

# THE OLD RUN

JOURNAL OF  
THE 1758 MIDDLETOWN RAILWAY  
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Number 152

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Editor: Mrs. Sheila Bye

Editorial Address: 15 Leylands Lane,  
Bradford, Yorkshire, BD9 5PX.  
Tel. (01274) 543574

Many thanks indeed to the members who provided articles, reports and photos for this issue. ALL members are invited to contribute to their magazine articles, news items, letters, photographs or drawings on relevant subjects. Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd., the Middleton Railway Association, or the Editor.

Material for the Winter Issue should reach the Editor by 1st December 1995, at the latest, please.

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[A 'thank you' to two firms who have recently been extremely helpful to the Railway.]

Cover picture: BR68153 and *Mirvale* haul the train away from Moor Road Station on Saturday 23rd September, only one of the numerous permutations of six steam locomotives and one diesel locomotive timetabled for the 1995 Gala Weekend. Photo: *Sheila Bye*

The Editor apologises for the late arrival of this issue, and also for the fact that there are no Loco Notes or Notes & News items this quarter. As mentioned in the Summer issue, Steve Roberts was working far from home and computer at that time. As this issue became due, he was in process of moving family and furniture down south, where his new job is.

Sincere apologies also for the fact that Ken Cockerill's name was misspelt in the last issue.

A VERY WARM WELCOME to the following members who have joined or rejoined the Middleton Railway Trust/Association since Spring: Craig Bland; Hank Marvin; Trevor Peacock; Linda, Alan, Eloise, Katie and Jack Phipps; Peter, Beverley, Thomas and Gregory Learoyd; Patricia, Rebecca, James, Victoria and Alexander Howe; Suu, Frances and Matthew Truong, Claire Paul; Michael Purvis; Terry Reed; Linda, Mark and Laura Jepson; Stephen and Anne Lapping; Helen, Andrew and Jennifer Stott; Karen, Wayne, Iain, Melissa and Shaun Guy; Robert Galley; James, Glenis, Emily, Wendy and Georgina Fairbrass; Frederick, Eleanore, Terence and Darren Meadmore; Adrian, Agnes, Anton and Cheyna Gough; Andrew Devine; Nigel Short, Geoffrey Wainwright; Douglas Siess; Jack and Freda Hainsworth; Christopher, Gillian and John Earl; Andy and Hazel Evans; Hugh and Alison Milton; Joe, Mrs. L.J., Miss D. and Mr. J. Bulsara; Philip, Amanda and Christopher Wilson; James Blears; and David Glossop.

## FROM THE CHAIRMAN

Ian Smith

What a finale to the season! Two major events, at the beginning and end of September, perhaps illustrate the tremendous strides we are making as a railway.

We had an excellent weekend at Drax Power Station in early September, where we joined forces with Vintage Carriages Trust to provide a steam hauled train for their Open Day. The sight of 1310, three vintage coaches, plus *Bellerophon* was magnificent - preservation as it should be. A big "Well Done" to all who participated in this weekend and made it such a success.

The end of season Gala was just unbelievable! We had six working steam locos, plus Pete Nettleton's 138c, all working the most incredibly complicated timetable. Amazingly, it worked like clockwork, which was entirely due to the planning which organiser Alan Gilchrist had put in. The whole weekend was a great success, and should earn much publicity.

Thanks are due to all who made the event possible, but a special word of thanks should be made to those who worked so hard to get DSB385 ready for her centenary appearance that weekend. This loco had been promised for the event, but that was before all the vandalism/break-ins we suffered earlier in the season. Sorting that out meant that 385 had to be left alone for some time, and it was only because of a superhuman effort from the regulars that the loco was able to take part. Thanks very much to all who worked so hard on her.

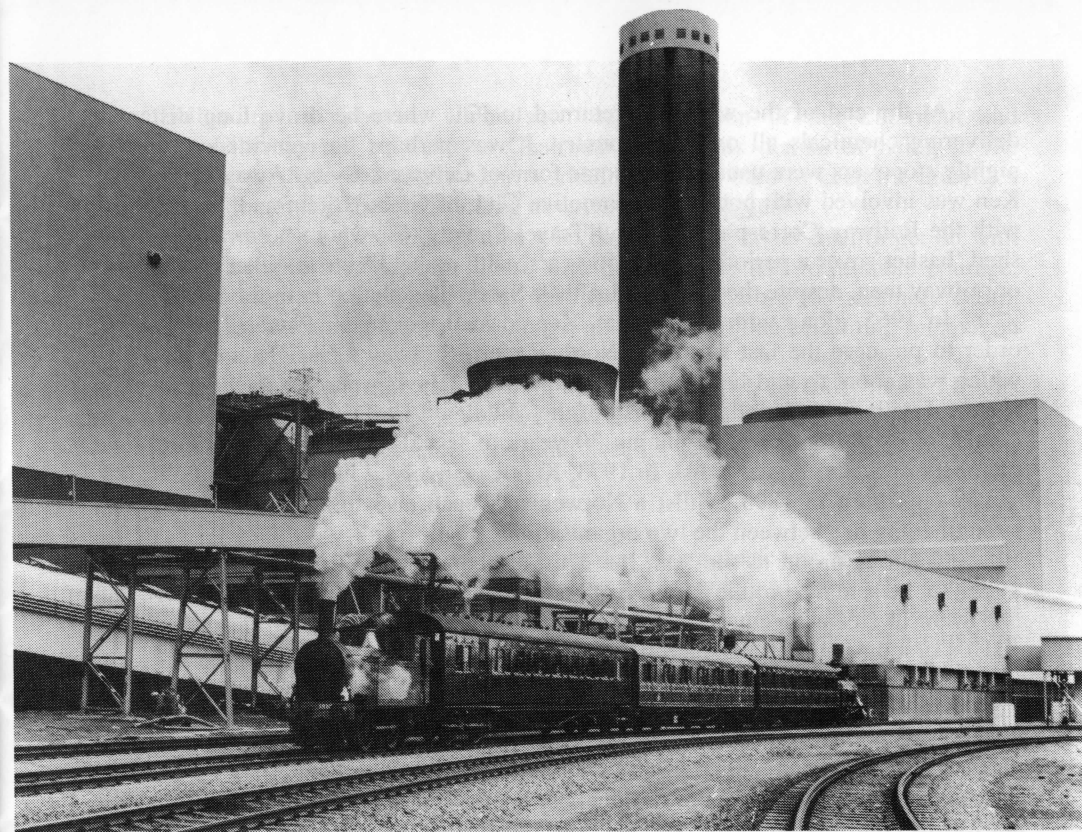
A visit to the N.R.M. on 7th October caused your Chairman to come away with rather more than he bargained for! I was attending a museums meeting on behalf of A.R.P.S., and at the same time was negotiating a possible loan of a 16T mineral waggon, with the intention of reporting back to the 18th October Council meeting. Richard Gibbon, the N.R.M.'s dynamic Curator of Objects, had other ideas, however. Within 10 minutes, he had the deal concluded and we are now the custodians of 16T Mineral Waggon No.B227009 for the next 10 years! The vehicle needs a repaint and a new floor, nothing that Middleton cannot do, and the N.R.M. will be assisting in this work. The result will be that an important part of Middleton's history can be displayed on site. We thank the N.R.M. for loaning us the vehicle; it is good to know that we are now considered to be suitable custodians for National Collection items.

Finally, your Chairman occasionally does a Saturday job, manning the Ingrow Carriage Museum. I was approached by a young lady who said "Do I know you from somewhere?". I modestly (!) replied that I did work here occasionally, when she suddenly exclaimed "I know, you're the Fat Controller at Middleton Railway!". The perils of fame and fortune . . . . .!

[Alan's Gala timetable really was a wonder to behold. Ever-changing teams of locomotives worked the trains, with changes being made at the top of the line as well as at Moor Road. The effect of this was quite spectacular, and provoked a flurry of camera activity. One particularly interesting aspect was that it was possible to see three vertical boiler locomotives in steam at the same time: our Sentinel [currently 68153], Cockerill No.1625, and William - the privately-owned Sentinel Works No.9599, now resident at Middleton. - Editor]



Above: 1310 preparing to set out on 12th August, on a road journey to Dewsbury, for display in front of the Town Hall. Below: on 24th September, during Gala Weekend, 1310 is caught again going boldly where no engine had been before - well, merely "not for quite some time" in this case, at the eastern end of the old Dartmouth Yard. Photos: *Keith Hartley*



..... and 1310 went travelling again: this time in September, to Drax Power Station, where she hauled trains in company with the Vintage Carriages Trust's *Bellerophon*, overshadowed but not at all overwhelmed by the scale of their surroundings. Photo: *Robin Stewart-Smith*

## OBITUARY

### KENNETH HARRY COCKERILL, 1920 - 1995

The Trustees of the Steam Power Trust '65 regret to inform members and friends of the calling to Higher Service of Ken Cockerill on 1st May 1995, in the Elton Nursing Home, Stockton on Tees.

Ken was born at Wellingborough, the son of a Midland Railway locomotive driver, and was educated at Wellingborough Grammar School. He moved to Stockton on Tees, where his first job was as a mechanic for a local racing car driver, before moving to ICI at the start of World War 2. He enlisted in the 5th Inniskilling Dragoon Guards, and saw war service in Northern Europe on tank and vehicle recovery. Ken's lifelong passion was railways, and there is a classic photo taken of him standing in the ruins of Hamburg Hauptbahnhof on VE Day, and he used to say that you could visit any German loco depot for one English cigarette per shed!

At the end of the war, Ken returned to ICI, where he drove long distances delivering chemicals all over the country. It was perhaps no coincidence that his nightly stopovers were usually near some form of railway activity! Away from work, Ken was involved with both the Locomotive Club of Great Britain and, particularly, with the Railway Correspondence and Travel Society, for whom he arranged many shed 'bashes' over a period of some 50 years, with no accidents to either participants or railway men, despite the lack of 'Health & Safety' legislation in those days.

In 1965, along with four others, Ken formed the Steam Power Trust '65, in order to preserve the last surviving North Eastern Railway Class H tank, No.1310, which was about to end her service with the NCB. Having purchased the loco, Ken arranged with Fred Youell, Chairman of the Middleton Railway, to bring the loco to Leeds for operation there, beginning 30 years of friendship between the MRT and members of Steam Power Trust. In 1973, Ken was involved in purchasing DSB 385, a well-tank built in 1895, whilst a Norwegian Coach also found its way to Leeds, strengthening ties between the two organisations.

Ken was proud to see both the Trust's locomotives on display at Shildon in 1975, but he said his proudest preservation moment was in 1993, when both 1310 and 385 were in steam together for the first time since preservation, on the occasion of 1310's first passenger train since 1975.

Ken will be sadly missed by all his friends and colleagues throughout the railway movement, and we extend our heartfelt sympathies to his wife, Marion, and sons, Aidan and Ivan.

It is said that a man is judged by having made the world better for his passing. Judging by the large number of mourners at his funeral, Ken has certainly done that. As for his contribution to the Middleton Railway over 30 years, one can only apply Sir Christopher Wren's epitaph "If you would see his monument, look around".

Farewell, Ken, and many thanks for your many hours of hard work and your years of friendship.

*Bill Hampson (SPT '65) and Ian Smith (MRT)*

## OBITUARY

### CHRIS ROGERS, 1953 - 1995

It is with great sadness that I have to inform members that one of our long-standing members, Chris Rogers, died on 20th July after a long illness.

Chris joined the railway in 1965 at the age of 12, and quickly became one of the regular working members who were always on site.

A quiet, unassuming man, Chris was always involved in the running of the railway, and helped design the passenger coaches the railway now uses. He, along with Graham Parkin, rebuilt the saloon, 1867, over a period of just 18 months. Over the years, he turned his hand to most tasks at the line, and his opinions were sought, and respected, by most of the working members with whom he worked.

Following an upheaval which saw the resignation of the Chairman and Treasurer, Chris agreed to stand as Chairman despite his dislike of being in the limelight. During his year of office, he worked extremely hard to keep the railway's 'business' side running, before standing down the following year.

Chris was, above all, a quiet man who liked nothing better than to get on with his chosen task. He bore his last illness with quiet dignity and formidable courage, and was working at the railway until only five weeks before his untimely death. Almost his last task at the railway was to put up the 'Fred Youell Building' plaque on the side of the new shed.

Chris was a well-respected working member, who will be sadly missed by his many friends and colleagues at the railway. We extend our sympathies to his parents, but at the same time take comfort from the fact that of Chris also it can be said "If you would see his monument, look around".

*Ian Smith*

Chris's death at such an unjustly early age has been a tragic loss. In recent times, he was busy helping plan the transformation of the old workshop into a museum. It would have been good for him to be able to see the fruition of his ideas, but other projects of his abound at the Middleton Railway - the coaches he and Graham Parkin fashioned for us, and the history information boards on the Shop shutters spring to mind, because they are almost the first things a member of the public sees on entering the Station but, over the years, Chris worked on numberless other projects, behind the scenes as well as in the public view.

Though unable to be a "high-profile" Chairman because of the inflexibility of his work hours, which did not allow him to attend work-day events or meetings on our behalf, Chris worked conscientiously hard at trying to improve the Railway's administrative efficiency, at a time when new Government directives were starting to come our way, complicating and increasing the administrative burden on our officers, for almost all of whom the Middleton Railway has to be a spare-time interest. He helped sort out *The Old Run* production dates, for instance, in an endeavour to combine other postings with at least two issues in order to save postage money as well as time and effort. Chris was also anxious that members should know what decisions had been made on their behalf, and extracts from the Minutes began to be produced for the magazine. Eventually, longer reports from Steve Roberts, and Chairman's notes from Ian Smith, meant that more items were mentioned elsewhere in the magazine, but not always, and it would be nice to see Chris's idea reinstated some time in the future when pressures of work permit.

Sadly, I do not have a photograph of Chris to publish with his obituary, and would be grateful for the loan of one for a future issue. As Ian writes of him, Chris was a quiet, unassuming man, and it is entirely typical of him that, in all my hundreds of photos and slides taken at the Middleton Railway, he appears on only two, and then only as a background figure. He spent so much of his spare time at the Railway, but was always working quietly and diligently, away from the cameras and limelight.

Just before Chris died, we lost another long-time member, Leonard Cooper. He had been a member since the late 1960's and, though never a working member, he supported us with his membership and interest. Leonard was a kindly, good-natured gentleman. He was a founder member of the Yorkshire Archaeological Society's Industrial History Section, where I first met him and his wife, and he also took a keen interest in Leeds Civic Trust and the preservation of Thwaite Mill. I'm sure members would wish to join in expressing deepest sympathy to his wife Nancy, daughter Caroline, and son - working member Bob Cooper.

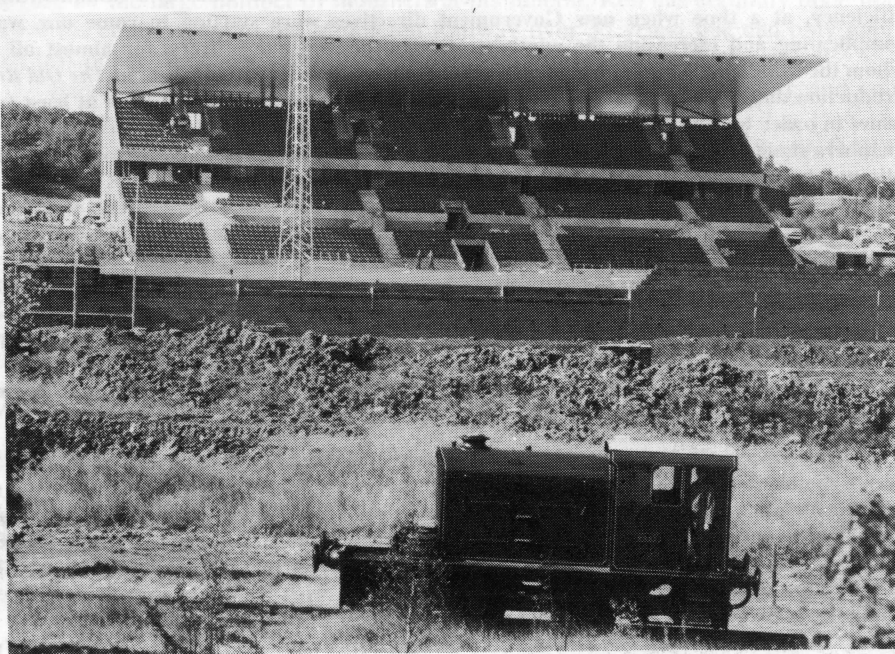
*Sheila Bye*



Above: *William* hauls a demonstration goods train from the Balm Road Branch during Gala Saturday, reviving memories even though loco and type of wagon are not as in days gone by. Photo: *Sheila Bye* Below: Mary, pictured against a background of the new Parkside stadium on 9th September. Photo: *Keith Hartley*



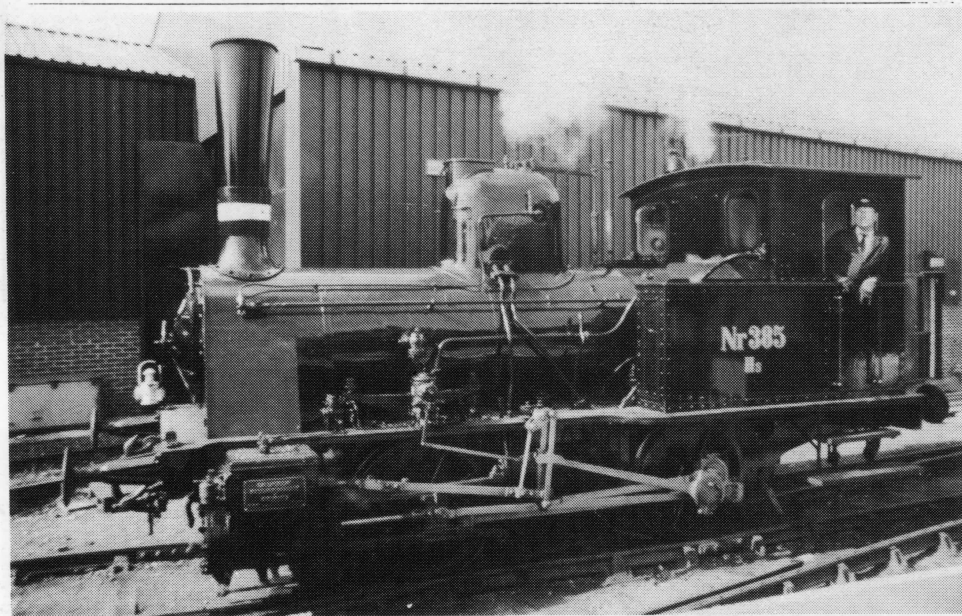
Above: another new arrival, another Sentinel - No.10252 of 1966, owned by Courtauld's Fibres, presently in the care of *William's* owners, and seen here as the beneficiary of a magnificent Sponsored Train Wash effort, organised by the 1st Oulton St. John's Brownies. Below: 385, Fred Youell, and Derek Plummer, during Gala Saturday. Photos: *Keith Hartley*



# “TIL LYKKE 385!”

Til lykke gamle Danske Statsjernbaner  
dampflokmotiven Nr.385 - hundre år til 1995.

Happy birthday old Danish State Railways  
steam locomotive Nr.385 - one hundred years old in 1995.



Congratulations and very many thanks to all the fellow members of the Middleton Railway for their hours of hard work in restoring Nr.385 to pristine condition mechanically and paintwise for its Centenarian runs. I do not think the builders in Chemnitz one hundred years ago would have dreamt of such possibilities.

Lang may her lum reek at Middleton.

*Dr. Ing. Prof. F.W. Hampson,*  
for Steam Power Trust '65 Trustees.

[Nr.385 is pictured above in all the centenary splendour of her fresh paintwork, during the 1995 Gala, Saturday 23rd September. Photo: *Sheila Bye*]



More Gala Weekend scenes. Above: *Mirvale* and 1310, right, being at least temporarily overshadowed by the formidable sight of three vertical boiler locomotives in steam at the same time - *William*, left, and *Cockerill No.1625* peeping from behind our *Sentinel*, centre picture. Below: *Mirvale* with a goods train, banked by 1310, waits whilst TH138c hauls the passenger train from the tunnel. Photos: *Keith Hartley*



## “NOTHING BUT PRAISE”

Keith Hartley (M.R.T. Guard)

I have been coming to the railway now for over 20 years, most of them as a guard. I have attended most of its Galas. They have all been good, even the one in Clayton's yard.

But the 1995 Gala or ‘Steam Extravaganza’ takes some beating. I think on the whole everything went well. I wish to thank everyone who took part: the locomotive crews, the guards, the points operators, those who used the flags (on site and over the road), the shop staff, and anyone who helped in any way behind the scenes.

Even the speaker system came over well. I was rostered on the main trains to Park Halt as a Guard, and on the Brake Van rides also - even on the goods train through the tunnel to the branch. I enjoyed everything.

It would be good to see other people's photographs of the event. I was particularly happy to see Fred and Susan Youell on the platform and enjoying a ride. I talked to many visitors, and every one of them had ‘Nothing but praise’ for this event and the railway as a whole. Well done to all.

## SENTINEL IN INDIA

W.M. Wunderlich

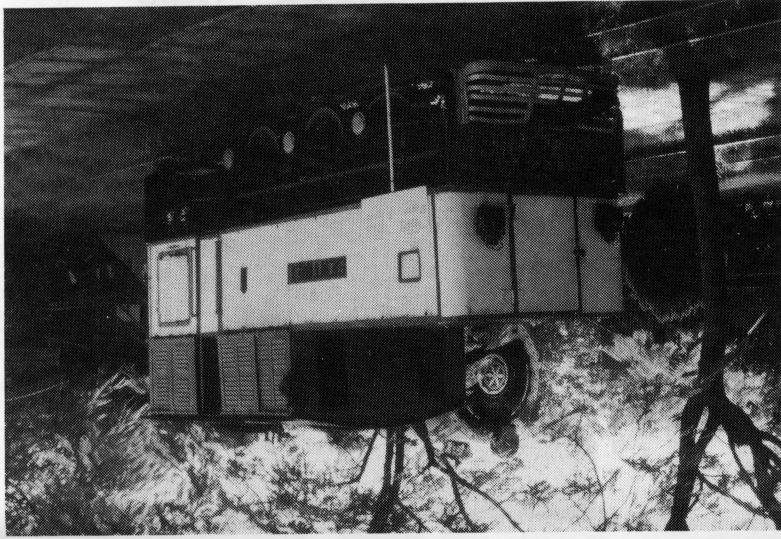
Some time ago I visited India. I had a recollection, that in a suburb of New Delhi there is a railway museum which I had the opportunity to see in its ‘status nascendi’ in 1974. So I suggested that we try to have a look and see how it has developed since. But my son was the only member of the party who was to accompany me.

We were both quite surprised when we saw the extent of the museum now. Not only has the area multiplied manifold, but also the arrangement of the exhibits is remarkable. There is lots of space between the locomotives, for example, so that photographers are not compelled to climb on one loco, when they want to take a picture of another.

Also lots of trees are between the tracks, so that you can have a picnic in the shade, close to the giant W.P.-Class Express train locomotive. But, as every advantage has also its disadvantage, the trees throw shade on to the exhibits, especially in sunshine - which prevails most of the time in that region.

We were both very much astonished, when we saw locomotives which we had encountered already ‘somewhere’ before, viz: at Middleton Railway! They were two examples of the famous SENTINEL, one 2-axle - as ours - and one 3-axle, somewhat bigger.

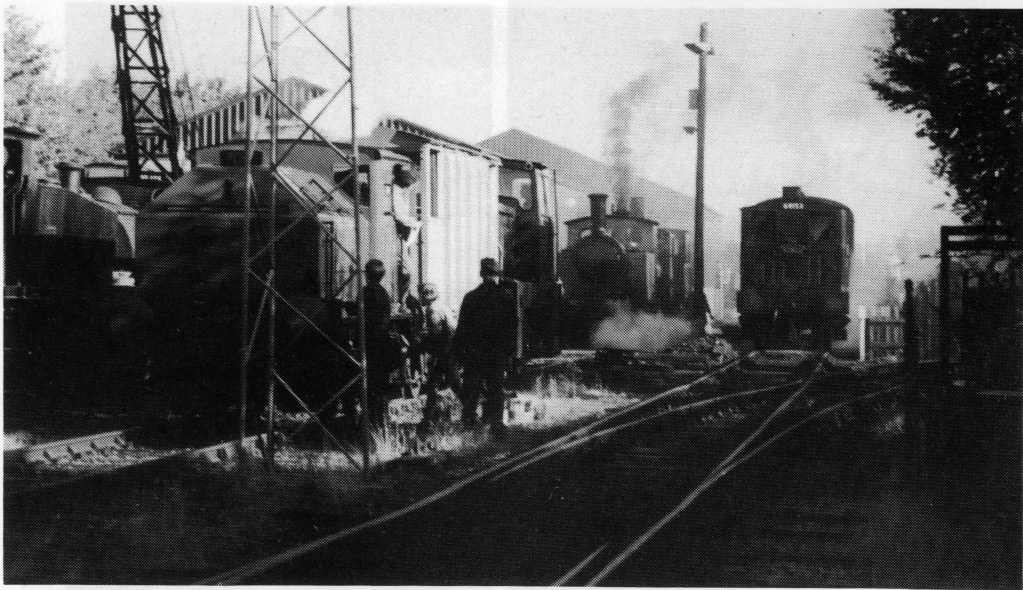
I took notes from the explanation board and our son took photographs. Meanwhile, the notes have mysteriously disappeared, so the only information left are the pictures, which - we hope - will come out sufficiently clear in *The Old Run*.



Below: Works No.6273, presumably dating from at least a few years before our No.8837 of 1933, to which it appears to be basically similar apart from the different positions of cab door and windows.

Right: the as yet unidentified 6-wheel Sentinel, with yet another variation on the standard cab box (note also the tropical-look of the louvered shutters on the cab windows). This loco appears to have its chain drive on to the front axle *outside* of the wheels, unlike its companion and our own Sentinel. All photos by Herr Wunderlich's son.

## PRESERVED SENTINELS IN INDIA



Yet more Gala Weekend scenes. Above: a busy moment in the Station yard, with William, 138c, 1310, 385 and 68153 at work or waiting for their next assignment. Note also, to the far left, yet another 1995 newcomer to Moor Road - the ex-Manchester Ship Canal locomotive, a long tank Hudswell Clarke of c.1923. Photo: Cedric Wood

Below: 1310 leaves the Station at the head of a multi-loco special. Photo: Keith Hartley



## THE LIÈGE CONNECTION

Sheila Bye

The chance to stay overnight in Liège this Summer, on the way from Germany to the Hull ferry, seemed to promise a few hours in which to try and discover something about an alleged experiment there with a Blenkinsop-design rack locomotive

In their book *Railways in England 1826 and 1827*, C. Von Oeynhausen and H. Von Dechen mentioned that a Blenkinsop-style locomotive had been tried unsuccessfully at the Horlot colliery, near Liège. Was there perhaps some trace of the colliery left there? Or, alternatively, could anything be discovered from the Museum of Iron and Coal, mentioned in the Liège section of the Michelin guide to Belgium?

Unfortunately, it was found that since the guide was published, the museum had metamorphosed through 'La Maison de la Metallurgie' into 'La Maison de la Metallurgie et de l'Industrie de Liège', and the coal trade was only briefly mentioned among its still developing displays. Moreover, the name Horlot did not appear on any of the maps I had available in guide books, road maps etc.

However, a new Liège link was forged a few weeks before our holiday; Cockerill No.1625 arrived at Middleton and, finding there was little hope of discovering anything about the Horlot colliery locomotive in the brief time available, Cockerill's of Seraing became the prime 'target' for our visit.

This was not so difficult, since their modern persona, Cockerill Sambre, are partners in the Liège museum venture, and 'La Maison de la Metallurgie et de l'Industrie de Liège' not only has displays about the firm's history, but also has on sale a large illustrated biography of the firm's founder, John Cockerill, for a copy of which I not unwillingly parted with 900 Belgian francs, having previously come across some details of the career of this very interesting character.

John Cockerill was born on 30th April 1790, at Haslingden in Lancashire, about half-way between Bolton and Burnley, and was the youngest of the five children of William Cockerill, a mechanic. It is not always realised just how mobile the population was in the days before railway travel. Matthew Murray walked from Stockton upon Tees to Leeds in 1788, seeking work, and his only son, Matthew junior, travelled to Russia to set up an engineering business in Moscow. William Cockerill was more widely travelled than that: one of John's older brothers was born in Lübeck, and shortly after John's birth his father took the two eldest sons to Russia and then to Sweden, hoping to introduce there the wool processing machinery being developed in England. A few years later, whilst in Hamburg, he met an official who was buying wool there for his cloth manufacturing firm, based at Verviers, about 22 kilometres from Liège. He was anxious to mechanise their production, and made all the necessary arrangements for Cockerill and his two elder sons to travel to Verviers, where they arrived in October 1799.

Belgium, for centuries the victim of more predatory nations, had been annexed by the young French republic four years previously, and it was not at all uncommon for English artisans to leave their own restrictive monarchy in order to join



revolutionary France, where their expertise was properly appreciated and mechanisation was actively encouraged.

The rest of the Cockerill family arrived at Verviers one by one, John being resident there from about 1800. During 1807, William Cockerill left Verviers and his first employers, installed his family in Liège, and started a workshop adjoining their house, all the family being employed there. The business prospered and expanded. By 1813, they employed 2,000 workers - 500 forgemen and 1,500 joiners, most of them working at or near their own homes. This constituted about four fifths of the region's total workforce. It was at this time that William Cockerill ceded the business to his second and fourth sons, Charles-James and John, William junior having left the firm and gone to live in Reims, and the third son, Alexander, having died in 1801. William senior died in 1832.

Under the two brothers, the firm prospered and expanded further, John Cockerill being particularly interested in the application to industry of the stationary steam engine. In 1817, they purchased a large estate on the south bank of the river Meuse, about 10 kilometres from the centre of Liège, and including the Chateau de Seraing, former residence of the prince-bishops of Liège. The site was large and substantially level and, as a chateau estate, was mainly unbuilt upon. It was also close to a number of old coal workings which were later exploited for fuel, and it stood next to a wide, navigable river, and near a new 'inter-city' road, for good transport.

Development at Seraing began with a wool-spinning mill, utilising the wool from their own flock of sheep grazing nearby. Next came an engineering workshop, equipped with a steam engine. Then the brothers fitted out a foundry with two cupolas and, between 1820 and 1822, two reverberatory furnaces. Cockerill's had been connected with the construction of stationary steam engines since 1815, during which year they had despatched to England an agent, Nicholas Dethier, to collect information on the various types of engines used there, together with their comparative advantages. In consequence of his journey, the Cockerill biography states that more than fifty engines of various types arrived from England to be tried out and assessed, though it is perhaps more likely that the designs, not actual engines, were sent. The British government had legislated against the exporting of machinery, protecting British industry, but France and Russia in particular were eager to obtain British machinery designs, even during the blockades and counter-blockades enforced between the United Kingdom and Europe before the final overthrow of Napoleon Bonaparte.

This was the great era of early industrial espionage, though the early innovators were not always averse to the dissemination of their ideas and methods. It was during the 1810's that a superintendent of the Royal Iron Foundry took the plans of the Middleton rack locomotives home to Berlin, where two were built; it was at this time that technical drawings of the rack locomotive were acquired by the French engineer Andrieux, and published in a French scientific journal; and it probably was at about this time that the Horlot Colliery, Liège, might have experimented with a Murray-Blenkinsop locomotive. In 1824, the 'Parliamentary Select Committee on Artisans and Machinery' was told of many manufacturers, including Marshall's of Leeds, still being targetted by French spies anxious to see their machinery. Workers were lured

away to use their expertise in new continental factories, and the management classes also made their contribution to the growth of foreign industry, as witness the setting up of a Russian engineering works by Matthew Murray junior. Then as now, ways around legislation could often be found and, as it was lawful to export small items, it was not unknown for large machines, such as stationary steam engines, to be exported section by section in different ships, over a period of time; the strange tale of Saddam's supergun was nothing new!

However, it naturally was more desirable for machinery to be manufactured locally, and the Cockerill works prospered. By 1819, a total of 152 people worked in the foundry, in the engineering workshops, on steam engine construction, and in a cloth mill. Six years later, the number had risen to 800 and, in 1826, rose dramatically to 1,544. During that year, Cockerill's cast the famous Lion of Waterloo, for the monument to the dead of the last great battle of the Napoleonic Wars.

Cockerill's moved early into steam-driven transport, with the construction of a steam boat in 1820. The local paper reported that it was 75 English feet long and 19 wide, and it was tried out on the Meuse on 9th February of that year. A few years later, there stayed for some time at Seraing John Ericsson, the Swedish-born engineer who soon afterwards constructed the locomotive *Novelty* for the 'Rainhill Trials', and who many years later designed the legendary American Civil War iron turret gun ship, the *Monitor*. In 1829, following the success of the Liverpool and Manchester Railway, John Cockerill proposed the construction of a railway from the Meuse to the port of Antwerp, but political upheavals, resulting in the founding of the independent monarchy of Belgium, delayed railway development there until 1835. On 5th May of that year, three Stephenson locomotives, *La Flèche*, *Le Stephenson* and *L'Eléphant*, drew the convoy of inaugural trains on the first Belgian state railway, from l'Allée-Verte to Brussels. Stephenson's built other locomotives for the line but Cockerill's manufactured the rails and, in December, they built their first locomotive, *Le Belge*. It obviously was a success since, during the next five years, the Seraing works built another 67; further expansion took place at Seraing, a boiler works was built nearby at Sclessin, and various works, albeit predominantly textile, were bought or set up in other parts of Europe.

Charles-James Cockerill, John's brother and partner in the Seraing venture, died in 1837, and after this the enterprise rested solely on John Cockerill's shoulders. When, in the following autumn, he was seriously injured by his carriage-horse during an accident, there was financial panic in case he would be unable to continue running the business. The Banque de Bruxelles suspended payments on the Cockerill accounts and, in spite of a moderately reassuring cash balance, Cockerill had to request a temporary reprieve of this once he recovered. When action was taken to realise the Cockerill empire's assets, these were estimated at a total of 13,500,000 Belgian francs, almost half of this amount being the value of the Seraing establishment.

John Cockerill died of typhoid fever on 19th June 1840, but his business empire did not collapse. During 1839, it had been proposed that a 'Société Anonyme' - a Limited Company - should be formed, and this was finally sanctioned by royal decree on the 20th March 1842. The 'Société Anonyme pour l'Exploitation des

Etablissements John Cockerill' retained as its emblem the coat of arms surmounted by a cockerel, and the motto *Courage To The Last*, as formerly used by the various establishments, (arms which are also closely akin to those borne by another 'Middleton' locomotive - 1786*Courage*).

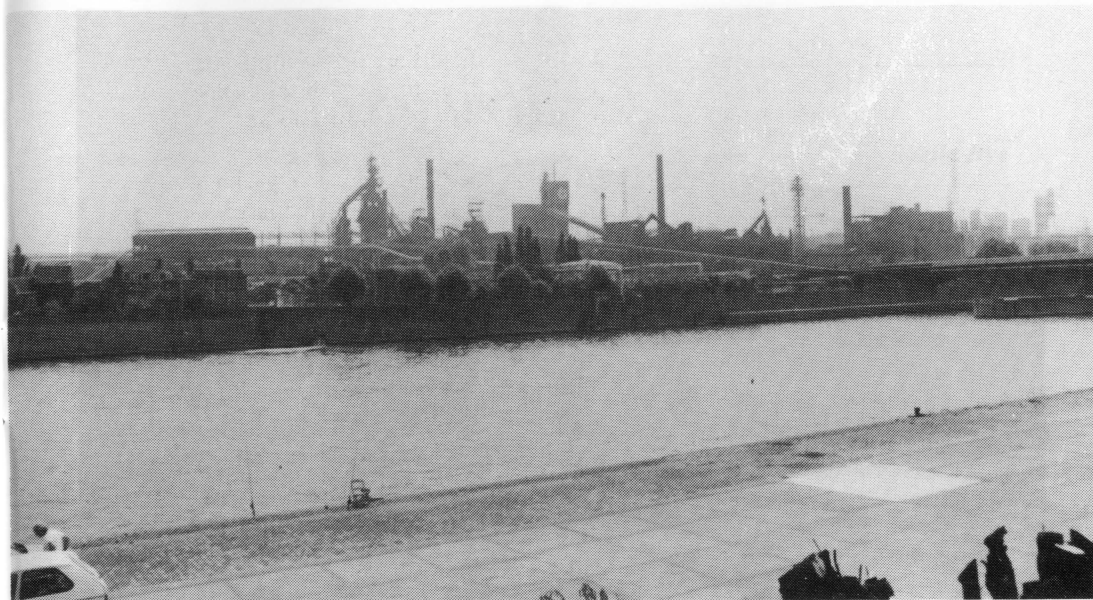
Since the inception of the Société Anonyme, naturally, many changes have taken place in the company. Its engineering ventures remained on the large and heavy side of industry, building locomotives, ships, bridges, heavy machinery etc. Since the second world war, several mergers have been made with other mining and iron-working companies until, in the mid-1990's, Cockerill's exists as the 'Groupe Cockerill Sambre'. To stand on the Tilleur, northern, bank of the River Meuse and look across at Seraing and Ougrée, is to look at a world that Britain has now almost lost: a vast landscape of pit-heads, high blast furnaces, Bessemer converters, coke ovens and cavernous engineering workshops, such as once existed in Yorkshire, Wales and the north-east of England. On each works is proudly displayed the surname of a man who has been dead for more than a century and a half - John Cockerill, truly a giant of industry.

**Main Source:** *John Cockerill - Itinéraire d'un Géant Industriel* by Suzy Pasleau. Published 1992 by Editions du Perron.

**Postscript:** I was a little disappointed that, in this superbly produced and detailed biography and works history, I could find no photos of - and only one paragraph about - the Cockerill vertical boiler locomotives like No.1625, the new attraction at Middleton. In a chapter devoted to a description of the various departments of the S.A. Cockerill empire at the beginning of the 20th century, there is a section on Internal Transport which provides the following information (translated from the French - accurately I hope):

**The network of railways within the works attained a total development of 80 kilometres of standard gauge track. Haulage was by 45 locomotives, mainly of a type specially designed from a viewpoint of use within the factories. The vertical position of the boiler, adopted in 37 of these locomotives, permitted the bringing closer together of the two axles, providing greater stability on the track. The short wheelbase made easier the negotiating of curves and, combined with the small diameter of the wheels, made the locomotives extremely easy to manage, with an ability to stop within a few metres even when travelling at full speed.**

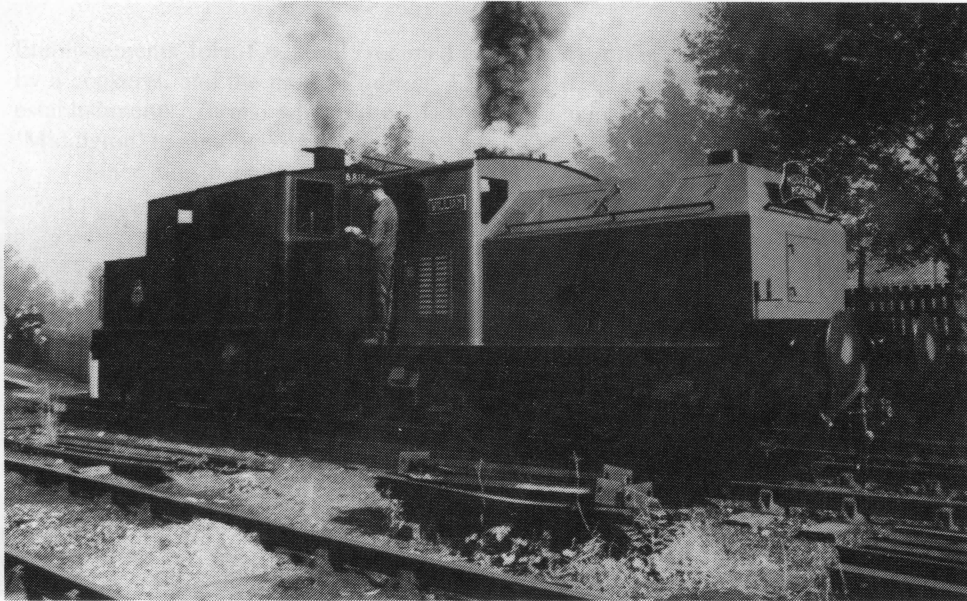
Finally, bringing this article full circle, the biography has a plan of local colliery concessions as they existed in 1906 and, across the Meuse from the Cockerill Ougrée works, in the townships of St. Nicholas and Tilleur appears the Horloz colliery concession - surely Von Oeynhausen and Von Dechen's Horlot Colliery. Comparing my very few maps and plans of the area, I find that near this site is a modern road called the Rue du Plan Incliné, several hundred metres long and ending at the Station des Guillemins on the Liège, Leuven, Bruxelles main line. Of course, it might have been an inclined plane serving one of the numerous other collieries in the area, but one never knows, and at least I believe I now know the site of the elusive Horlot/z Colliery, as well as knowing a lot more about the formidable John Cockerill.



Above: the Seraing establishment of Cockerill Sambre, birthplace of No.1625. This panoramic view of the works from across the Meuse unfortunately also illustrates the quality of atmosphere once prevalent around our own steelmaking areas but, nevertheless, the complex really is a magnificent sight. Photo: Sheila Bye

Below: testing No.1625's strength in July this year. Photo: Keith Hartley





Above: the other two vertical boiler locomotives now at Middleton, parked 'Push-Me-Pull-You' style on Saturday 23rd September, during the Gala:- left, our own Sentinel currently numbered as its BR identity, 68153, and right, *William*, the privately-owned Sentinel Works No.9599 of c.1957, whose driver was probably checking the loco-roster before moving any further (a common sight that day!). Photo: *Sheila Bye*

Below: the spectacular multi-loco special on the same day. From right to left, the line-up here is:- 1310, 68153, *Mirvale*, 1625, *William* and, bringing up the rear, 385. Photo: *Cedric Wood*



## TIMES PAST - AUTUMN 1815

### A HOME OF THEIR OWN

*Sheila Bye*

By 1815, the Middleton Colliery railway's pioneer steam locomotives, or "Patent Steam Carriages" as John Blenkinsop proudly termed them, had evidently proved their worth. Large sums of money had been spent on them: c.£380 initial cost of each engine, plus substantial amounts for the necessary new track. There were also later amendments to the track to be financed; during 1814, for example, the railway appears to have been rerouted at Hunslet Carr and Hunslet Moor, perhaps to give wider curves - only straight cogged rails were possible, so the wider a curve was, the better the locomotives would negotiate the larger or smaller gaps between cogs, when they crossed rail joints set at an angle. In addition to the cost of engine and track, following the end of the Napoleonic Wars the price of horses and fodder had begun to drop dramatically. Of course, John Blenkinsop had a vested interest in continuing to use the locomotives, as he hoped to make money from selling patent rights, but so far as Charles John Brandling was concerned, they presumably would have to remain economically viable compared to horse-traction.

At the beginning of 1814, Brandling's Felling Colliery, south of the Tyne, had suffered yet another catastrophic explosion, and very shortly afterwards Fawdon Colliery, near Newcastle, was advertised for sale. It would have made an excellent investment, being nearer to the other Brandling Tyneside pits and, immediately, the Middleton estates were advertised for sale. It would no doubt have been very convenient for C.J. Brandling to have sold Middleton, which was inconveniently distant from the rest of his empire, and to have bought Fawdon, but Fawdon was sold elsewhere, and Middleton was taken off the market.

C.J. obviously now decided that Middleton must be made more efficient, in order to realise its full profit potential, and several new projects were embarked upon. Coal extraction began to the south and south west of the previous colliery area, a massive total of 27 new pits being sunk during the next five years.

New work also was started on the waggonways, their surroundings, and the buildings connected with their use. Walls were built alongside an inclined plane, and 200 rollers were supplied for it; this may be when the Upper - Rope Hill - Incline was constructed (see the Summer 1995 issue). Two years later, in Summer 1816, William Hardwick built houses at "Todds Run", and John Nicholson laid "the West side of Incline Plane at Todds Run", followed shortly afterwards by a payment to William Wormald "on account of Iron Work for Break at Todds Run"; all of which seems to imply a programme of improvement or modernisation at what was latterly known as the Old Run Incline. In Spring 1814, not long after C.J. Brandling decided to keep the Middleton estates, work began at Kidacre Street on the long stone viaduct, incorporating coal drops, for the new Leeds Coal Staith. During 1815, "Pillars" and "Walling" were constructed at Hunslet Moor Staith, and at the "Carr Staith" - presumably situated somewhere between our station and the Engine Inn. I have not

come across this in any other records, but it seems to have been quite small, having cost less than a quarter of the price paid for the work on Hunslet Moor Staith.

The previously mentioned re-routing was also undertaken, as was the making of new waggonways, which continued on through 1814/15, a grand total of 7 miles of "Road" being made during these two years. Some of this would probably be new waggonways running out to the new pits which were sunk at this time, though some may not have been rail road at all; John Blenkinsop's account books usually itemise the work as making or laying new "Road", and in many cases it is impossible to define for certain whether it is road or railroad being made.

The Colliery account book for the fortnight ended 25th October 1815, lists the amounts of money paid for the Staith work at Hunslet Moor and Hunslet Carr, respectively £11 11s 6d and £2 14s, further amounts paid for a Machine-house at Garden Pit, and a Cottage at Fanny Pit, and the following list, headed "Patent Steam-carriage's House"

	<i>Yds</i>	<i>f</i>				
Arching	7619	- 3 a 1/	"	19	4	
Walling	388	- 0 a 10d	"	16	3	4
Chimney pipe	38	- 0 a 1/4	"	2	10	8
Slating	143	- 8 a 6	"	3	11	11
5 Arches		a 1/	"	5	"	
Walling	86	- 0 a 6	"	2	3	" 25 13 3

Members who were using money before the early 1970's will no doubt work out, as I did, that the reckoning is wrong in the case of two items, as also is the grand total, and it really is not obvious to me, at least, why there should be a 3 and an 8 in the "f" for feet column, when there is also a number of "Yds" for that item.

It would be interesting to try and work out some idea of the building represented by these figures - presumably, the amounts of work specified are numbers of square feet or square yards, or a mixture of units. Comparing the list with the wording of lists of other work done from time to time, I believe that the "Arches" were actually roof-trusses. The 38 yards of chimney-pipe sounds a trifle excessive, but the list of prices for the housing of the stationary steam engine built at the Baucliffe pithead a few years previously includes a 12¼ yards chimney at 3s per yard, so "38" is most likely a number of feet, not yards. I know there are members out there who know far more than I do about such things - perhaps you can elucidate further on the problem for another issue?

The steam carriage's house presumably was meant to accommodate only two locomotives. Unfortunately, the account books do not reveal where it was built, but two of the locomotives worked the lower part of the line from the Engine Inn to Kidacre Street, and two others (until one exploded) worked the upper part from the top of the Todd, Tod, Todds, Odd, Old Run to the later Broom Pit site.

Whatever form the house took, it was obviously quite a substantial building, having cost more than a sixth of the total cost of the 594 feet long Kidacre Street Coal Staith viaduct and track, though c.£8 less than the Baucliffe engine house, which had 7 "Arches" and included "Setting the Boiler". The Patent Steam Carriages seemingly were continuing to prove their worth as far as C.J. Brandling was concerned, and had evidently earned a palatial Home Of Their Own.

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