

THE OLD RUN

JOURNAL OF
THE 1758 MIDDLETOWN RAILWAY
LEEDS



NUMBER 151 SUMMER 1995

THE OLD RUN

NUMBER 151

SUMMER 1995

Editor: Mrs. Sheila Bye,
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 Autumn Issue should reach the Editor by 1st September 1995 at the latest please.

CONTENTS

From the Chairman	3
Locomotive Notes	3
Matthew Murray Country	8
Rights of Way	10
Ken Cockerell	13
A Historical Link	13
A New Neighbour at Parkside	16
Special Events	16
All Change at the Station Shop	18
The 1995 Timetable - a mid-season reminder	19
Times Past - Summer 1802	19
And Finally	22

Cover picture: Cockerill 1625, an exotic newcomer to the Moor Road scene (see Pages 6, 7 and 8 for further photos and details of this interesting little engine.)Photo: Keith Hartley

FROM THE CHAIRMAN

Ian Smith

The Railway has had an active few weeks since the last report in these pages, but unfortunately much effort has had to be wasted in repairing vandalism and break-in damage.

The level of petty vandalism has shot up of late, culminating in the breaking of windows in our passenger train, whilst a series of attempted break-ins at the shop culminated in a successful burglary, which cleaned out our entire stock of 'Thomas' die-cast models in addition to doing considerable damage.

Of course, we are not sitting back, doing nothing. Plans are in hand to enhance the security by erecting the fencing we acquired from Bentley Colliery, and other steps are also being taken. However, inevitably, all these things are taking workers away from actually running the Railway itself, and we could do without such distractions.

I would like to take this opportunity to publicly thank those working members who have responded to the many cries for help in securing the site after these periodic 'visits'. In many cases they have had to down tools on other tasks in order to make good the damage, and the Railway owes them some thanks.

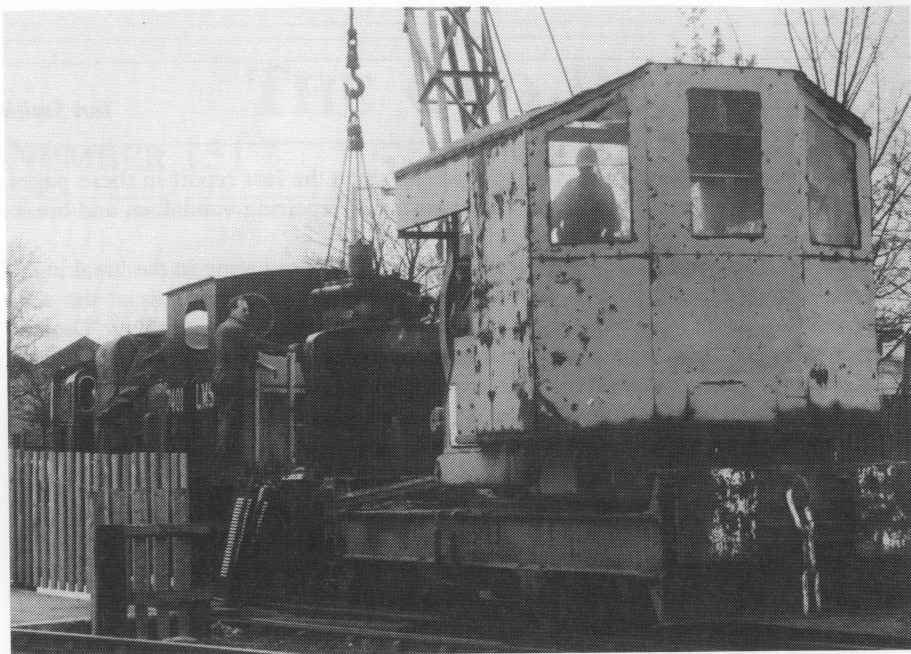
LOCOMOTIVE NOTES

Steve Roberts

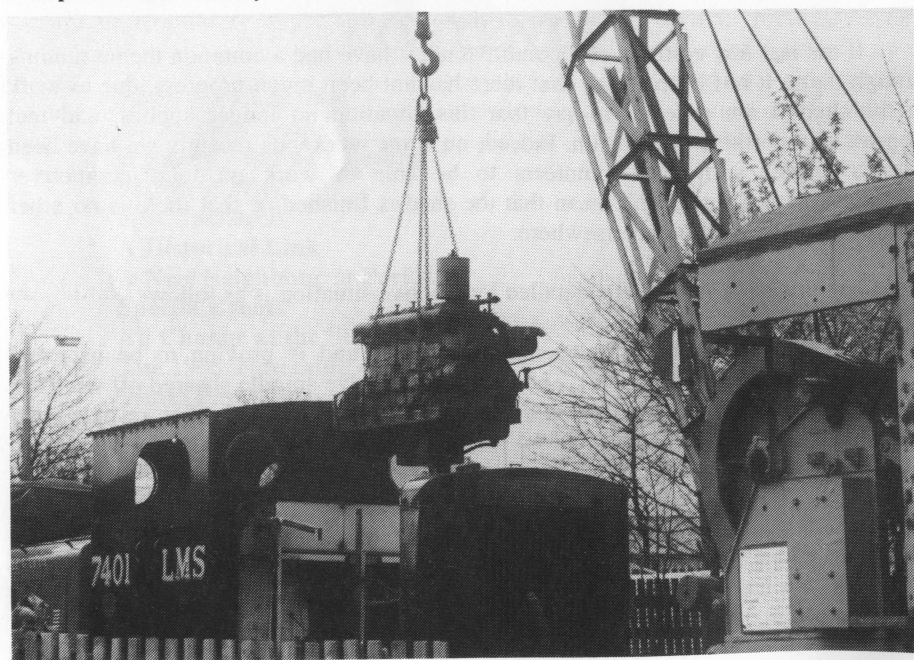
If the last few editions of locomotive notes have had a common theme running through them, it has been to say that there has not been much progress, due to work on the shed. I am relieved to say that this situation no longer applies, and real progress is reportable once again. Indeed, on some weekends recently we have been able to muster sufficient volunteers to be able to work on four locomotives simultaneously! This doesn't mean that the shed is finished or that there is no other work to do, as you will read elsewhere.

Following the usual format, the detailed locomotive situation is as follows:

1882 *Mirvale* has been in operation regularly and is proving to be its usual reliable self (famous last words!). The steam brake valve spindle sheared off whilst in steam, but the loco was able to complete its day's service. Investigation revealed that it had been broken and badly repaired previously and, as *Mirvale* had returned from the Swindon & Cricklade Railway with the valve handle fitted in the wrong position, we suspect that this repair had been carried out by them. A new top half spindle has been made and silver soldered to the bottom half. At the time of writing, the spring on the reverser handle catch has broken, leading to a tendency for it to jump into full gear when notched up. This still requires replacing, but does not prevent the loco from being used.



The McLaren-Ricardo engine being lifted out of 7401 John Alcock on 15th April.
Both photos: Keith Hartley



385 All outstanding mechanical jobs have now been completed and only the repainting is outstanding. This work is proving to be fairly protracted and, to date, has involved many man-hours in cleaning down and sanding the old paintwork. A small area of corrosion has been found in the right hand bottom cab side sheet, and this will require cutting out and new sheet welding in. The cleaning down is now all but complete and the first coats of paint are being applied.

1310 The Y7 has seen service since the start of the season and has generally performed satisfactorily. As mentioned in the last *Old Run*, the brake linkage is requiring attention. The original North Eastern built Y7's of which **1310** is one, were only fitted with a hand brake, and the steam brake presently fitted is a preservation era modification. The arrangement of brake linkage is poor, and does not allow for satisfactory adjustment as the brake shoes wear. This is not really a problem when only a handbrake is fitted, but does become important when a steam brake is incorporated. The L.N.E.R. took the trouble to re-design the brake linkage when they built a later batch of locos which were fitted with a steam brake from new. Agreement has been reached with the loco's owners to modify the linkage and incorporate screw adjustment to enable the problem to be overcome.

54 Egg on my face! No sooner had I penned the last Loco Notes saying that the Sentinel wouldn't be back in service until a new chimney base was fitted, than it was back in traffic, complete with its old chimney base! Progress on the new pattern has been satisfactory, but it was obvious that it would not be completed in time to enable the loco to fulfil its commitments elsewhere, the more so because there will still be much machining to do once the raw casting is obtained. The commitment is to return to the North Yorks Moors Railway for their 'Thomas' Gala in June, as part of the payment for repairs to the boiler last year. We have also been asked to send the Sentinel to the Nene Valley Railway for their 'Peterborough 150' celebrations, and at the time of writing **54** is part way through fulfilling this request before onward transport to the N.Y.M.R. As usual, the Sentinel is sorting the men from the boys, performing faultlessly on some occasions, whilst being a source of embarrassment on others!

1601 Arthur Progress has again been possible on our Manning Wardle, and there is a light at the end of the tunnel, but still a long way off! The boiler cladding plates have now been made and trial fitted; final fitting will await completion of the hydraulic test. This long awaited event has been held up pending agreement on our proposed method of repair to the boiler. At last the Insurance Company have agreed to this, but written confirmation has yet to be received and is necessary before we carry out the work.

7401 John Alcock After many telephone calls and several inspection visits, we have been able to locate a suitable replacement engine for our vintage Hunslet diesel. This is a McLaren 'M' series engine similar, if not quite identical to the 'MR' engine it is to replace. The 'new' engine was located in Kent, where it had originally been

driving a generator. An inspection visit was satisfactory, and a deal was concluded, the engine arriving towards the end of April. The engine has been started and run, various points needing minor attention. Following this, it has been thoroughly cleaned and painted in readiness for fitting.

The old engine has been removed from the frames of *John Alcock*, and work has been progressing on cleaning and painting, preparatory to fitting the replacement. Whilst the engine is out, the opportunity is being seized to do work on the various parts that would normally be inaccessible. Whilst of similar proportions, the two engines are not identical, and some modifications are necessary to accommodate the replacement. The existing engine bed and mounting holes are suitable for re-use, the prime difference being that the new engine is some two inches longer. This will necessitate the re-positioning of all the belt driven equipment such as the fan, compressor and vacuum exhaustor.

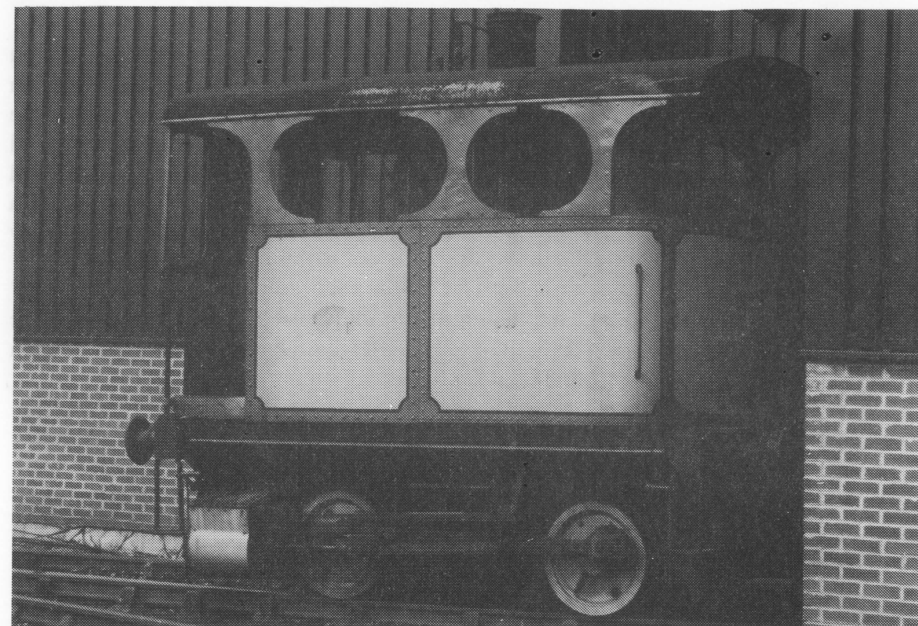
91 has seen some service. Whilst generally in good condition, it does seem to suffer more than its share of minor but niggling faults. No sooner had an engine oil change been carried out than it fractured a fuel pipe, causing fuel to find its way into the engine oil. This has been rectified, and it is currently available for traffic.

2387 Brookes No.1 In a flurry of activity, the cab and tank have been removed, and the locomotive prepared for its overhaul. It is presently resident in the new shed, where work on the boiler is taking place. The (scrap) smokebox and tubeplate have been removed, which has allowed access to the boiler barrel. This has enabled a more detailed inspection of the state of the boiler to be carried out, revealing some good and some bad things. The boiler barrel may not, after all, require replacement, but it will be a borderline decision. The longitudinal stays are definitely scrap, and three of the five palm stays have corroded completely through. It is a sign of our ever growing confidence that we are now taking such problems in our stride, instead of writing off the loco. We have the equipment to carry out this kind of work and, with a little help and advice from outside, we should have the ability. All we need is more willing hands!

1625 You may well be asking what on earth is **1625**! It is, in fact, our latest arrival and is, specifically, a Cockerill 0-4-0VBT, No.1625 of 1890.

Originating in Belgium, it presently belongs to a company called Unicon Holdings Ltd., and has come to Middleton from open storage at a site near Sheffield. As almost seems inevitable with any steam loco we obtain these days, it had previously spent some time on the Peak Railway at their Buxton site. Whilst ostensibly in working order, it has not run for some time and various minor repairs will be necessary before it is operable.

A preliminary hydraulic test has been carried out, identifying one or two leaks which will require rectifying, but otherwise the signs are good. It is also lacking a drawhook, a feature it shares in common with at least two other locos that have come to Middleton from Buxton! (Although we do know that this loss, in fact, occurred after it left there.)



Cockerill No.1625 pictured, above beside the Fred Youell Building on 29th May, and below during a test-steaming on 1st July. Photos: Keith Hartley



Whether this diminutive locomotive proves suitable for operation at Middleton will have to be seen. Its small cylinders are compensated for by small wheels and, on paper, it has a theoretical tractive effort in excess of the Sentinel, so it should be suitable. Whether it will produce enough steam from its vertical boiler is the doubtful question that will have to be answered. It is partially because of these doubts (and that it is nearly at the end of its 10 year boiler 'ticket') that the initial agreement is a relatively short one of about twelve months but there is every possibility that its stay will be much longer.

67 The ex Manchester Ship Canal tank has yet to arrive at Middleton, but we have now been informed that the asbestos lagging has been removed and its departure from the Keighley & Worth Valley Railway is imminent.

138C, 1786, D577 and Rowntree No.3 are available for traffic and used as required. All other locos are stored awaiting repair.

MATTHEW MURRAY COUNTRY

Henry Gunston

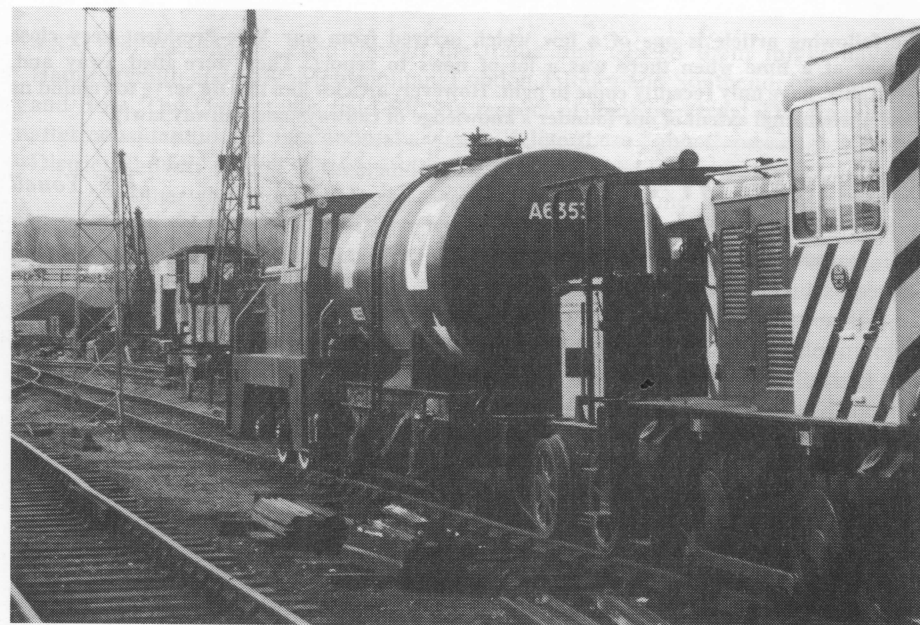
Following a Boxing Day walkabout through the area between the Matthew Murray plaque in Water Lane and the Matthew Murray obelisk by St. Matthew's church, Holbeck, I wrote with two enquiries to Dr. Kevin Grady, Director of the Leeds Civic Trust.

My first point was that the Murray plaque looked a bit sad when compared with the blue Civic Trust plaques. Dr. Grady replied that a Civic Trust member is already investigating the possibility of renovation of the plaque.

Secondly, I enquired over the current general scene on the maintenance and restoration of older buildings in this historically very important part of industrial Leeds. Dr. Grady's response was that the Leeds Architecture and Design Initiative - a multi-million pound proposal for the revitalisation of the area as a Millenium project - has been suggested. The views of the City Council over supporting this initiative are still awaited.

Before the multi-million pounds are spent (if they ever are), there is time to follow Marshall Street from Water Lane past the Temple Mill, and then to turn right into Sweet Street West by 'The Commercial' pub (another South Leeds survivor). Passing Kay's new warehouse on your left, on your right you suddenly come to a grassed area on either side of Bath Road, which runs parallel to Marshall Street, but whose terraces have long been demolished.

Here is a remarkable pocket of calm, with the Town Hall tower clearly visible on the not-too distant horizon. The curving L.N.W.R. viaduct dominates to the left, and the backs of the Marshall's Mill buildings are to the right. Ahead, across the grass, are the cheery chromed caravans of 'Viking Car Spares', together with their small flat cart, whose motive power units are happily grazing on land that was once beneath the front parlours of Bath Road. Just the place to meet old Uncle Matthew walking the dog from Steam Hall!



Above, TH138C moves the rollingstock around on 1st April 1995 and, below, also draws the repainted brake coach out of the Fred Youell Building. (Note the brickwork reflected in the coach's beautiful gloss finish!) Both photos: *Keith Hartley*



[The following article is one of a few which arrived from our Vice-President very close together at a time when there was a lot of news to report. They were filed away and, regrettably, have only recently come to light. However, articles like this do serve to remind us of the phenomenal extent of our founder's knowledge of railways and railway law!]

RIGHTS OF WAY

R.F. Youell

Railway law is pretty complicated. Maintaining a right of way is something that seems easy, but far from it!

If a railway company uses a line, either by outright ownership, established usage, running powers, or any other means, they do have to establish their rights. The same kind of problem affects private estates. Estates in Nottingham, and Dulwich in London, have to shut the gates to the Estate on one day a year to maintain their private status. This is usually done on a day when there is hardly any use, like Christmas Day.

The matter of establishing, or maintaining, the right to run over a railway is not merely applicable to little known mineral lines. It can occur in quite well known main lines.

The Great Northern and Great Eastern Railways were often in competition, though they eventually settled their differences by building the GN and GE Joint line. The GNR trains from King's Cross to Cambridge used the GER station at Cambridge, which was an awkward layout dictated by the City and University of Cambridge. The branch line trains of the L&NWR from Bletchley, and the Midland from Kettering also had to be fitted in.

In most cases, the boundary between the line of a company owning a junction, and the line of a second company running into, and using, it, would be right outside the station, so there was no problem of establishing rights. For example, the L&SWR line ran right up to Exeter St. David's GWR, and the GNR line ran right up to the L&SWR Stafford Station.

Cambridge, however, was different: the GER owned several miles of line towards Hitchin, used by the GNR, but over which normally the GER had neither need nor desire to run. I quote from the documents of the period: "In order to exhibit their proprietary rights, it is considered necessary for the Great Eastern Railway to work a train once a year from Cambridge to Hitchin". As the GNR used vacuum brakes, and the GER Westinghouse, with a few dual-fitted locomotives, the problem was solved by using a goods train. However, Harpenden on the GNR Hatfield to Luton branch had its Annual Race Days, and here was the solution, in the form of a GER-hauled Race train from Newmarket to Luton via Cambridge, Hitchin and Hatfield.

In some cases, the legal aspects of using other companies' lines verged on those of a Gilbertian comedy.

At Whitechapel, London, the Joint City Lines track came in from the West, and the Whitechapel and Bow Joint from the East. There was, however, a gap of 66 yards between them owned by the District Railway. As a result of this, the District Railway had to include in their annual report to the Board of Trade that it had carried

4,873,660 passengers, even though the trains that carried them might have been Hammersmith and City, Metropolitan, London Tilbury and Southend, or Whitechapel and Bow. The District was paid £305 in respect of their 66 yards! The final decision after consideration of this anomaly was to delete these "ghost" passengers from the District Railway annual figures, and in the Board of Trade report.

Another incredible situation occurred on the Holme and Ramsey Railway, ostensibly a branch from the Great Northern main line South of Peterborough. The small company which built the branch had in fact been bought out by the Great Eastern, which found themselves owning a railway to which they had no access. There WAS a GER station at Ramsey, but at the other end of the town from the terminus of the Holme branch.

As a result, every 21 years the GER had to obtain an Act of Parliament giving them powers "to invite the Great Northern Railway to operate traffic over this branch". This comedy ended when the LNER came into existence in 1923, uniting both companies. Even so, the branch had a peculiar aspect to its operation. Morning passenger trains were operated by the GNR locomotive that had worked the goods traffic on the branch. After 10.30a.m., when the locomotive left, traffic was carried by 'buses supplied by the Peterborough and District Electric Tram Company.

Another case occurred on the Midland Railway. They had acquired the Ashby and Worthington tramroad. This was converted into a normal railway in 1873, except for the Ticknall Tramroad to Donisthorpe, used for carrying limestone from quarry to canal. The distinction between Tramroad, Waggonway and Railway is at times rather obscure. The Ticknall Tramroad was a platelay with edge flanges on which ordinary road wagons could be run. Every year, therefore, the Midland Railway provided a horse and cart, loaded with bags of coal, to run the whole length of the line.

Apart from this particular line being of some antiquity - it was old even when sold to the Midland in 1846 - readers might say "What has this to do with Middleton?". The connection is that if Middleton fails to use a part of its line for a year, its right to use it may be in doubt. I know that in November 1959, when Middleton became a reasonable candidate for preservation, I borrowed a 4-wheel trolley and pushed it along the line, to establish an interest. Older members will recall that we very nearly had British Railways "taking over" the section of our line from Parkside junction to Balm Road, and running Middleton Colliery traffic over it instead of via the Beeston-Hunslet loop. If the Middleton Committee had wanted to use the Moor End branch any more, they should have run a trolley on it annually, but this was highly unlikely, so they didn't. It IS necessary to establish our right of way on the Dartmouth branch by running any wheeled vehicle, from a platelayer's trolley upwards, along the line right up to Robinson and Birdsell's gates, and also on the Balm Road branch.

The famous Dart Valley Light Railway failed to carry out this precaution whilst negotiating for their line, so that they were refused permission to use the section from Ashburton to Buckfastleigh, which was demolished and turned into a trunk road widening of the A38 Exeter to Plymouth section.

To sum up, in Railway Law, don't assume anything, and don't jump to conclusions!



Ken Cockerell, pictured above, left, preparing his beloved Y7 to go to the Stockton & Darlington 150th Anniversary celebrations in 1975, and below, again on the left, in April 1993 - again with the Y7.



KEN COCKERELL

Ken was a founder member of the Steam Power Trust '65 group, which owns the Y7, 385 and the Norwegian coach. As with all our popular comrades from the north-east, it was always good to see Ken on one of his visits south to Middleton. Sadly, Ken died recently, after a long illness. He will be much missed by his many friends at Middleton, and our sympathies go to his family and to his S.P.T.'65 colleagues.

A HISTORICAL LINK

Derek Plummer

The Calverley works of the 'Calverley & Horsforth District Gas Company' was situated on a narrow strip of land near to the old stone arched Calverley Bridge, between the River Aire and the Leeds & Liverpool Canal.

Coal arrived mainly by barge, and was unloaded by hand, using wheelbarrows which were tipped into the coal storage sheds adjacent to the canal towpath. Coke and other by-products were conveyed away by road, although I recall that tar was transhipped from a road motor vehicle tank to a rectangular rail tank wagon at nearby Calverley & Horsforth goods station, for conveyance probably to Yorkshire Tar Distillers' works at Stourton.

From the canal towpath, it was possible to see over the works boundary wall some of the plant, including stationary steam engines driving pumps and exhausters, whilst the western end of the site was dominated by several gasholders.

The works ownership passed to the North Eastern Gas Board, and it ceased production of coal gas once natural gas reached the area; all the production plant and buildings were demolished, leaving eventually only one gasholder, complete with a radio aerial for direct communications and control from elsewhere, and a small brick building for control and monitoring equipment.

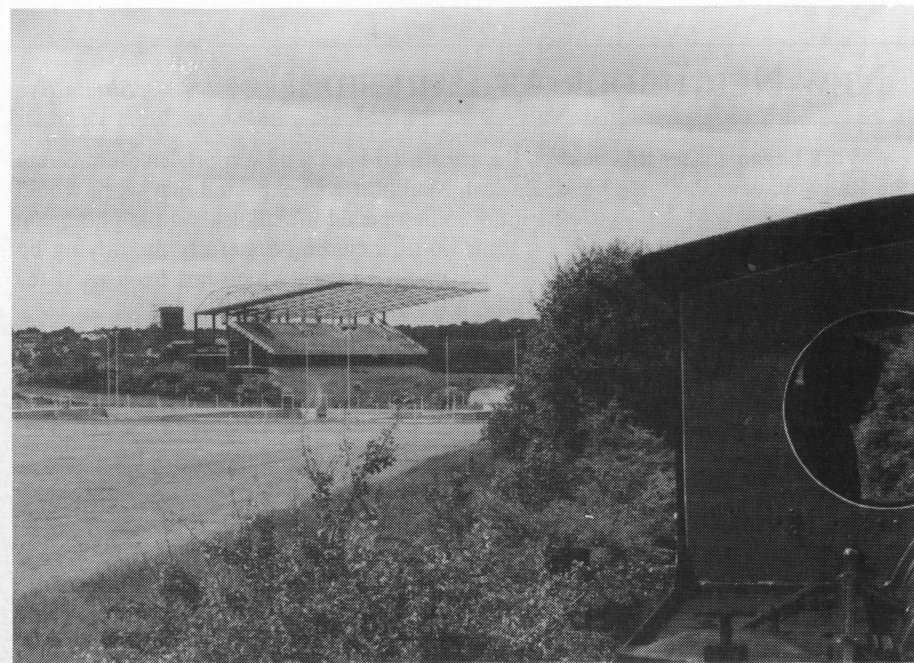
Site ownership passed to British Gas and, following a special restoration of the works site to remove material contaminated by harmful residue, the one remaining gasholder was decommissioned.

On one of my walks past the site in late 1994, I found the gasholder partially dismantled but still carrying its builder's plate, which read "Constructed by Clayton, Son & Co. Ltd. Hunslet Leeds 1927". A letter to British Gas in Leeds, pointing out that the Middleton Railway provided service from 1920 to the Dartmouth Works, brought a prompt reply from Mr. Lodge, construction engineer at the British Gas, Tingley site, agreeing to donate the 20" x 11 1/4" cast iron builder's plate to the Middleton Railway.

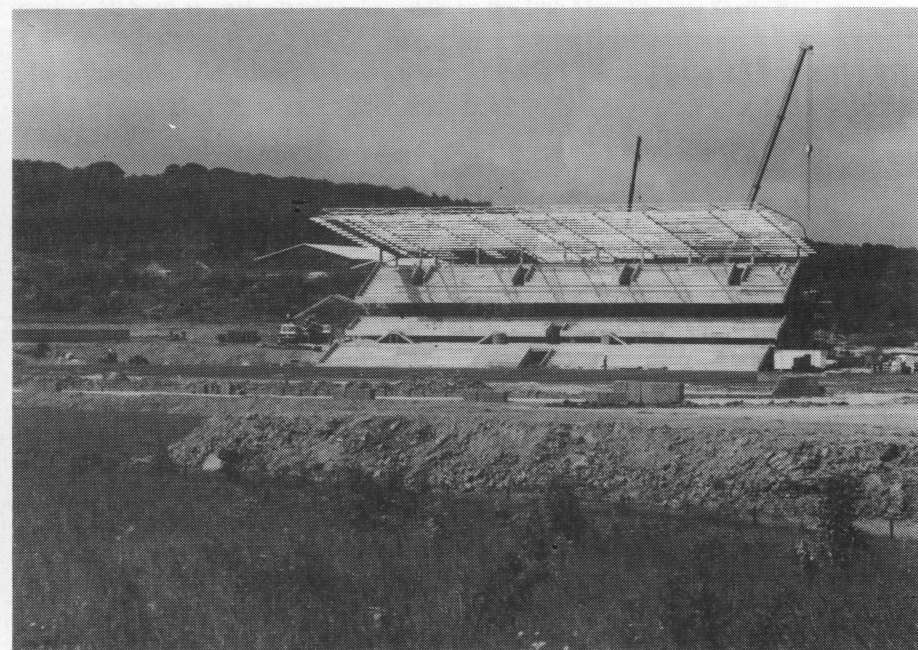
The plate was eventually collected from Tingley and, after restoration, will be available for display in our museum. Preliminary investigation has revealed a good coat of red oxide on the back of the plate, and layers of red oxide, green and grey on the front.



The verdant scene at Park Halt pictured above by M.R.T. Guard Jean Collinson, and below including M.R.T. Guard Brian Hall, by M.R.T. Guard Keith Hartley!



The background to Jean's view has changed dramatically since she photographed it earlier this year, as these two more recent photos by Keith Hartley show. (See next page.)



A NEW NEIGHBOUR AT PARKSIDE

Sheila Bye

Work began earlier this year on the construction of a new sports stadium South of the Railway, near Parkside bend. Back in March, it was expected that work would be completed in July, enabling the stadium to be opened in August. As the photos on page 15 show, there is still quite a bit to be done, including hopefully the tidying up of the ground between the stadium and our track, an area which has been used for dumping clay etc. removed during levelling and foundation work.

The first sections to be opened include an eight-lane athletics track, and ten floodlit, all-weather five-a-side football pitches. It is hoped that they will in future be joined by indoor and outdoor tennis courts, and cycling race facilities, and there is a possibility that Hunslet Rugby League Club (a past neighbour of ours) may take up residence there. The impressive grandstand, shown in the page 15 photos, will seat 2,500 spectators and will have in its 3-storey interior a function room, kitchen, lounges, fitness training rooms, changing rooms, offices, bars and a shop.

Back in the 1970's, when Leeds applied to host the Commonwealth Games, it was planned to provide similar athletics and cycle racing facilities on this site, but the application was unsuccessful and the development (which at one time envisaged our Railway as a major means of access to the site!) similarly failed to come to fruition.

If nothing else, with up to 2,500 spectators having a grandstand view of our train steaming up to Park Halt on a weekend afternoon, our new neighbour should be worth nearly as much to us as free prime-time television advertising.

SPECIAL EVENTS

Sheila Bye

As can be seen from the three photographs immediately following, the Friends of Thomas event, on 20th and 21st May, failed to attract the record crowds which turned up to see Thomas himself at the New Year weekend. However, a welcome profit was made.

The School Special trains were not as busy as they used to be in their heyday a few years ago, either; cutbacks and worries about coach and minibus safety are only some of the trends which have counteracted against the increased interest we **should** have been shown after the National Curriculum courses were brought into use. It is sad to note that for the past year or two we have had few, if any, Middle School parties and no High School parties, when we could have provided links to Science, History and Geography curriculae. Cedric Wood is taking steps to try and attract back to the Railway some of the parties of older schoolchildren. However, something in the region of 800 children will have visited the Railway on the three Schooldays this year and at least **seemed** to have enjoyed their visit. Many appeared to have learnt something too. We have been pleasantly impressed by the good behaviour of the youngsters (aged between 2 and 8 years old) who visited this year, and by the obvious interest most of them showed, the questions they asked, etc.



George and Mirvale, Friends of Thomas, together with the Fat Controller and young lady coaches, all hard at work pleasing the public on the 20th May. Photos: *Sheila Bye*





An especially welcome sight on 20th May was Barry Wood's steam roller *Withernsea*, which greeted visitors at the car park entrance. It's a long time since the Editor saw *Withernsea*, and she didn't look a day older, resplendant in gleaming paint and brasswork (*Withernsea*, that is!). Photo: *Sheila Bye*

ALL CHANGE AT THE STATION SHOP

Since becoming Shop Manager, Vicky Hirst has taken a part-time job and started attending a college course and, with a young family to care for as well, has found she could no longer continue to give the Shop the attention it needs. Many thanks to Vicky for all the work she has put into running the Shop.

Roderick Bailey will become Shop Manager as from this year's A.G.M., helped by his wife Fran, Geoff and Clarice Saunders, and Stan and Carol Holdsworth.

The Shop is a vitally important part of the Railway's operation. A friendly welcome at the ticket office window puts our visitors at ease and hopefully disposes them towards enjoying the time they spend at our Railway. Good quality, attractively-displayed shop stock, plus a friendly face behind the counter, hopefully persuades them to part with a little extra money in the Shop, to enable us to maintain and improve our Railway for future visitors.

If you are willing to help in the Shop - if only on a few occasions a year, please ring Rod Bailey (see P.23); there are still vacancies for helpers this year, and it really is important to have this lucrative little emporium well-staffed.

1995 TIMETABLE

Normal Saturday diesel service leaves Moor Rd: 13.10 13.50 14.30 15.10 15.50 16.30

Normal Sunday steam service leaves Moor Rd: 11.50 12.30 13.10 13.50 14.30 15.10 15.50 16.30

Bank Holiday Sunday and Monday and Special Events
steam service leaves Moor Rd: 10.30 11.10 11.50 12.30 13.10 13.50 14.30 15.10 15.50 16.30

Trains leave Middleton Park Halt 12 minutes after the above departure times.

1995 SPECIAL EVENTS DAYS

23rd July	Postman Pat Day
30th August	Teddy Bears Picnic
23rd/24th September	Gala Weekend
21st/22nd October	Friends of Thomas
Saturdays and Sundays 26th November to 24th December	Santa Specials
Fri. 29th December 1995 to Mon. 1st January 1996	Thomas's New Year Party

TIMES PAST - SUMMER 1802

Sheila Bye

Back in the days of the Brandlings, permanent way work on our railway usually began at the end of Winter, presumably as soon as the demand for coal began to drop, and when the ground became more easily worked.

According to Rimmer's 1955 article on the Middleton Colliery, written for the Yorkshire Bulletin of Economic and Social Research, the old wooden waggonway was gradually being changed over to iron rails after 1799, the price of wooden rails having risen considerably over the years, and in the Summer of 1802 work was progressing on this fundamental change. West Yorkshire Archives, Leeds, has a collection of Middleton Colliery records which is also available for studying in microfilm form at the Local History Library in Leeds Central Library, and the book for 1802 shows an extensive amount of work being done to the waggonways serving the Colliery.

A firm referred to as "Nelson's" appeared to have contracted to lay the iron rails for Charles Brandling, and during the week ending 9th July they were supplying stone sleepers in preparation. Altogether, during the next few weeks, they were paid a total of £24..12..4d for this (seven years later, stone sleepers were provided at a cost of 5d each, so in 1802 Nelson's probably were supplying enough for around 600 yards of track). Though, during the 3rd week of July, Nelson's were also paid five shillings for "removing Rubbish", the heavy preparation work seems to have been undertaken by a man called Benjamin Hixon. His first task, apparently, was to smooth the way for the new track by lowering the ground in places, and during the week ending 23rd July, he was paid £2..2s "on accot for lowering Waggonway at Top of little Run". The following week, he lowered the "Waggonway at top of Tods Run", and then moved back to work again on little Run for the two weeks following that.

Meanwhile, the main contractors, Nelson's, were delivering a steady supply of stone sleepers every week. Up to that time, the track probably would have consisted of oak rails with a renewable protective strip of beech nailed on top of them, and would have had wooden cross-sleepers - though these would be far less substantial than modern ones. However, the new iron rails were to be fixed in iron chairs bolted or pegged on to stone block sleepers, like those near the Station gate at Moor Road.

During the week ending 13th August, Nelson's started work on "laying Iron way", and c.£2 or £3 was paid each week for this up to early September. In later weeks, Benjamin Hixon was paid for cutting a waggonway to the Fanny Pit, a new pit near New Lane, Middleton (just south of Middleton Park), which was sunk to 462 ft. depth in 1802. Nelson's began laying iron rails on this new route in November.

The references to Benjamin Hixon's work on little Run and Tods Run are particularly interesting. It has been the widely accepted story so far, that the Middleton waggonway/railway network had two inclined planes: one old one, of unknown date, on the site of Old Run Road with the Engine Inn at the bottom end, and the incline known as 'Rope Hill', going from Middleton Town Street down to the later Broom Pit site, built in the 1820's.

In addition to these, Mike Lewis, in his book *Early Wooden Railways*, speculated that there might also have been an incline on the 1755 Thwaite Gate waggonway by 1781: from then until the 1790's, he writes, there were payments to various people for keeping in repair "the offside wheels" in Woodhouse Hill Lane. As he comments, it is hard to imagine the Brandlings paying someone to sit in Woodhouse Hill Lane, repairing the offside wheels of the waggons as they trundled past, so he presumes that the wheels were side rollers, which were usually fixed upright but at an angle on bends, to guide the rope by means of which the waggon was being let down the incline. On the bend in Woodhouse Hill Lane, the roller/s would be on the offside of a descending waggon.

The colliery records give no clue as to where little Run and Tods Run were, but on a map of the Middleton and Belle Isle waggonways, surveyed by Jonathan Teal in 1787, the lower, Old Run, incline has the name 'Tood Run' written at its upper end, near a farm building which stood a little west of the top of that incline. (The farm buildings, or their successors, latterly became Top of Run Cottages, before being finally overwhelmed by the northwards spread of one of the Middleton pit heaps.)

In an article in *The Old Run* of Winter 1968/9, Dr. Youell wrote that:

..... browsing through some old maps the other day I came across a 6-inch map of Leeds in 1852, with "Railways revised to 1853". The original Middleton line was of course shown, marked "Railway from Leeds to Middleton Colliery", with no diversion line. To my surprise, at the top of the incline appeared "Odd Run". This appeared to be a farm and yard in the middle of open fields "Old Run" is so firmly entrenched in our minds that one's immediate reaction is "a change of spelling over the years". But this puts the cart before the horse, as the line did not become "The Old Run" until 1881. It seemed likely that when the incline was abandoned in 1881, and became a rather bumpy cart track, Odd Run Farm was still there and the cart track became Odd Run Road. The farm site now being part of the mountain of

pit tip, the disappearance of the farm meant that there was no "Odd Run" for the "Odd Run Road" to go to. As this WAS the "Old Run" of the railway, could this have been how the road had become renamed?

So this gives us Tood Run in 1781, Tods Run in 1802, and Odd Run in 1852. They are probably all corruptions one of the other, and may have changed for a variety of reasons. Many years ago, I read in a local history of Farnley, Leeds, that the tenterfield in Old Farnley village - where the handloom weavers had "tentered" - or stretched out their finished cloth to bleach in the sun - had lately been referred to by some posh newcomers as "the enterfield". In this way, a map surveyor thinking he was fully conversant with Yorkshire-as-she-is-spoke might have 'gentrified' Tood or Tods Run into "the Odd Run". On the other hand, an earlier map-maker **not** fully conversant with Yorkshire-speak might have turned T'Odd Run into Tood Run. In the colliery account books for 1817, John Blenkinsop refers to the lower incline as "Todds Run". Way back in 1770, *The Leeds Mercury* advertised for sale a piece of land south of Hunslet Moor, part of which was leased by Mrs. Sarah Todd, and even further back, in 1758, Charles Brandling leased land in Hunslet for his waggonway from Andrew Todd; could the name of our incline have originated from his name?

Meanwhile, back in Summer 1802, where was "little Run"? Was it just another name for Tods Run, or was it a completely different incline and, if so, where was it? Certainly, in 1808 when Charles John Brandling was considering selling the Middleton estate, a valuation survey was carried out by Edward Steel, who in his report mentions the cost of "Leading the Coals attending two planes including Ropes & c.". The Fenwick & Watson 1808 report mentions "the inclined planes", and the colliery account book for 1809 has a payment in the week ending 13th December of three shillings to Isaac Wood for "Greasing the Rollers in the Runs".

One possibility might be the main path from near the café in Middleton Park down to the bottom gate, near our Park Halt. For most of its length it is a long straight slope, with all the look of a perfect inclined plane. This alignment does not appear on the 1787 waggonway map, but another substantially straight line does - about halfway between the position of the main path just mentioned and the upper, Rope Hill, incline. This line would have come down into the area later occupied by the fireclay works, and there it joined the main 1758 waggonway. Its upper, southern, end divided - one track going south-westwards to Lucky Pit and the other going south-eastwards to Rein, or New Pit.

The Rope Hill incline itself is supposed not to have been in existence until well into the 1820's. The map in John Bushell's *The World's Oldest Railway* dates it from 1826, but in a short *Old Run* article of Spring 1973, the then Middleton Railway Trust C.M.E., Jim Lodge, wrote that the upper incline was shown on a map he found in Leeds Reference Library, made by Joshua Thorp and claiming to be from "actual measurements during 1819, 20 and 21". All in all, there are obviously still a number of "grey areas" in our railway's history waiting to be more thoroughly explored.

POSTSCRIPT

At the old northern end of our railway, a private archaeological dig has recently been taking place on the site of the Kidacre Street staith viaduct. Since the National Coal

Board abandoned the section north of Hunslet Moor Staiths, in 1947, a great part of the Kidacre Street site had been used by the Meadow Lane Gasworks, and it was usually thought that all traces of the old staith would have been obliterated. However, some interesting finds actually have been made, providing much new information on the development of the Kidacre Street Staith, and *The Old Run* hopefully will have details of these finds at a later date, after publication of the archaeologists' report.



An unusual photo of John Alcock, on 18th June this year, disembowelled and waiting for its new (to us) engine to be fitted. Photo: *Keith Hartley* [Once again, the Editor is much indebted to ALL contributors to the magazine, but especially so to Steve Roberts, who produced the Loco Notes whilst home for the weekend from a new job in Surrey, and Keith Hartley, who as usual has supplied hot-off-the-press pictures of new developments on and around our Railway.]

AND FINALLY

Sheila Bye

.....overheard on I.T.V.'s "fly on the wall" *One Summer in Bronte Country*, which featured a local preserved railway's meals-on-wheels service

Earnestly enthusiastic diner to friend, during a pre-dinner visit to the engine cab: "You can ... apparently ... you can travel on this hotplate ... you know ... Yes!"

(And he hadn't even finished his welcome-glass of punch.)

MIDDLETON RAILWAY TRUST LTD.

(Limited by guarantee and not having a share capital)

Registered Office: The Station, Moor Road, Leeds LS10 2JQ. (Telephone No. (0113) 271 0320)

Registered Company No. 1165589 Registered Charity No. 230387

Vice-Presidents

N.A. Brampton, J.K. Lee B.E.M., Dr. R.F. Youell

Chairman

I.B. Smith, 87 Cottingley Towers, Leeds LS11 0JJ. (0113) 271 1089

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. (0113) 271 0320

Council Members

R.L. Bailey, 15 Bryan Road, Elland, HX5 0QZ. (Shop Manager) (01422) 372673

N.A. Brampton, 81 Bradford Road, Wakefield WF1 2AA. (01924) 374630

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

A. Gilchrist, 2 Highfield Crescent, Barlby, Selby, YO8 7HD. (Publicity Officer) c/o (0113) 271 0320

S. Haigh, c/o Middleton Railway, Moor Road, Leeds LS10 2JQ. (0113) 271 0320

A. McKenna, c/o Middleton Railway, Moor Road, Leeds LS10 2JQ. (C.M.E.) (0113) 271 0320

P. Nettleton, 117 Southleigh Road, Leeds LS11 5XG. (0113) 270 7288

M. Plumb, 69 Haigh Side Drive, Rothwell, Nr. Leeds. (Traffic Manager) (0113) 282 7106

S.J. Roberts, 7 Hayton Wood View, Aberford, Leeds LS25 3AN. (0113) 281 3626

C. Rogers, 71 Kirkstall Lane, Leeds LS5 3JZ. c/o (0113) 271 0320

G. Saunders, 31 Arthington Street, Leeds LS10 2NG. (Yard Manager) (0113) 271 1040

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

V.M. Smith, c/o Middleton Railway, Moor Road, Leeds LS10 2JQ. (0113) 271 0320

J.R. Wilkinson, 8, Sunnyview Terrace, Beeston, Leeds LS11 8QX. (0113) 271 9785

Educational Advisory Officer

C. Wood, 4 Elm Grove, Huntington, York YO3 9HD. (01904) 633906

Exhibitions Manager

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

Subscription Rates

Full Trust Members	£7.50
O.A.P Trust Members	£4.00
Junior (M.R.A.) Members	£4.00
Family Associates of Trust Members	£0.75
Life Membership	£95.00

of Typefaces - Artwork & Graphic Design - Wide Selection
Desk Top
Publishing
Service

Butte

Letterheads
Business Cards
Compliment Slips
Invoices

Delivery Notes

Statements

Purchase Orders

Printers of:

Brochures

Leaflets

Club Magazines

Year Planners

Desk Top Pads

S/A Labels

Posters

Mail Shots

BUTTERWORTH & PILKINGTON LTD

Albion Street, Morley, Leeds LS27 8DU. Tel: 0113 253 2411 Fax: 0113 252 0106

For Interior and Exterior Work Contact:

5 LONGFIELD DRIVE
RODLEY

LEEDS LS13 1JX

TELEPHONE: 257 9639

Published by The Middleton Railway Trust Ltd., Moor Road, Leeds LS10 2JQ

Printed by: Butterworth & Pilkington Ltd., Albion Street, Morley, Leeds LS27 8DU. Tel: 0532 532411