

£2.00

# The Old Run

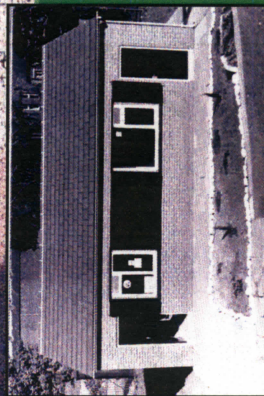
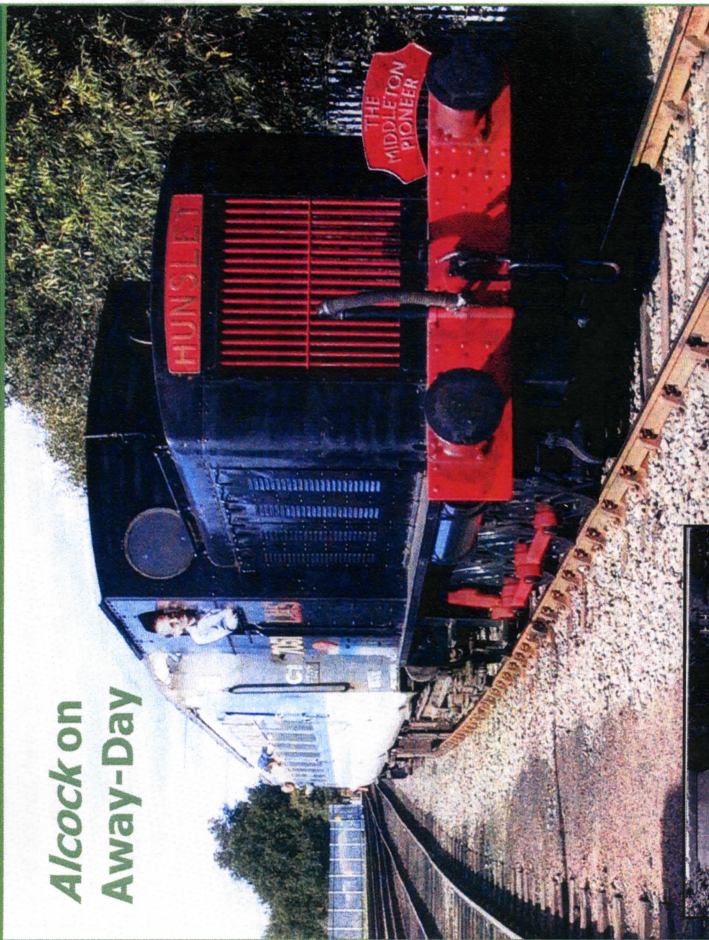
Journal of the Middleton Railway Trust



No. 181

March 2004

*Alcock on  
Away-Day*



**Moor Road station  
is 20 years old!**



## Editorial

**T**his issue looks back to 1984. Remember, the Miners' strike and the triumphs of Torville and Dean?

Well, 1984 was also the year in which the Middleton Railway opened its new booking office and shop premises and, following transferring of its headquarters from Clayton's yard to Burton Road, renamed its station and headquarters *Moor Road*. We therefore record the anniversary of 20 years of Moor Road. We also look forwards as we record the recognition of the Railway as a Registered Museum, referred to in the Vice-President's page, and we look forward to the official recognition and unveiling of the Historic Trust's Blue Plaque in March 2004.

Looking back, much has been achieved over these years. Looking forwards, much can still be achieved in our efforts to preserve and maintain the Railway and its artefacts for future generations.

**As we go to press we are pleased to learn that *The Old Run* has been awarded fourth place in the HRA Publications Competition for 2003 for magazines for under 500 members.**

*Howard W Bishop*, Editor

**The deadline for the next issue is 30 April 2004**

## Contents

**Front cover photo:** En-route from the **Springwell Branch** to Roundhouse Halt at the Barrow Hill First-Born Gala on 5 October 2003, prototype **Hunslet 0-6-0 No. 7051 John Alcock**, with driver **Graham Parkin in charge**, and sporting *The Middleton Pioneer* headboard, hauls a packed two carriage train.  
(*Andrew Plumb*)

**Inset:** Moor Road station shop and booking office in May 1984 ready for the official opening ceremony.  
(*Steve Roberts*)

- |     |                                     |
|-----|-------------------------------------|
| 3.  | The Vice-President's page           |
| 4.  | From the Chairman                   |
| 5.  | Mechanical Engineer's report        |
| 9.  | Notes and news                      |
| 10. | Moor Road station 20 years old!     |
| 12. | Watch out, there's a thief about    |
| 13. | First-born visits 18D               |
| 18. | Matthew Murray and his rack railway |
| 20. | Notes from the shop buyer           |
| 24. | Dear editor, "I must say....."      |

**Editor: Howard W. Bishop, Spring House, Fosterhouses, nr. Doncaster DN7 5LE**

**☎:01302 844889 Email: howill@beeb.net**

*The Old Run is published quarterly by The Middleton Railway Trust. Publication dates are 25 March, 24 June, 29 September and 25 December with deadline dates of 31 January, 30 April, 31 July and 31 October respectively. The Editor welcomes contributions—photographs, articles, news items and letters—relating to the interests of the Trust and the operation of the Railway. Copy for publication can be type-written or word processed and is acceptable on 3.5" disk or CD-ROM. Photographs can be prints, or saved to disk in jpeg or tif format. Opinions expressed by contributors do not necessarily reflect those of the Middleton Railway Trust Ltd., Middleton Railway Association, or the Editor.*

***Especial thanks to those who have provided copy for this issue.***

## The future looks different!

**A**s many of you will know, **the Middleton Railway achieved Museum registration in September last year, we are now Museum number R2114.**

One of the major reasons for getting the registration has been the fact that lottery funding is easier to apply for if one has the registration and, to that end, Steven Roberts has been working very hard to get an application together. The first draft has been produced and we recently held a meeting with officials from the Yorkshire Museums, Libraries & Archives Council, of which we are members, to discuss what we'd written. This has proved a revelation and may well prove to be a turning point in the Railway's history.

**Essentially**, our colleagues have stated that **the Middleton Railway IS a museum. Not "The Middleton Railway HAS a museum."** This is a very important distinction. Many railways have additional museums, NYMR being one. Very few are FULLY registered museums, as we now are. This brings completely new responsibilities to us when it comes to restoring our loco fleet. Those that we do not designate as part of the collection, or are privately owned, carry on as before – but those which become part of the collection will need to be treated somewhat differently. Council has already agreed a "Restoration" document, which will be applied as the various items join the collection and the main task of the former Museum sub-committee is to decide which items to recommend for designation and present this to Council for approval.

In essence, all Leeds-built locos owned by the Trust will eventually form "The Leeds Collection" – our main strategy for lottery funding being accessibility to these items – as will a number of others such as the Sentinel.

Some people have expressed horror at the idea of the railway becoming a museum and many of the working members cannot understand why we accepted the Greenbat "Useless piece of scrap" is the normal comment of many who really ought to know better! The reason is that, as a museum of Leeds Locomotives, which is what we are seeking to become, we now need to acquire items that are built in the City and which can "tell the story" of the industry which was founded by Murray and Blenkinsop in 1812. The Greenbat does exactly that, AND we can get money to externally restore it by being a Registered Museum!

I firmly believe that MRT desperately needs something new to attract visitors in today's competitive world. Bearing in mind the line is becoming increasingly unattractive on its own, not least because of the building works near the terminus and lack of real progress on the extension, the only place we can build a new attraction right now is at Moor Road.

Therefore the original idea of "four walls and a roof" to house the engines, which was the original aim of our Lottery Grant, has now become "Provision of access for all to see the Leeds Collection of Locomotives", with the actual building becoming almost incidental to the grant.

**Continued on next page**



### (The Vice-President's page—continued from previous page)

We are holding monthly meetings with our advisors in order to "hone" the bid to such a state that it will have a good chance of success, and we will then submit it, probably in the Autumn of this year, with a view to starting construction early in 2005. If successful, the museum team will then look at fitting it out with display boards and interactive things to really tell the story of Leeds locomotive building, and thus attract many more visitors to our historic railway!

*Ian B Smith, Vice-President*

## From the Chairman

Ian Dobson writes:

**A**s the Railway enters another New Year it is easy to assume that 2004 will bring with it the same level of success that 2003 did and everything is fine at Moor Road – isn't it?

Well, yes it is, we managed – despite dire warnings – to provide the advertised service every day last year. The Santa's Special Trains were a success (and a special word of thanks here to Cedric & Carol Wood for managing the bookings so well) and we move into the closed season, when some volunteers seem to go into hibernation, whilst others discover previously hidden talents for tracklaying and coach painting. Come Saturday 27<sup>th</sup> March 2004 and the Railway will reopen for another season and off we go again – easy isn't it?

No, it isn't! It could be argued by the faithful few that January to Easter is the hardest time of the year and we're not even running trains! There is the leaflet to produce and distribute. The annual coach overhaul. Stock taking in the shop. Permanent way work. Time to catch up on all the loco maintenance that wasn't done during the season because the skilled people who can do the maintenance were busy running the service! In short, if you want to lose some of those extra pounds that you put on over Christmas (and who didn't?) then there is a job for you at Moor Road! Work is available to suit all abilities, no need to phone, just turn up any Saturday or Sunday and you will be welcome!

What of the other issues then? Well, during

2003 we became a Registered Museum, which has the potential to open up a side of the Railway not previously widely thought of. We have the potential to tell the story of both locomotive building in Leeds and the Railway's own history. You can forget about items stuffed in cases too – we are talking interpretation here – make it interesting! There has been a lot of behind-the-scenes work done by Ian Smith and others on this, and it will come more to the fore in future years. If you are interested in working on this side of the operation get in touch with Ian.

One thing that has set me thinking over recent years is how long we can carry on as simply a train ride? The days of visitors coming to Moor Road and being satisfied with a 40-minute train ride are numbered I fear. We have success stories – birthday parties, Santa's specials, Gala weekends, etc., but I think we need to add an extra something to the experience to keep people coming back. We could do with a tidier site – it is difficult, and relatively unattractive for volunteers, to turn up simply to tidy up after someone else but we need to start thinking seriously about this side of the operation. You may be aware that we are putting together grant applications for a new extension to the shed to form a display hall and progress the museum side – this is the sort of thing we are looking for in order to keep people at Moor Road once we have got them there. The extension to Middleton Park itself would be of immense

benefit to both the Park and ourselves, but when we are in the hands of the Council it is not always easy to make progress. The Bodmin & Wenford Railway recently appointed a full time project officer to progress their potential extension from Boscarne Junction to Grogley Halt. Whilst we could not afford to pay a wage it goes to show that, if we are serious about the extension, it probably is a full time job for someone. We really do need someone to take this on board, someone who could focus on progressing grants, meet with Council officers at any time, and do little else! We do tend to get embroiled in the day to day running of the Railway and don't always see the bigger picture – are there any volunteers out there who fancy a real challenge but don't want to get their hands dirty at the Railway – this is your chance!

This may seem like a doom & gloom piece – it isn't meant to be! More of a challenge to

us all. There are many people who turn up at Moor Road month in, month out, and the Railway could not possibly function without them – thank you all very much! The fact that we are now entering the 44<sup>th</sup> year of operation and still going strong is a testament to volunteers past and present. I'd like to see us reach 50 years with a display hall and an extension – wouldn't you? Could you help in ANY way to see us do it – please?

On a personal note Gill and I would like to thank all our friends at the Railway for the cards and gifts following the safe arrival of Polly Sarah on 10<sup>th</sup> November. We look forward to introducing her to you all in due course and hope she gains her working member's card eventually!

*Ian Dobson, Chairman*

## Mechanical Engineer's report

Steve Roberts

**W**e've probably all heard of the conundrum along the lines of 'If one man can dig a trench 10 ft long in one day, how long will it take four men to dig a trench 160ft long?' Locomotive overhauls are a bit like this. At the moment, we have four steam locos stripped down for overhaul. As our workforce is fairly constant, it follows that, if we work on each one simultaneously, it will be four times as long before a locomotive is overhauled and back in service as if we only worked on one loco. Not only that, but, if we only had one loco stripped down, we'd only require a quarter of the overhaul space in the workshop! The reality of this is not as straightforward, though, as our workforce is concentrated at weekends, and it is not practical for everybody to work on one project at the same time. However, I often get taken to task as to why we aren't working on a specific loco, usually that person's favourite, and the reason is essentially given above. As far as I am concerned, one loco takes priority, and this is No.6. Work on all the other locos

presently stripped down (No.11, the Y7, the Sentinel and Sir Berkeley) is only generally done as a second choice. In this way, we get one locomotive finished in a far shorter period and even the last loco to be worked on will be completed in the same length of time as if we were working on all four together. For those who doubt the above, just sit back and think about it! The answer to the trench question, by the way, is four days.

**1601 Matthew Murray** At the time of writing my last Notes, *Matthew Murray* was in the workshop having various remedial works carried out. These were duly completed and the loco took its turn on the Santa roster. It has been running satisfactorily but wear in the coupling rod bearings is becoming apparent and will have to receive attention before much longer. There seems to be something fundamentally wrong with the front coupled wheel set but we do not know for certain exactly what. The indications are that one of the crankpins is not in the correct place relative to



## Mechanical Engineer's report (continued from previous page)

the others but we do not have the measuring equipment to establish this with certainty. If time permits, we would very much like to replace the front spring pins this winter these are too short and cause the front axle boxes to hit the frames on occasion. Some tidying up work will also be required before the loco goes to the Festival at the National Railway Museum in May 2004.

**2103** A heavy steam blow at the chimney became apparent during the first weekend of the Santa season. Testing of the loco was carried out using the time honoured system of setting the driving wheels 'on the quarters' applying the brakes, opening the drain cocks and moving the reverser back and forth with the regulator open. By observing the emission of steam from the chimney and drain cocks it is possible to reach a conclusion as to what is wrong. Our conclusion was that the piston rings had failed on the right hand side cylinder. This was duly stripped down and it was gratifying to find that our diagnosis was correct, both rings having lost a substantial part of their circumference. The remains of the rings exhibited considerable wear so new rings were ordered for both cylinders and will be fitted over the winter. Another problem to manifest itself recently was a broken rear drawbar spring. This too was replaced this winter, probably together with the rear buffer springs, which we suspect are also broken but to be confirmed. The corroded firebox stays were kept under observation and were expected to be suitable for a further year's use, a fact still to be confirmed by the Boiler Inspector when he carries out his formal examination in April. 2004 will be the last year in service for the loco as a major boiler exam will become due in twelve months time.

**No. 67.** Performing satisfactorily with only minor running maintenance needed. Was due a visit from the Boiler Inspector in February.

**No. 6** All the axlebox horns have now been ground parallel, a slow and laborious task. This will now enable us to accurately measure everything up and work out the various dimensions to which the axle boxes will be machined. The

measuring up requires us to install lengths of piano wire down the centre of each cylinder, taking great care that the wire is exactly on the cylinder centreline. Having done this, a check is made that the two wires are parallel to each other. A straight steel bar is then set up between the rear horn guides and is carefully set at right angles to the two wires. We have made some special tooling to enable this to be easily achievable. A second bar is then set up between the front horn guides and is made truly parallel to the rear bar at six foot centres (ie, the wheelbase of the loco). These two bars represent the centrelines of the axles. The distance from the bars to each horn guide can then be carefully measured and these measurements will then be used to machine the axle boxes to. This should ensure that, when the wheels finally go back into the frames, they are parallel to each other and at right angles to the cylinders, a must if subsequent wear and problems are to be minimised.

Whilst this activity has been going on with the frames the steel for the running plate has been cut to size and drilled for all the various bolts that will eventually hold it all together. There were over four hundred holes to drill and most of those also required counter-sinking, as well. This work has now been completed. It would be nice to be able to fit them but this will add quite a bit of weight to the frames and take it over the maximum load that our lifting gantry can handle. Their fitting must, therefore await the fitting of the wheels later in the year. Work has continued on painting the frames and the inside has started to receive the final coat of red gloss. There is still much to do, though, before they are finally painted. It has been decided that the cylinder cladding plates are not worth repairing and two new plates have been cut out as replacements. They have yet to be finally rolled and profiled to shape, though. The buffers have had the large heads removed. These were characteristic of the Swanscombe cement locos but were excessively large and made it very difficult for loco crews to couple up the engine to the train. They were also very badly bent and are considered to be unnecessary at Middleton. One of the buffers was found to have a broken

(Continued on page 8)



Whilst acting as announcer at the Gala weekend, the Editor shares a joke with "front-of-house" man Stan Holdsworth at the Moor Road station, 28 September 2003.

(Peter Nettleton)

Andrew "Frankie" Parsley examines the winding gear of the 1879 built J. Booth & Bro, Rodley, Leeds, 2-ton crane, preparatory to lowering the jib to enable restoration to progress, 18 October 2003.

(Emmanuel Lanne)





## Mechanical Engineer's report (continued from page 6)

spring and a replacement has been ordered.

**1210 Sir Berkeley.** At long last, and after lots of 'behind-the-scenes' work by the Vintage Carriages Trust, the lottery bid has been submitted. All that we can do now is sit and wait with fingers crossed!

**No.11** Four volute springs have now been ordered for the buffers and delivery of these is expected shortly. A new rear drawbar spring has also been ordered. The last of the buffers has now been dismantled and cleaned up. One of the buffer heads is rather bent and will require straightening. The rear buffer beam has received some attention, having been needle-gunned and given a coat of red oxide primer. Work has slowly progressed on producing the various bits of plate work necessary to replace the badly corroded plate work previously removed. This has included a  $\frac{3}{4}$ " thick stretcher on which the smokebox sits and two  $\frac{1}{2}$ " thick stretchers, which make up the rear footplate well.

**54** At last it seems as though we have been able to locate a replacement cylinder casting. Our friends at the Scottish RPS are custodians of a couple of latter-day Sentinel steam locos, whose last place of use was Tennents Foundry at Coat-bridge. We actually inspected one of these locos (John) when they were offered for disposal some years ago. Although not interested in the loco, we were interested in the large number of spares being disposed of, but were told that these were part of the job lot with the loco and would not be sold separately. It is from this tranche of spares that the cylinders have come. Meanwhile, work has continued on the mechanical overhaul of the loco, now concentrating on the boiler feed pump. The pump connecting rods have been bored out to take new bushes and the eccentric drive has also been machined up true and round.

**1310** The boiler cladding has been removed and the boiler prepared for lifting from the frames. This work has been a bit drawn out as the main steam pipe bolts are not the most accessible, likewise the studs securing the foundation ring to the mainframes. However, all was ready for a lift on the 17<sup>th</sup> January and a major shunt took place to get everything in position. It should have been a simple operation but for some, as

yet unascertained reason, the boiler refused to be separated from the frames. After a couple of hours of head scratching and re-trying, the job was abandoned. We don't often fail, but this time we had to admit defeat and get on with more urgent tasks. Another attempt will be made shortly.

**BROOKES No.1 (aka THOMAS)** Following its use at the gala, a start was made on removing the boiler tubes. This, by now, routine task turned into a long drawn out saga when it became apparent that the smokebox tube holes had not been bored oversize, as is usual practice. This meant that, with the build up of scale on the tube surface, the old tubes were very difficult to remove. The first ten tubes took a whole day to remove and required a lot of effort from three people. After a couple of days using our usual method it was obvious that we could not continue in this vein and an alternative method had to be devised. The scheme finally evolved was to remove the bottom two tubes and enlarge the tube holes using a die grinder. Once this was done the tubes above were knocked through sufficiently to allow three inches of tube to be cut off using a disc grinder. The tubes were then knocked back into the boiler and now being somewhat shorter, fell to the bottom of the boiler. It was then an easy task to feed them into the enlarged holes and withdraw them. The new tubes have now been placed in the boiler and work is due to start on expanding them. A hydraulic test will then be carried out prior to beading over the tube ends in the firebox. As has been mentioned several times, the injectors on this loco have not been the most reliable items. The owner has therefore decided to have them both overhauled by Metcalfe Engineering, the modern day successor to Davies & Metcalfe, who produced the originals. These are due back imminently.

**138C** Following completion of painting, all that remained was the re-fitting of the windows. This proved a bit problematical as the owner could not locate a suitable rubber housing to replace the perished originals. Even the original window manufacturers were unable to provide any help with this. Eventually, a classic car spares supplier was found who had a virtually identical section rubber strip in his catalogue and, armed with this, the windows were soon back in position, enabling the loco

, enabling the loco to emerge from the workshop after a long, protracted overhaul.

**PICTON** There is little progress to report, the owner being rather busy in re-tubing his other loco (Brookes No.1)

**D2999, 5003, D577, D631, 7401, 1786, Rowntree No.3 and Olive** are, as usual, all serviceable and used as required. All other locos are in store pending overhaul or repair. □

## Notes and news

Steve Roberts

**Carriage & Wagon** The open coach (No.1867) came into the workshops for a repaint and minor repairs during January. Among the work to be carried out is the replacement of some door panels and attention to minor rot. The roof had a couple of minor leaks and we hope we have been able to cure this. An internal repaint is also necessary. We normally only attempt to overhaul/repaint one coach each winter, but this year we also had to bring the Brake coach (No 2084) back inside for attention, as well. The doors had suffered damage from vandalism during the year and the temporary repairs carried out to keep it in traffic really required better and more permanent attention.

As part of the 'grand plan' of things, it is still intended to rebuild the third PMV (No 2073) as a coach, this time with steel framing and paneling. The design is slowly being evolved, as time permits. It will, of necessity, be a brake coach and is likely to have seating for 32-36 persons. We are endeavouring to give it a look that is in keeping with our existing stock and to replicate a typical turn of the century 4 wheeler coach whilst, at the same time, meeting the modern day requirements of disabled access and safety.

**Shed Extension** Perhaps we should now start calling this **the Display Hall and Visitor Centre**. We are steadily progressing our Lottery Application and it is proving to be quite a daunting task making sure that our bid is up to the standard required to give us the best chance. Costs have risen substantially from our original estimates. Much of this is due to the need to incorporate much more than a simple loco shed, as was originally envisaged.

We must now include archive storage and research rooms and will also be providing suitable facilities for educational needs. Space is very limited and it is a bit like trying to get the proverbial quart into a pint pot. We have much support for this in the right quarters so we are very hopeful of a success. The HLF now seems to be very keen on 'Accessibility' and this has to be the theme around which the application needs to be based. 'Conservation', which was our original aim in forging ahead with the project and was relatively easy to justify, but now appears to have taken a secondary emphasis. □

## Heritage railways fascinating facts

Each year the Heritage Railway Association collates information from individual members as a tool for its own use in representing its members, and at the request of the HSE. In the year ended 31 March 2003, annual turnover was £39 million. There were 5.4 million visitors, 4.6 million passengers and 12 million passenger journeys and 91 million miles travelled.

Heritage railways employ 1,099 paid staff and 11,363 working volunteers. Overall income is raised in the following proportions: train fares 60%, catering 15%, shop sales 14% and other income 11%. This information had been collated from returns made by individual member railways for the HRA+HSE Annual Statistical Return 2003.



## Moor Road station 20 years old!

**T**he Moor Road headquarters of The Middleton Railway is 20 years old this Spring!

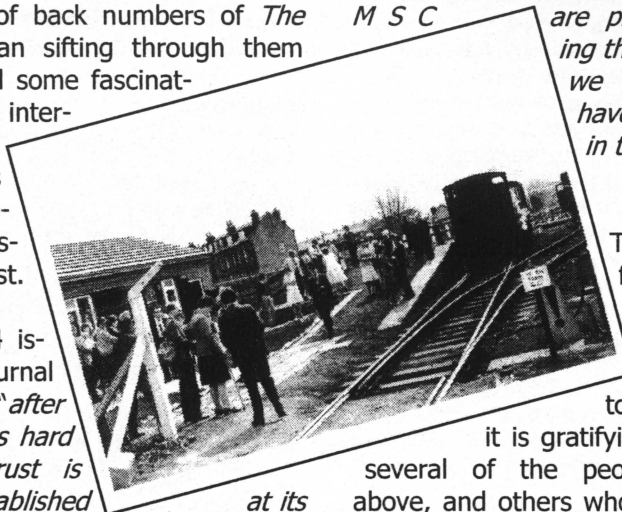
The Editor, having recently acquired a complete set of back numbers of *The Old Run*, began sifting through them and discovered some fascinating facts and interesting items, including this important milestone in the history of the Trust.

The May 1984 issue of our journal records that "after several months hard work, the Trust is now well established at its new headquarters and the site is beginning to emerge from the state of total chaos that had been apparent for some time.

The station building is now substantially complete with only minor jobs outstanding. Chris Rogers, aided and abetted by Graham Parkin and others, has been masterminding the decoration and the internal walls are all now resplendent in three coats of light

grey with white and maroon woodwork. Peter Nettleton has produced a very commendable counter in the shop for John Chaplin (the then shop manager) to sell his wares from. The M S C

are presently installing the plumbing and we should soon have running water in the premises."



This milestone followed the transfer of our headquarters from Clayton's sidings, and

it is gratifying to note that several of the people mentioned above, and others who were involved in that momentous move are still with us in 2004, albeit somewhat older (and hopefully wiser) too.

The same issue recorded then Chairman Joe Lee

as saying, "the move from Claytons has prompted us to clear out our stock of scrap rails. This scrap has been held for several years as an insurance for a 'rainy day'. However, it



(Photos: MRT archives)

was felt that it would be beneficial at this time to turn the various lumps of ironmongery into cash. We have about 35 tons of iron and steel available for disposal."

**"1984 marks a particular milestone in the development of the Middleton Railway."**

Under the heading "Open for business", the August 1984 issue proudly proclaimed, "The Lord Mayor waves his hat as he rides to Middleton Park on the footplate of Pecket No. 2003".

"The station building was sufficiently complete for it to be in normal operation at Easter and it was officially opened by the Lord Mayor (Cllr. Martin Dodgson) on 29th April, after much hectic work and burning of midnight oil. At last", wrote Steve Roberts, "after many years, we have toilets for the public, a booking office and display area and an adequately sized shop to cater for the crowds."

**Open for business!**

The front of the building had, thanks to the efforts of several members, been transformed into a flower bed which was slowly becoming an attractive blaze of colour. Keith Hartley (see page 29) appears to have been the chief gardener at the time. At the back of the building the Saxby & Farmer gate mechanism had been uncovered to show how the gates oper-

ated and the tidying up and grassing of that area was continuing.

**Tunstall Road is dead.. long live Moor Road**

Tunstall Road had been the name used for our northern terminus almost since the inception of passenger services. However, it had always been something of a misnomer and it had been decided to drop this name in favour of the name Moor Road now that we were permanently housed on the site. This was in line with the correct postal address and would avoid confusion.

At a council meeting discussion had turned to the colour scheme for the station building and it had been

**"Any colour—as long as its maroon!"** with apologies to Henry Ford

agreed that the basic colour for this building would be maroon. Taking matters a little further, it had been agreed that this colour be adopted as a standard house colour to be used where appropriate although not to the total exclusion of all else. Besides the shop, signs were being turned out in maroon and the van and wagon were also appearing in that colour. □

*(Experience and research by BR shows that red paint fades more rapidly than paler pastel shades and therefore requires higher maintenance, hence their change of coach liveries to grey and light blue. Perhaps this information was not available to the MRT at the time, or had they had a donation of maroon paint which we are still using? Ed.)*



## Lord Mayor opens Moor Road



**Above: Building of the new station building in hand, winter 1983.**

*(MRT Archives)*



**Right: The Lord Mayor of Leeds, Councillor Martin Dodgson, officially opened the new booking office and shop, 29 April 1984.**

*(MRT Archives)*

## MIDDLETON REP CHALLENGES HIT MAN OVER THOMAS DECISION

**M**att Way of HIT Entertainments plc was put on the spot by Middleton Railway representative Howard Bishop.

At a presentation on 'Thomas'; updates at the Heritage Railway Association's annual general meeting at Peterborough on 31 January, Mr Way said that no less than 15 heritage railways had had their 'Thomas' events licences withdrawn for this year because their particular 'Thomas' products had been deficient in some way or other.

In the following question time, we said, "The Middleton Railway is one of the Railways which have been refused a licence for 2004 on the grounds that there were shortcomings in our product presentation over the last two years. Despite repeated requests from Middleton Railway for HIT Entertainments to put their criticisms in writing to us so that we could address the issues and if possible rectify them, this has never been forthcoming. As a result the withdrawal of our licence has been very disappointing, and their failure to put those criticisms in writing has left us considerably disadvantaged".

**Continued at foot of next page**

## WATCH OUT! THERE'S A THIEF ABOUT!

**A** sad statement, but true. It is quite a while now since we were unfortunate enough to suffer in this way but a recent incident has served to remind us that we are forever vulnerable. One of our long serving volunteers had a digital camera and other personal equipment stolen from his bag on Sunday 25 January. We thought that this was all that had been stolen but we soon discovered that the Railway had lost two die grinders and a sander. Whether we have lost anything else will only become apparent in time as these things only tend to get noticed when you realise that you can't find something that you need. The things that have gone missing are all relatively small and easily concealed in a bag.

On this day, a Sunday during the closed season, everybody was working outside and a visitor was found wandering around the shed. When challenged, he expressed an interest in becoming a volunteer and appeared quite knowledgeable about the Heritage Railway scene, claiming to have been involved in other projects before moving to the area. He hung around for a relatively long time, taking a close interest in what was going on. We cannot in any way be certain that this person was the culprit, but the opportunity was there.

We have to be open to the public; we cannot operate behind closed doors. We have to be friendly and helpful to visitors, especially persons showing an interest in becoming volunteers. However, this incident goes to show that we must always be vigilant and ensure that visitors are always escorted when they are allowed access to the workshops, and that we do not leave tools and equipment lying around where they can easily be pocketed by unscrupulous persons.

## WE ALL NEED TO BE VIGILANT, TO USE COMMON SENSE AND IF NECESSARY CHALLENGE ANYONE FOUND IN NON-PUBLIC AREAS

**Continued from previous page**

It was very clear from his response that Mr Way found this challenge most embarrassing. He passed it over by saying that he had visited Middleton on four occasions, had had conversations with Emmanuel Lanne and Ian Smith (Marketing Officers), and email correspondence, but admitted that our request for his assessment in writing of our events had not been done, **"because it must be appreciated that I am a busy person with lots of other responsibilities and railways to deal with" !**

From the general content of his presentation it appeared quite clear that Mr Way and HIT Entertainments are now only interested in "mammoth" spectacular events staged by big organisations: indeed he is proposing that Days Out with Thomas events should now be booked by telephone or on-line through a central booking agency, which would involve an additional booking fee of £5 a booking! This received a very negative reaction from several of the railways present. □





**Hunslet 1934-built prototype 0-6-0 locomotive No. 7051 John Alcock** enjoys celebrity status at the Barrow Hill First-born Gala. Here seen with secondman Martin Plumb, arriving at Roundhouse Halt on a train from the Springwell Branch, 4 October 2003.

**Martin and Andrew Plumb** looking out from the footplate of *John Alcock* for the "right away" at Roundhouse Halt, Barrow Hill, wondering if the world record for the most passengers in a Mark 1 coach has been reached this time, on the morning of 4 October 2003.



**Approaching the Barrow Hill sheds** from Springwell, **Graham Parkin** looks out from the footplate of *John Alcock*, at the array of Class 66s and other modern traction in the shed approach roads, at midday, 4 October 2003.

(all photos HWB)

## Boardroom jottings

**New Arrivals:** There was the possibility of us acquiring a van for storage purposes in the future (a VDA for the technical people amongst you). This may free up the PMV for a coach conversion and also enable us to store some of the clutter from the yard out of sight. The principle of purchasing the van as and when available was agreed.

**On hire:** We had been approached by Barrow Hill depot to provide a steam locomotive for their Santa Specials. Unfortunately we were unable to help on this occasion, as our fleet was fully committed to our Santa programme.

**New Rule Book:** The new rule book would be introduced in the new year and John Wilkinson was to organise some Mutual Improvement Classes to introduce to the working membership prior to some rule tests.

**Thomas events:** Due to problems with obtaining licences for our proposed Thomas events for 2004 it was agreed to hold our own alternative events without the Thomas branding.

**Blue plaque:** It was agreed to invite the Lord Mayor of Leeds to unveil the Leeds Civic Trust blue plaque on 27<sup>th</sup> March as a curtain raiser to the 2004 season. It was hoped to operate all available Leeds built engines that day with a visitor if possible.

**The bridge:** Mr Roberts was leading discussions with Leeds City Council over the proposed crossing of the line via a bridge to the new buildings being erected as part of the South Leeds Stadium complex. Some disruption to the 2005 season is likely but negotiations are ongoing.

**Shed extension/display hall:** Work is continuing on the lottery bid for this and we are seeking advice from people with experience of such bids when appropriate.

**Connection to Network Rail:** The Secretary has not received any update from Network Rail on the situation but is chasing this up.

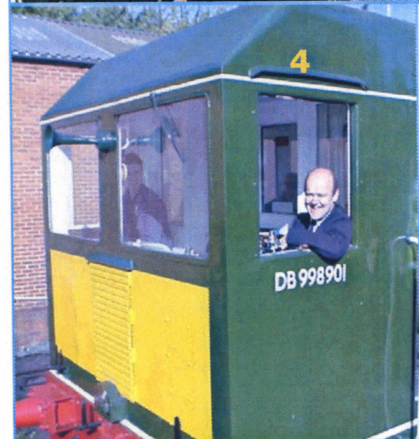
**Winter work:** It was agreed to relay the Dartmouth branch turnout in the closed season and any volunteers would be most welcome!

**Deadline for the next issue is 30 April 2004**

**Centre fold (pages 16 and 17):** 1. 1934-built GWR 0-6-0PT No. 1369 leaves Moor Road station. 2. Hudswell, Clarke 0-6-0T MSC No. 67 negotiates the crossing from the headshunt towards Whittaker's Junction with the goods train. 3. Another shot of No. 1369, this time backing on to its train. 4. Ian Dobson at the controls of DB998901 *OLIVE*. 5. Goods train traverses the down-grade past the Sports Stadium, No. 67 and *Brookes No. 1* in charge. 6. *OLIVE* experiencing difficulty with severe wheel spin on the all-line tour at Balm Road branch curve, watched by an anxious Andrew Plumb. 7. Whilst raising steam, Driver John Wilkinson enjoys a breather as the early morning sun rises, on board No. 1369, prior to the day's work. 8 and 10. Guard's eye view from the goods brake van with Goods Guard Derek Plummer. 9. No. 1369 leaving on a passenger train. (Photos: 1 and 3. Emmanuel Lanne: 2 and 9. Ian Dobson: 4 to 8 and 10. HWB: all taken 27.9.03).

**Demonstration freight train operations at the Gala weekend took a different form this year.** Instead of a loose-coupled goods train, requiring the pinning-down of brakes when working towards the Balm Road branch, the consist included two vacuum-fitted vehicles in the form of the ballast brake van and the Dogfish ballast wagon, thus providing with the locomotive a "fitted head" with additional braking capacity. This enabled the timetable to operate to sharper timings.





More Gala glimpses



## Matthew Murray and his rack railway

(Adapted, with permission, from *More Local Heroes*, by Adam Hart-Davis and Paul Bader, 1998)

**T**his was the first instance of the regular employment of locomotives for commercial purposes' runs a line almost casually inserted in the *Dictionary of National Biography* entry for Matthew Murray. This comes as a bit of a shock because Murray does not feature in the usually list of railway firsts. His clearly wasn't the first locomotive – that honour goes to Richard Trevithick, whose Penydarren loco ran in 1804. Before that William Murdock had built a miniature high-pressure steam carriage perhaps as early as 1784. Yet most of us were brought up thinking that Stephenson's *Rocket* was the first proper loco to run commercially following its victory in the famous Rainhill trials of 1829. So where does Matthew Murray fit in?

Murray (1765-1826) was born near Newcastle upon Tyne and was originally apprenticed as a blacksmith. In search of work when his indentures ended, he walked to Leeds, already a centre of the textile trade. He found work with Marshall's, famous as flax spinners. In the days before mechanised cotton-spinning, much of the cloth made in England was flax (linen or a mixture of flax and cotton, in part because we couldn't produce hard enough cotton thread and also because imported cotton was expensive.

Nevertheless, mechanisation was becoming important and Murray proved to be a brilliant innovator. Whilst at Marshall's he invented and patented several machines for spinning, carding and other stages in the preparation of cloth. He left in 1795 to set up on his own as Fenton, Murray, & Wood. They made flax machinery as before, but he began to spend more time

on steam engines – presumably huge stationary engines of the Watt type, which would have been around for over twenty years. Murray's works was called the Round Foundry and was organised so that all the machines could take power from a central shaft powered by a vast steam engine. He turned out to be rather good at engine-building – so good that he was regarded as a serious rival by the greatest engine builders of all, Boulton and Watt in Birmingham. To prevent Murray expanding, they quietly bought up all the land surrounding the Round Foundry!

This was the time of the Napoleonic wars, and the people of England was beginning to be hit quite hard. One example of the economic impact of war was the fact that horse-feed has become very expensive. A local businessman, Charles Brandling, had begun to feel the pinch and wondered if it might be possible to do away with the horses altogether. He ran a coal mine up on Hunslet Moor – where the M162 motorway now leaves Leeds – and needed to transport the coal back to town. He operated a horse-drawn railway. These old railways had been around for years, and sometimes had wooden rails for trucks to run on. In other parts of the country cunning gravity-assisted systems used full trucks running downhill to pull empties back up to the top. Brandling turned to his manager, John Blenkinsop, who turned to Matthew Murray.

Blenkinsop planned to use cast-iron rails, and wondered whether Murray could build a locomotive to haul a wagon train along them. They realised that the materials available presented a serious problem. When a locomotive runs on smooth rails, it depends upon friction (adhesion) to get a

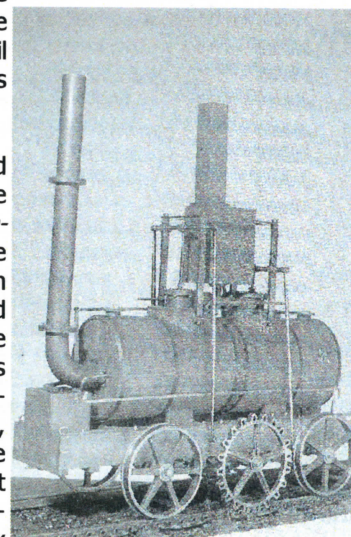
grip. Indeed the pulling force of the locomotive is limited by friction – there comes a point where, no matter how powerful the engine, the friction is not great enough and instead of pulling the train, it spins the wheels. There is a simple way of increasing friction and thereby grip: increase the weight of the locomotive, but cast-iron rails would crack if the locomotive weighed more than 5 tons. A 5-ton loco could haul only 20 tons of coal. Blenkinsop solved this problem by laying a third, toothed rail. A cog on the engine engaged with this 'rack' to provide drive for the train, and so got round the problem of friction. Interestingly the limits of cast-iron rails cost Richard Trevithick dearly during trials of his machine. Because his 1804 loco broke the rails on its way out, he was unable to complete the return journey by rail and thus lost an enormous bet!

Blenkinsop and Murray did very much better. The *Salamanca* and *Prince Regent* were put into service on 12 August 1812 with the *Lord Wellington* and *Marquis Wellington* in the following year. This was the first commercially successful steam locomotive, four years before George Stephenson built his first locomotive. The rack technology worked extremely well. Instead of the 20 tons expected of a 5-ton locomotive, these power-houses were able to haul 90 tons.



On one occasion they hauled thirty wagons at 3.25 miles an hour, an event of such note that it was witnessed by the Grand Duke (later Czar) Nicholas of Russia, who visited the Round Foundry and the Railway in 1815. He was so impressed he ordered a model of the locomotives to be sent to Russia. Murray's engines were also used in ships. Following consultations with the American ambassador in Liverpool in 1815, Murray supplied an order for the first paddle-steamer on the Mississippi!

Murray became a steam enthusiast, steam-heating his house and naming it 'Steam Hall'. Not everyone was as keen, and a group of Luddites visited the hall with crowbars one night, only to run into the formidable Mrs Murray, who saw them off with a brace of pistols. The rack and pinion railway ran for over twenty years, by which time materials had improved enough for cheaper, smooth steel rails to become standard. However, in the steep mountains of Switzerland, on Mt Snowdon in Wales and Mt Washington in the USA, and even during the construction of the Channel Tunnel, there is still a need for a rack railway. Locomotives for many of these places have been built in Leeds by the Hunslet Engine Company – successors to Matthew Murray and John Blenkinsop. □





## OLD RUN AWARDED FOURTH PLACE IN HRA PUBLICATIONS COMPETITION FOR 2003

We are pleased to report that in The Heritage Railway Association's Publications Competition for 2003 *The Old Run* was awarded fourth place in the "magazines for under 500 members" category.

## NRM RAILFEST 29 May—6 June 2004

Help is required to man the Middleton Railway's exhibition stand and sales outlet at the National Railway Museum during this period, when our own locomotive, *Matthew Murray*, will be on display. This unique 200th anniversary festival of rail, covering the period from the first steam locomotive to the latest tilting train, will attract a record attendance, and is a great opportunity to bring the Middleton Railway to the attention of the great British public.

If you can help, if only for one day, please contact Cedric Wood. It will also enable you to visit the exhibition yourself for free rather than paying the normal admission fee of £7.50!

Please contact Cedric now  
on 01904 633906

## Notes from the Shop Buyer Christine Nettleton

Another year over and stock-taking (in more ways than one) is upon us again and time to look at slow moving lines and also introduce new ones. Children's printed sweatshirts and tee shirts have now been reduced to £5 and £3 respectively, various sizes and colours available. We also have some railway books and videos at reduced prices.

As you will have seen from the 'stop press' attached to the December 2003 issue of *The Old Run*, we now have embroidered sweatshirts and polo shirts. Colours are black, royal blue, bottle green and maroon. The logo is in gold and black and is similar in size and design to the car sticker. Sizes available are small, medium, large and extra large. Prices to members are £9.99 for polo shirts and £13.50 for sweatshirts. We also have a jotter cube with the MRT logo on the side. A really useful item to have by the 'phone or in the kitchen for shopping lists – reasonably priced at £1.99.

Having got the sales spiel out of the way, here are a few facts and figures. Biggest seller this year has been Thomas the Tank Engine flags: over 1300; followed by Thomas brand models: approx. 400. Whether we sell as many Thomas items this year, now we no longer have a Thomas events licence, remains to be seen, although we are running Mischievous Engines' Days. Please give us your support by attending these events.

As well as buying for the shop I also have the pleasure of obtaining the presents for the Santa trains. In 2003 this actually began in April!! This is unusual: normally I start in September. Over a 1000 toys were bought, and help was obtained in wrapping and labelling (thanks to Barbara, Carol, Carole, Janet, Joan and Stephen, the last named being thrown in at the deep end when we were actually running the Santa trains). This time I decided we would do something different and give the adults a Christmas cracker each. This went down very well and thanks must go to Becky, aged 6, who handed them out. What a little trooper she was. Santa's helpers were Amy, Ben, Fraser and Tony, aided by a rather tall elf in the shape of Hayley.

In conclusion if you are attending the 2004 Rail Festival at York in May, please look out for the Middleton Railway stand and buy, buy, buy! □

## Middleton awarded museum registration

### Registered Museum

This is to certify that

### Middleton Railway Museum

No. 2114

complies with standards  
of the resource Registration Scheme

*Ch*

on behalf of resource  
25.9.03 date

The Registration Scheme, established in 1988, sets standards for the operation of museums throughout the UK. The Scheme is open to all museums and galleries with a long-term commitment to quality in public service. The award of this certificate shows that this organisation: **1** has achieved approved standards in museum management, collection care and public services **2** is a suitable home for collections which are part of our common heritage **3** is worthy to receive support from public sources



Resource  
The Council for  
Museums,  
Archives and  
Libraries is a  
charitable agency  
which works with  
and on behalf  
of museums,  
archives and  
libraries across  
the UK.  
Registered Charity  
No. 1079401

re:source

The Council for  
Museums,  
Archives  
and Libraries

**M**useum registration was granted to the Trust in September 2003, and we are now in possession of the certificate, reproduced above, which is displayed in the Moor Road shop.

## The countryside in January at Moor Road

Imprinted in the freshly fallen snow on the Moor Road station platform early on 28 January 2004, were the clearly defined paw prints of what appeared to be a medium sized dog. On turning around the editor was surprised to be face-to-face with a large urban fox! The fox appeared to be in excellent condition, and quickly made off around the end of the workshop towards the diesel oil storage tank. How on earth does he get into and out of the compound through our security fencing?

## Special Events 2004

**LEEDS WEEKEND, 27,28 MARCH**  
Visiting loco. Unveiling of Blue Plaque and Museum recognition by Lord Mayor.

**BLUE BELL WALK, 9 MAY**  
The Park Ranger's Conducted Tours of Middleton Woods in all their natural beauty.

**MISCHIEVOUS ENGINES' WEEKEND, 10 & 11 MAY**  
A weekend for families.

**SCHOOLS' TRAINS, 15 & 24 JUNE**

**HAPPY ENGINES' WEEKEND 10,11 JULY**

**DIESEL WEEKEND, 14 & 15 AUGUST**  
All our fleet in action, and perhaps a visitor.

**CIVIC TRUST HERITAGE VISITORS' WEEKEND, 11 & 12 SEPTEMBER**  
Link up with the nationwide event.

**ENTHUSIASTS' WEEKEND, 25 & 26 SEPTEMBER**  
A Leeds locomotives' event with a visiting Leeds-built loco.

**HALLOWEEN EVENT, 31 OCTOBER**  
Ghostly trains! Wizard!

**SANTA'S SPECIAL TRAINS, 28 NOVEMBER, and 4&5, 11&12, 18&19 DECEMBER**  
Meet Santa on the train. Presents for the children and wine and mince pies for the grown ups.

**SCHOOLS AND PLAY GROUPS SANTA'S TRAINS, 10 DECEMBER**

### How inexpensive can we go?

A telephone call indicated that a person wanted to make a block booking on a certain Sunday. I established that the group was for single mums and their children, and that there would be around 25 pre-school age youngsters in the group. They didn't have much money and what discount could we offer?

She was told that if she came along on the Schools' Day (a Friday) the children would pay the going rate and the adults would be carried free of charge.

Response: *You have given a discount on the adults: what about a discount for the children?* My response: *One adult and one child would pay only £5.00. If you go to other local railways you would be charged up to £13.* The booking was not made.

### People do not understand questions.

A postal application was received for 3 adults and 1 child with the correct money by cheque. On the details of your party there was 1 3-5 child and 3 in the 10+ box. On checking, the 3 who are 10+ are the three adults!

Stan is not immune from problems. The booking form advises: *'Please arrive at least 30 minutes before your departure'*. Stan was booking clerk and took a cash Santa booking. On the booking form under time of train our client had written 10.30. Considering that the first train is at 11.00 Stan queried the time. The explanation was that our client wanted the 11.00 train, but his arrival time would be the aforementioned 10.30.

When payment is made by credit or debit card, Streamline's (our credit card provider) regulations state we have to obtain the name of the bank which issued the card. I have asked *Who is the card issuer?* To be told by various clients:

Me (the client), 01/06 (the expiry date of the card), 07/03 (the start date of the card), my local bank, is that the big number along the front? My bank is Yorkshire Bank.....lengthy

pause.....but the card is a Tesco one.

There are those who do not enter a number in the adults and child ticket boxes, just enter the total amount. The telephone number box has been left blank. They were quick to get back to me when I guessed wrongly.

I took a client's details without any problems and confirmed his booking. He then asked if I wanted his second choice of dates. Cedric: *No thank you!* Client: *Why does the booking form ask for a second choice if you do not want it?* Cedric: *That is for postal bookings in case your first choice is full.* The offer was declined.

### People's attitudes

I need to call some of our clients to clarify some aspect of their booking form, e.g. a credit card number wrongly given. When the original application is by telephone, the return call is made 24 hours later. A person who rang me at 2315 hours did not appreciate being called by me at 2315 hours the next evening.

When a booking is made, the system is that I send a confirmation letter with their details on to the customer. The customer is asked to bring that letter to the railway with them and exchange it for tickets on the day. One customer demanded that the tickets were sent to him. I explained that once tickets were out of my control I could not replace them if they were not received or they went missing. He was excitedly shouting that if the tickets were lost then the railway will replace them, and slammed the phone down. I telephoned later during the same day and spoke to his wife. I explained the situation to which she readily agreed to accept a confirmation letter.

### What would GNER or Arriva make of this?

Client: *I want a train at 2 o'clock.*

Cedric: *We do not have a service then, they are at 20 minutes to two or 20 minutes past two.*

The client was most insistent that she must have a 2 o'clock service.

Cedric: *The only way to have a 2 o'clock service would be to charter a train. Our steam charter trains start at £300.*

She was less insistent on a 2 o'clock service and opted for 2.20 instead.

### Is phonophobia a medical condition?

Message left on answerphone: *I've rung to make a booking for the Santa Special at Hunslet. Could you ring me back when you get in? Bye.* Withholding the number does not help matters!

There are those who do not know their own telephone numbers and leave what they think is their number. When I return the call I talk to complete strangers who do not know anything about the original call.

A message was left on my answerphone giving all the clients' details except payment method. The final remark: *I'm going out now. Can you ring me when I get back?*

I was on ticket office duty and I answered a query regarding availability of seats for that day. I was then asked: *How do I get to Middleton Railway?*

Cedric: *Where are you coming from?*

Client: *My house.*

Cedric: *Where is that?*

Client: *Leeds 8.*

Cedric: *Which part of Leeds is that?*

Client: *Roundhay*

Cedric: *Go into Leeds on the A58 Wetherby Road*

Client: *I do not know the street names here.*

I managed to give her the required information in the end.

### Be prepared

There are those who telephone to make a booking, then find they do not have their credit card handy. *It is in my ....* (choice of locations), *I won't be a minute.* They got that bit right: they are usually a lot longer. Thankfully they are paying for the call.

I have had those wanting to make a booking, but do not know when they want to travel. In the background I can hear their partner argu-

ing about the choice of date. Once that is settled they then debate the time of train. Obviously they have not been in the scouting movement and been prepared.

*I want to make a reservation for today, but I do not like giving my credit card number over the telephone. How can we do it?*

*I want to make a provisional booking for today. We are stuck in traffic, and I don't want to wait a long time when we get to you. I want to make a provisional booking so that if we do not get there in time we can go onto the next train.* The system we use does not allow me to make bookings on the day of travel. The first booking was in August. Why wait until now?

### And finally!

Just when I thought it was all over, I took a call from a woman whose voice was silky and she simply purred. She was enquiring about times and prices and said: *"That is going to be a bit pricey because I have five children". Can you do anything for me?* My mind went into overdrive and two thoughts occurred:

1. Isn't your husband doing enough for you?  
and:
2. I am qualified in many things, but arranging sterilisation is not one of them.

The fun and frolics are over for another year. Time to get back to one of my other occupations on the Elf and Safety sub-committee.

*N.B. Details have been changed to protect the guilty! All material facts are as they were given to me.*

*[We thank our booking elf for sharing his experiences yet again, and trust he is not suffering from low elf esteem as a result! (Ed.)]* □

### Correction

Unfortunately the story in the last issue entitled 'When Santa's train broke down' was erroneously credited to Julie Marshall. The real author was one Julie Walters, Jackie Charlton, no! **Jackie Marshall**. It was greatly appreciated by our readers and we have received so many requests for Jackie to do us another story, we sincerely hope she will grace our pages again one day.



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

### Factual inaccuracies

Many thanks for the Irish narrow gauge video I won in the mystery photograph competition. I am afraid the narrator did not do his homework. Having consulted a map with very accurate lines of longitude and latitude, Valentia Harbour station remains the most westerly station in Europe at 10 degrees 12 minutes west. Dingle station is at 10 degrees 7.8 minutes!

I have found several examples of plagiarism by authors repeating wrong data from uncorrected earlier sources. Typical examples (*Budding authors beware or the Doc. will be after you! Ed.*) are:

1. That the Cromford and High Peak line was the steepest adhesion worked line in the UK at 1in14, when photographic evidence exists of adhesion working of double headed LNER (ex-NER) Class N10 0-6-2Ts storming past the 1in12 gradient post on the Tanfield branch in what is now Tyne & Wear. Quite a sight and sound with two loaded coal wagons to Bowes Bridge shed I (sub-shed to Gateshead).

2. That the Class 92 electrics were the first electric locos to be operational with overhead or third rail traction. This is even more lack of research. The North Eastern had by 1904 overhead and third rail operation on the Manors-Newcastle Quayside branch at 600 volts DC and tractive effort of 25,000 lbs. This can be readily confirmed by viewing the preserved locomotive in the NRM at York (NER No.1). Similarly, but earlier to the Class 92 electrics the Southern Region Class CC1 three electrics and E5000/E6000 series has third rail and overhead collection for use in goods yards, e.g. Hither Green).

3. Various claims as to which locomotive was the last in pre-grouping livery. No-one appears to get this one right! North Eastern electric (Shildon/Newport) No.5 was still labelled "North Eastern" and in NER lining and NER number plates when towed from storage in South Gosforth EMU depot. See photo in NER livery in Darlington North Road scrap yard in 1951, having survived a general repair at Darlington works in January 1930. (See

*RCTS Locomotives of the LNER, Vol.100, Fig.121).*

Now what livery for our Class H/LNER Y7 next time round? (*Answers on a postcard, Ed.*)

**Professor Bill Hampson**  
High Heaton, Newcastle-upon-Tyne

### Customer care is important

You asked for comments how the railway might be improved. Although we are advertising and improving the knowledge of the railway, we do ourselves a disservice by upsetting people who come to the railway.

I persuaded one of my colleagues at work to bring his family to the railway after raving about how much fun they would have. However after their visit they complained to me, they said the people selling the tickets, were impolite, unhelpful and threw their change back at them. This marred the start of their railway experience, however when they went into the shop they thought they had moved into a parallel dimension as the staff here were so helpful and made them feel welcome, this is the way that they would have liked all staff to be.

I know it is hard greeting people all day long with a smile and a friendly word, but we are providing a customer service and people will remember the way they are treated. If people are only seeing the ticket staff and not going into the shop (sacrilege I know but it does happen!) they will only take home a memory of surly staff, and worse still, this is what they will tell their friends.

**Chris Nicholson, Ardsley, Wakefield**

*(Food for thought? It behoves us all, in whatever role or task we perform at the Railway, to be aware of our words and actions, and how they can affect the visiting public, our customers. Good customer care does pay dividends in terms of public goodwill and repeat business. Thank you Chris. Ed.)*

### Thanks for the memory

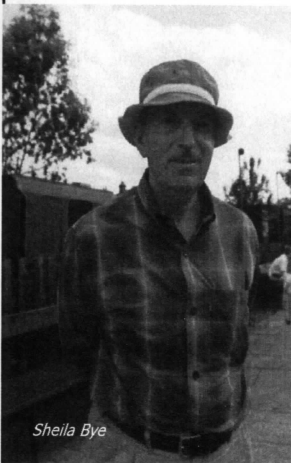
At a school day in 2002 Dorothy Hebden was talking to me about the memories she had of her early days of the railway running to Broom Pit, and I was extremely interested in her tales. I asked her if she had thought about putting pen to paper and perhaps including a small article in the Old Run on a regular basis, each time perhaps recalling one of her memories of some aspect of the railway at that time.

You can imagine my delight upon opening the December 2003 issue to find there was an article by Dorothy. I found it most interesting and I am sure I am supported by the majority of Old Run readers when I say I hope this will be the first of many more, keeping us entertained and informed of her various 'Memories of Middleton'.

**Stan Holdsworth**  
Leeds 17

### Visit by ex-Old Run editor

The legendary Brian Ashurst visited Moor Road on 7 June 2003., whilst staying with relatives in the UK.



Sheila Bye

Editor of *The Old Run* from 1963 to 1970 and membership secretary for in the early 1970s, as well as a Council member, he married an American girl, Stevie, whom he met at university, and emigrated to California in

1977. Brian was a very early member of the original preservation society, during and following his time as a student at the University of Leeds, and a journalist by profession.

## Book review

**Parallel Lines or Journeys on the Railways of Dreams. Ian Marchant, Bloomsbury, 2003. ISBN 0-7475-6578-3, £12.99 (paperback)**

For 175 years the British have lived with the railway, and for a long while it was a love affair—the grandeur of the Victorian heyday, the glorious age of steam, the romance of *Brief Encounter*. Then the love affair turned sour – strikes, bad food, delays, disasters.

*Parallel Lines* tells the story of these two railways: the real railway and the railway of our dreams. Travelling all over Britain, comedian,



bookseller and novelist Ian Marchant takes a microscope to the strange and glorious history of the British railway. He meets those who still hold the railway close to their hearts—the model railway enthusiasts, the trainspotters and bashers (a type of train-spotting where

the individual—usually male—has to travel behind a certain locomotive in order to catalogue it), the commuters and the steam enthusiasts. He swaps stories with commuters at the far reaches of London suburbia, goes to deserted railway museums, and smokes cigarettes on remote, windswept stations in the furthest corners of Scotland.

With his feel for character, humour and surprise he reveals how his own life—visiting his divorced parents, meeting his first love, going to college—has been intertwined with the railway and how travelling by train is one of the great shared experiences of the British nation. (See p.217 for the Middleton Railway!) □ HWB.



## Caption competition

Some of the entries:-

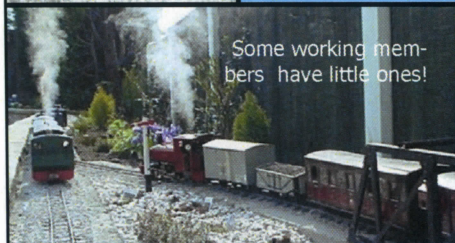
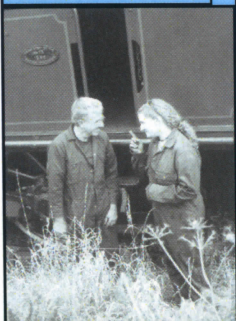
"I know it's not environmentally friendly, but if we don't run a weedkiller train this year we'll be lost in the grass this time next year!"

Now where in this grass did I drop the token?"

"It's not funny! I'm growing this ponytail to clone the chairman's head!"

"What have I told you about wearing my stilettos?"

And the winning entry for the December 2003 issue is: "I've told you before, Peter, if the wind changes you'll stay like that!" - and a video is awarded to Ian Dobson for his entry.



Some working members have little ones!



Driver Ian B Smith, carrying much needed refreshment back to his locomotive crew during the Gala weekend, 28 September 2003.

(Peter Middleton)

## Mystery photograph competition



(HWB)

It may be relatively easy to identify the Railway in this photograph, but can you also say at which station the train is arriving?

The first person with the correct answer to reach the editor will receive a video.

## Henry de Lacy's restoration appeal

Further to the article published in the Old Run No. 179 on the history of Henry de Lacy II it appeared to me that we couldn't let further degradation take its toll on this locomotive.

All of us are unhappy about this long line of locos standing outside and awaiting restoration. If you are a volunteer with plenty of goodwill but little experience and time this article is exactly for you.

I am sure that many of us are really willing to help but prevented by two large hurdles. The first one is time! We don't have much time to spare but we still have some time we would like to give to our railway in an efficient way. The second is a bit more difficult, because we are not sure of how we can efficiently help when at the railway, and in some cases we don't know what to do when on site.

Therefore keeping in mind those two issues, time and task, it appears that something could be done, and most of us can really achieve something. As we only seek a cosmetic restoration we don't need to dismantle this loco. 90% of the tasks are taking the paint off, derusting and painting. Some of us may have more technical qualifications, and we will make the best use of those too.

Here is how it will work. The engine would be split into sections (in theory):

a wheel, the front buffer, the steps to the cab, a right side of the outer cab, etc...A quick look at the picture in the Autumn 2003 issue of the Old Run will help you figure this out. Each section should take 10 to 20 hours at the maximum to complete. **We will ask you to take responsibility for one section of the loco** and to accomplish it from A to Z. As said most of those tasks are engineer skills free, but are time consuming. Guidelines will be provided and tools always available in an identified part of the shed.

If you wish and can actively support our railway come and join this gang! We could aim to start on a Saturday early in June 2004 with a final planning meeting. From then the project will be yours. You will work to your own pace at any convenient time for you. If you are interested and inspired to help please let me know or email me at: [emmanuel@middletonrailway.org.uk](mailto:emmanuel@middletonrailway.org.uk)





## Mr. Edgar Alcock of the Hunslet Engine Company

Henry Gunston

I was pleased to visit the new "Blue Plaque" on the former Hunslet Engine Company office building in Jack Lane during my last visit to Leeds, not least because my wife's grandfather once worked for the firm. By chance, I recently discovered the following obituary to Mr Edgar Alcock, father of Mr. John Alcock, whilst sorting through old issues of the Journal of the Institution of Locomotive Engineers. (Those Journals had belonged to the late Mr. Tom Barrow, who was himself, during the 1960s and 1970s, Manager of the major Nairobi Railway Workshops of East African Railways & Harbours.)

Edgar Alcock, who died on 2nd March 1951 at the age of 74, was chairman and joint managing director of the Hunslet Engine Co. Ltd. He began his apprenticeship under Aspinall at Horwich, and for three years subsequently was in general engineering. He rejoined the Lancashire & Yorkshire Railway in 1898 as outdoor assistant to the chief mechanical engineer, and his contemporaries in the department at the time included H. A.

Hoy, George Hughes, Nigel Gresley, Henry Fowler, Oliver Winder and J. P. Crouch. After six or seven years he followed his chief, Hoy, to Beyer Peacock's as assistant works manager at Gorton Foundry, and held that position through the early development of the Garratt locomotive until, in 1911, he became works manager to the Hunslet Engine Co. Ltd. He quickly brought the works equipment and practice at the Jack Lane works up to the top level, and throughout his life saw that it was maintained at that standard. Subsequent to the first world war he became Hunslet's general manager, and later was appointed to the board. On the death of Mr. Alec Campbell in 1941 Mr. Alcock was elected chairman, whilst maintaining a joint managing directorship. For many years he took a leading part in the work of the Locomotive Manufacturers' Association, and was considered one of the industry's most able negotiators with official circles and with labour. He was active in the formation and early years of the North Eastern Centre of the Institution of Locomotive Engineers, and was chairman in 1926-27. He had been a member [of the Institution] since 1927. □

## CAN YOU HELP?

In order to maintain our services at their present level, we

## URGENTLY REQUIRE

GUARDS, BOOKING CLERKS and HELPERS IN THE MOOR ROAD SHOP, as well as volunteers in ALL other departments. Full training given and you can enjoy spending however much time you can give. All help will be greatly appreciated. Please contact any member of the Council (see page 31 for their details) to be included. No volunteers—no railway!

## Personnel personal profiles

### Keith Hartley

Keith Hartley is a well known character at the Middleton Railway who over the years has been seen taking hundreds of photographs in his inimitable way, many of which have been published in *The Old Run*.

In 1971 Keith and his father were walking in the vicinity of the Great Northern bridge, which at that time carried the GN track over the Middleton Railway at what is now known as Great Northern curve, when they became aware of a

steam train passing by. The first member of the Railway Keith remembers was Sheila Bye who introduced him to the Railway and enrolled him as a member there and then. Until 2002 Keith could be found regularly working as a passenger and goods guard.

Born in 1939 in Leeds, he attended Cross Flatts School, and has lived in Beeston, Leeds ever since. His first recollection of railways was when he could barely walk, and had managed to toddle down the street and across a footbridge to the top of a flight of steps where he could watch the trains in York Street. Those steps exist today.

He remembers his maternal grandmother who lived in Cleveland Street, York, and seeing the goods sidings there when visiting her.

His father's parents lived in the station houses at Crossgates, and his grandmother's great uncle was the first man to be killed by a train, one William Huskisson, on the Leeds and Liverpool Railway and of *Rocket* fame! Keith's parents, Mary and Ted Hartley, who were both members for a time, can be seen in the accompanying photograph below, taken with the Great Northern footbridge in place at the time.

For over 21 years he was employed at Crabtrees, makers of printing machines and latterly with CCL Hydraulic Engineers.

Not as active nowadays as he would like, Keith still visits the Railway on summer high days and special events, and has been a life-long member of the St Andrew's Methodist Church in Beeston, Leeds. Like so many members he would dearly love to see the extension opened to Middleton Park. □





## Did you see? In the press

Under the heading, *Emmanuel's uplifting experience*, the **Yorkshire Evening Post** of 15 October 2003, carried a photo and story of Emmanuel Lanne's restoration of the Booth 2-ton crane.

The **Railway Magazine** for December 2003 carried no less than four items featuring the Railway: *John Alcock* at Barrow Hill, acquisition of Museum status, a photo of 1369 at the September gala, and an unusual photo of a Class 31 mutation in 1986 at the Middleton Railway for a film!

*Matthew Murray* was featured alongside the steam lorry at the Leeds in Steam event in the December 2003 issue of **Old Glory**.

In "**I'm sorry, I haven't a clue**" on **BBC Radio 4**, 22 and 28 December 2003, Humphrey Lyttleton in his introduction from The Grand Theatre, Leeds, referred to Leeds having the historic Middleton Railway, the world's first successful steam railway, and that Arriva Trains needed to learn how this was done. They have now lost their franchise! □

### ALAN COOK, 1923 – 2003

It is with deepest regret that the Railway records the death on 29 December 2003, of Alan Cook, at the age of 70. Alan had been a member of the Railway for some years, and had worked in the Booking Office and Shop over the past five years or so. Alan had always been willing to take over the Booking Office duties at short notice, and he much enjoyed ticket selling on the busy days. He also enjoyed and joined in with the camaraderie of his colleagues in the shop. Much of his working life was spent with British Waterways in its Leeds office, with responsibilities for the Aire and Calder Navigation. Alan is sorely missed and we send our deepest sympathies to his wife Cornelia and his son Daniel.

*Stan Holdsworth.*



*We are still hoping that someone may be able to identify the early-day members of the Middleton Railway preservation group who were engaged in pioneer track work in this photograph. In order to ensure accuracy, please let the editor have any details you can give in writing.*

## The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

Registered Office: The Station, Moor Road, Leeds LS10 2JQ

Registered Company No 1165589 Registered Charity No. 230387

Registered Museum No. RD2114

Telephones: 0113 271 0320 (office & fax.) 0113 270 6162 (shed)

E-mail: [info@middletonrailway.org.uk](mailto:info@middletonrailway.org.uk)

[www.middletonrailway.org.uk](http://www.middletonrailway.org.uk)

### President

Gerald Egan

3 Warren Avenue, Knottingley WF11 3JF: 01977 672126

### Vice-Presidents

N A Brampton, J K Lee B.E.M., I B Smith

### Chairman

I Dobson c/o Middleton Railway, Moor Road Leeds LS10 2JQ

### Secretary

A J Cowling 2 College Street, Sheffield S10 2PH

0114 268 3812

### Treasurer

S Holdsworth c/o Middleton Railway, Moor Road Leeds LS10 2JQ

### Council Members

H W Bishop Spring House, Fosterhouses, nr. Doncaster, DN7 5LE 01302 844889

J A Cowling 2 College Street, Sheffield S10 2PH (**Council Secretary**) 0114 268 3812

E Lanne c/o Middleton Railway, Moor Road Leeds LS10 2JQ

M McPeake 103 Holgate Rd, York YO24 4AZ (**Safety Officer**) 01904 617191

A Parsley c/o Middleton Railway, Moor Road Leeds LS10 2JQ

S J Roberts 12 Pinfold Rise, Aberford, Leeds LS25 3EN (**Chief Mechanical Engineer**) 0113 281 3626

M A Scargill 31 Victoria Walk, Horsforth, Leeds LS18 4PP (**Membership Secretary**) 0113 258 5068

I B Smith c/o Middleton Railway, Moor Road Leeds LS10 2JQ 0113 271 1089

J Wilkinson c/o Middleton Railway, Moor Road Leeds LS10 2J (**Operating Superintendent**) 0113 226 3802

C Wood 4 Elm Grove, Huntington, York, YO31 9HD (**Education Liaison Officer**) 01904 633906

H Wood 11 Easy Road, Leeds LS9 0113 294 8955

### Exhibitions Manager

D Plummer 44 South Broadgate Lane, Horsforth, Leeds LS18 4AG 0113 258 1851

### Hon. Archivist

Sheila Bye 15 Leylands Lane, Bradford BD9 5PX 01274 543574

### Membership subscription rates

Full Trust Membership	£9.00
O.A.P. Trust Membership	£6.00
Junior Membership (of M.R.A.)	£6.00
Family Associates of Trust Members (in same household)	£1.00 per person
Life Membership	£150.00

### E-mail addresses

Administration (Chairman/Secretary)	<a href="mailto:admin@middletonrailway.org.uk">admin@middletonrailway.org.uk</a>
Bookings (Advance Travel Reservations)	<a href="mailto:bookings@middletonrailway.org.uk">bookings@middletonrailway.org.uk</a>
Engineering (various engineers)	<a href="mailto:engineering@middletonrailway.org.uk">engineering@middletonrailway.org.uk</a>
Finance (Treasurer)	<a href="mailto:finance@middletonrailway.org.uk">finance@middletonrailway.org.uk</a>
Marketing (Marketing Officer)	<a href="mailto:info@middletonrailway.org.uk">info@middletonrailway.org.uk</a>
Membership (Membership Secretary)	<a href="mailto:membership@middletonrailway.org.uk">membership@middletonrailway.org.uk</a>
The Old Run (Editor)	<a href="mailto:oldrun@middletonrailway.org.uk">oldrun@middletonrailway.org.uk</a>
Staff Rosters (Roster Clerk)	<a href="mailto:roster@middletonrailway.org.uk">roster@middletonrailway.org.uk</a>





#### Winter descends on Moor Road.

**Icy blasts from the north resulted in these wintry scenes early on the morning of 28 January 2004.** **Above:** Pristine snow on a deserted station with No. 67, *Matthew Murray*, Brookes No.1, and 1310 all undergoing repairs in the loop, and engineer's train with Brush No.91 on the main line. **Below:** Newly out shopped and resplendent in striking new blue and bright yellow buffer beam, Thomas Hill/Sentinel No. 138C stands on the Balm Road line having made way for the passenger coach to undergo maintenance and repainting inside the workshop. (HWB)

