage is less frequent as it shares the work with our recent diesel acquisitions.

HE 1786

In traffic although it only sees occasional use.

TH 138C

Has been out of service for a few minor repairs and a repaint. The C.E.G.B orange has given way to a much more railway like Brunswick green with black frames and red buffer beams.

HC D577

The new Gardner 4L3 engine has been delivered and the old Mirrlees Bickerton and Day engine has been removed for preservation. A fluid coupling has been obtained for use with the engine. Much work will be required before the new engine can be fitted to the locomotive.

JF 4220038

Has been used occasionally and has, following the fitting of our continuous air brake and alarm bells, been used on the passenger service on occasion.

All other locomotives remain stored with no further work being carried out.

BOILER INSPECTIONS

The Boiler Inspector is a name that almost every preservationist has heard and often fears. His visits are generally accompanied by much nail biting and sleepless nights by those concerned with the maintenance of locos. Who is this man who by his very words can signal success or failure to the results of the hard work put in by the volunteer? In our case, the Boiler Inspector is a surveyor supplied by our Insurance Company (Scottish Boiler), a subsidiary of the General Accident group.

Just why do we need a Boiler Inspector? The short answer is that we don't although we would probably find ourselves in trouble if we didn't have one. The legal requirements are complex for while Steam Boilers in factories have been controlled for many years by the Factories Acts which amongst other things, require regular examination by a competent person; by contrast there are no specific regulations covering locomotive boilers which are not in factories. We do, however, have obligations under the Health and Safety at Work Act to ensure that plant and equipment are maintained in a safe condition. Three years ago the Health and Safety Executive issued a guidance note (PM18) laying down guidelines for the safe operation of boilers. Whilst this is not a mandatory document and there is no requirement to comply with its recommendations to do so is deemed to satisfy the requirements of the Health and Safety at Work Act.

The recommendations given in PM18 with regard to boiler inspections are analogous to those specified in the Factories' Acts and consist of an examination by a competent person (The 'Boiler Inspector') when cold and under steam pressure at intervals not exceeding 14 months. The examination when cold is basically a visual examination, both internal and external, of the boiler and its fittings supplemented where appropriate by thickness testing and a hydraulic pressure test. The extent of the examination is at the discretion of the Boiler Inspector but a hydraulic test is generally carried out at a maximum of six yearly intervals with a through strip down at a maximum of ten years. Lesser periods are specified when necessary.

The onus is on the Railway to have the boiler inspected and the first step is generally a telephone conversation with the Boiler Inspector requesting the examination. Based on his previous knowledge of the loco he will ask for certain preparatory work to be carried out which, as a minimum would be:

- a) Thorough boiler washout
- b) Thorough cleaning of the smokebox and firebox

- c) Removal of all mudhole doors, washout plugs and fusible plugs
- d) Removal and dismantling of the safety valves

and may include removal of fittings, tubes, stays, boiler cladding and lifting the boiler from the frames, if considered necessary.

If a hydraulic test is to be carried out this is done after a satisfactory visual examination has been completed. A hydraulic test consists of filling the boiler totally full of water and pressurising this to 1½ times the normal working pressure by means of a hydraulic pump. A hydraulic test is a safe way of establishing whether the boiler will withstand the design pressure without damage, leakage or undue deflection and it relies on the low potential energy contained within the water at pressure due to the incompressibility of the liquid.

The steam test is the final examination and carried out as soon as is practical after completion of the other test and is a check at full working pressure for any leaks or other defect that may occur. The operation of the safety valves and gauges is also verified at this time.

Whilst the examination by the Boiler Inspector is on an annual basis, the Railway is not absolved from carrying out its own inspection on a regular and routine basis. At Middleton the boiler is inspected by the driver at every steaming and an 'in steam' inspection is carried out by a suitable responsible person after fourteen days in service at which the boiler is blown down as necessary to remove any accumulations of solids in the water. We are fortunate in Leeds in having some of the best water for boilers in the country and washouts are generally only carried out after 30 days in steam. The service locomotive is also generally inspected when cold during the week prior to its being steamed.

For anyone interested in the subject of boiler inspections it is possible to obtain a copy of the guidance note PM18 'Locomotive Boilers' from HMSO and this gives invaluable advice on the subject, together with further references which may be of interest.

FROM THE CHAIRMAN

Fourteen years ago, when I had the pleasure to meet our founder member Ronald Frederick Youell, I certainly did not foresee the Middleton Railway reaching a stage of development which will place it well and truly on the map as an attractive tourist attraction with a potential far exceeding visions of earlier years. Who would have thought that a mineral railway with such a historic background would be reaching a new era in 1983.

Progress has been very slow, certainly without sympathetic understanding of our situation by many people, especially the City Council and our customers, Clayton's of late and Robinson & Birdsell at present, I doubt whether or not we would have been here at all.

However, morale is growing, especially now that we can physically see the start of new station buildings, toilets, followed towards early 1984 by an engine shed at the present terminus.

Attractive development must bring more visitors, good customer relationships are paramount - without the general public there would be no point developing at all

There is always controversy when new stock appears at the line, the short answer is simply, acquisition and usage of new locomotives and stock is bound to engender more interest, apart from meeting our constitution which relates to preservation in its widest sense.

Eventually, I see the railway as part of an integrated system of historical subjects whereby residents and visitors may be able to visit many of our places of interest within the City, perhaps as part of an organised tour at weekends or during the holiday season.

Finally, I believe that our efforts will be rewarded by the increased popularity of the world's oldest railway, plus the satisfaction of knowing that we have achieved our objective in the field of preservation.

May I thank all who have made this possible over the past 23 years and urge the present membership to become as involved as they are able as often as they are able.

J.K.Lee BEM
(Chairman)

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