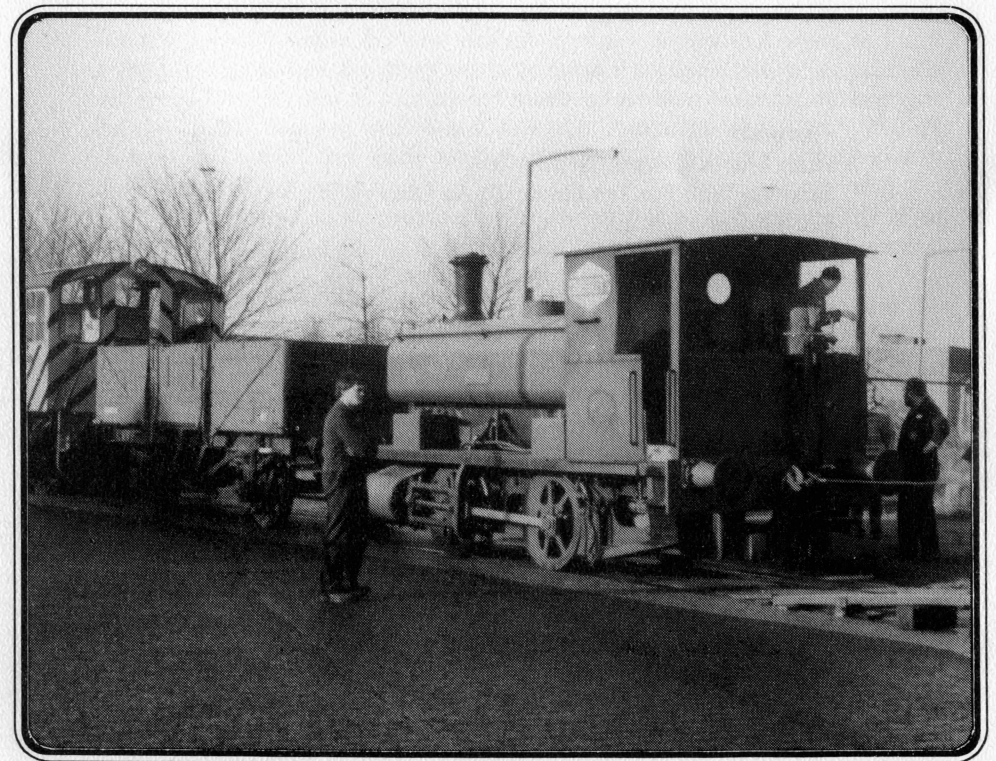


# THE OLD RUN

JOURNAL OF  
THE 1758 MIDDLETON RAILWAY  
LEEDS



NUMBER 141

WINTER 1992/3

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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 Spring Issue should reach the Editor by 1st March 1993, at the latest.**

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N.B. If anyone noticed the fact, they made no comment on it. However, for those members who file away their *Old Runs*, the cover of the Spring 1992 issue somehow managed to get No.137 printed on it instead of No.138 (not guilty, and I have my sample cover to prove it!).

Cover picture: Farewell to *Harry*, as he is pushed across Moor Road by *No.91* on 28th November. Photo: *Paul Barrett*.

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## PETER MANISTY MEMORIAL SERVICE

*Ian Smith*

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The service was held at the Bluebell Railway on Saturday 24th October. British Rail provided a special first class train, hauled by class 47 diesel loco *S.S. Great Britain*, leaving Victoria at 10.30.

Unfortunately, your Chairman was delayed from Leeds by a broken rail at Wakefield, which prevented his train from arriving at Kings Cross Station in time to be able to transfer to Victoria and catch the special. Enter B.R.'s customer care! A very helpful official not only arranged for a taxi to take me across London, but also had the special's departure delayed so that I could catch it! In fact, the delay was only about 5 minutes, but the gesture was much appreciated, and in fact caused much amusement amongst other guests aboard. David Morgan was heard to make comments about the "World's Slowest Railway!", and other jocular comments were made as I sheepishly made my way to my seat!

On arrival at Hayward's Heath, we transferred to buses for Sheffield Park and the special train, hauled by 35027 *Port Line*, maintaining the nautical flavour of the event. The Bluebell put on a superb display of efficiency with everything about the train and memorial service tempered just right for the occasion we were celebrating. I say celebrating deliberately - Peter Manisty was one to live life to the full and we were there not just to mourn a good friend but to celebrate his many achievements in the preservation world.

The memorial service took place at Horsted Keynes, officiated at by Raymond Williams, a Lay Reader with the Church of England, and it was particularly appropriate, being not too serious or frivolous, in accordance with Peter's own life. After the service, Dame Margaret Weston dedicated the Peter Manisty Bench, but not without dropping her notes down the station subway, from where they had to be rescued! The whole affair was, as Peter's son Mike commented, "A typical Manisty outing". Mike conveyed the family's thanks to all who had travelled for the occasion, before everyone broke for lunch and a train ride to the new terminus and back.

A fast run back to Victoria completed the day's events, and I was left with the feeling that the preservation world had fully honoured a real pioneer in a very appropriate manner.





Dirty Harry, alias *The Flying Scotsman*, in happier times; in steam and raring to go, on the Friends of Thomas Day, 14th April 1991. His popularity with the visitors is amply attested to by the lower picture, although his driver looks rather less enthusiastic! Photos: Keith Hartley



## WISHING WELL FOR THE FUTURE TO AN OLD FRIEND

John Wilkinson

An old friend of all of us left the railway today, 28th November. *Harry* was not with us for such a long time, only three years, which is quite insignificant compared to the length of service of some of the locomotives. During its relatively short period of service at Middleton, it built up quite a following, not only with operating staff but also with visitors, especially the regular ones.

What were the attractive features of *Harry* which led to this unofficial fan club? I think that the most attractive feature was the loud exhaust when the little chap was being pressed, which seemed to be most of the time!

The name *Harry* was also popular with children, as they could relate to it in connection with the Thomas the Tank books. The loco was popular with enthusiasts, of whom there were plenty in 1990, because of its slightly bedraggled appearance at the best of times. This led to the name Clint Eastwood ('Dirty Harry') being chalked on the smokebox door at the 30th anniversary.

Andrew Barclay No.1823 arrived at Middleton from Buxton in late 1989, in working order. When first steamed it was found to be in poor condition, particularly the mechanical side of the loco. I believe Ian Smith and Steve Roberts were the first to take it up the line, and that a pretty hair-raising experience was had by all.

At this time, my own appearances at the railway were somewhat curtailed, some might say the same at the moment, due to the arrival of our first child. As a result of this I was not involved in the initial trial running. However, having had previous experience of Barclays elsewhere, I was well aware of their raucous exhaust, and also their reputation for a lively ride. Despite this, I'm a sucker for a loud exhaust, and booked myself a turn as soon as possible.

We had quite a trying day with *Harry* in April 1990, his first full day on the service. Lubrication to the cylinders was non-existent, other than by my frequent visits into the smokebox to pour oil down the blastpipe. I also recall that we had to deal with a hot axlebox caused by water running out of a hole in the water tank! This was remedied by a bolt, and copious quantities of Nettleton's Patent Hole Sealing Gunk.

As the year passed, Rog Walton and I took more of an interest in the loco, tackling the lubrication problems and generally trying to improve the "user friendliness". We crewed *Harry* on the 30th anniversary Sunday, when *Harry* distinguished himself twice. Firstly, one of Roger's colleagues at Hunslet Engine Company passed down Moor Road early in the day, and later told Roger that he thought we had had a Black Five shunting the yard, judging by the sound of the exhaust! The second moment in the day came when *Harry* lifted the freight train off

the branch into Moor Road Yard, when again the volume of noise created by the exhaust had all the enthusiasts rushing for their tape recorders and video cameras.

**Harry** appeared on television in July 1990, in a programme called 'How We Used To Live'. Two appearances were also made on Railscene videos, once in a "six header" at the 30th anniversary celebrations, and later in 1990 on Santa Trains in the snow and with a hastily erected sheet over the back of the cab due to the unexpected weather conditions.

As might be gathered from the above, **Harry** has not been the easiest of locomotives to maintain! Many incidents occurred during the 1990 season, perhaps the most frequent problem being shortage of steam.

Time was not on **Harry's** side, and only two or three more operating days were managed in 1991, due to a mysterious drip of water from underneath the boiler. Further investigation revealed a small hole in the boiler, and **Harry** steamed no more. Crossley Brothers were unwilling to invest further money in the loco, and, when an offer to purchase it was received, they decided to sell.

**Harry** has now been rescued by Mr. Ian Smith (no, not him!) of the Pontypool and Blaenavon Railway, who was involved in the restoration of the award winning Taff Vale tank engine. He intends to restore **Harry** to full working order in due course, and so we can all be entertained again in the future.

As you have no doubt gathered, I and many others on the operating staff derived a great deal of pleasure from **Harry**. From my point of view, the sooner the return to operation occurs the better, and so I wish Ian Smith success in his labours.



The last of **Harry**. No.91 (dare I call him Alf?) gives his former colleague a shove up on to the low loader on the level crossing over Balm Road Branch. Photo: Paul Barrett

## LOCO NOTES

Steve Roberts

Under dire threat from the Editor to not be late this time, I'm writing these notes in mid November when we've just about wound down from the main operating season and are still in the midst of getting ready for the Santa and New Year services. [Well done Steve, but do try and remember to post your notes off next time!] As usual, there's more than enough to do in this short time and, for various reasons, there never seems to be enough bodies to do all the jobs!

**54** The Sentinel managed to see some service before the end of the season, following completion of all the outstanding jobs. It is now, in theory anyway, available to October 1993 and should see regular use next year. Present plans are for it to be used on some of the Christmas season trains, provided that the weather remains kind to us. The Sentinel tends to suffer more than most in frosty conditions and it is always a wise move to take it out of traffic if the weather gets too cold.

**1882 MIRVALE** There is little to report on **Mirvale**. It is currently serviceable and it is intended to use it over the Christmas period, after which an annual boiler inspection will be due. Other than routine attention to glands, brakes, etc., little work needs to be done on this loco before next season.

**385** Like **Mirvale**, No.385 is due to be used over the Christmas period, after which it will be due for its annual boiler inspection. No major problems are expected.

**1310** As briefly noted in the last *Old Run* and testified by the photographs, the Y7 has made it back into steam after some 17 years out of use. Most of the problems discovered on the first steamings have now been rectified, and the loco has successfully worked a few service trains. Outstanding work includes replacement of the left hand injector boiler feed pipe, which was found to be full of pin-holes that are not evident to the naked eye, and attention to the side rods, which have not yet had their new bushes fitted. It is presently undergoing painting, a slow and labourious task. These few words do not do justice to the incredible number of hours that have been spent filling and rubbing down the paintwork to enable a good finish to be achieved. It seems likely that the loco will be outshopped in the later style of N.E.R. livery, despite mutterings in certain quarters that it would look nice in N.C.B. livery!

An official launch into service is scheduled for early next season when the maximum publicity value can be obtained.

**1309 HENRY DE LACY II** **Henry** continues to receive its cosmetic overhaul, albeit at a rather slow pace due to other commitments of those involved in the work.



### 1823 HARRY

We were surprised to learn, during September, that *Harry* had been bought from Crossley's by a private individual not connected with the Middleton Railway. This was all the more so as we had been in contact with the owners on several occasions regarding an agreement and, although this had not been forthcoming, they had made no hint of wanting to sell the locomotive. *Harry* is scheduled to leave Middleton on the 28th November, and the writer understands that it will be going to the Pontypool and Blaenavon Railway.

Whilst the departure of any locomotive must be regarded as a loss, it must be said that we are chronically short of space and that *Harry* does not fit into our current collection policy of obtaining Leeds-built locomotives. With the likelihood that at least one, if not more, Leeds-built locos will be coming to the railway in the not too distant future, it has eased our space problem somewhat.

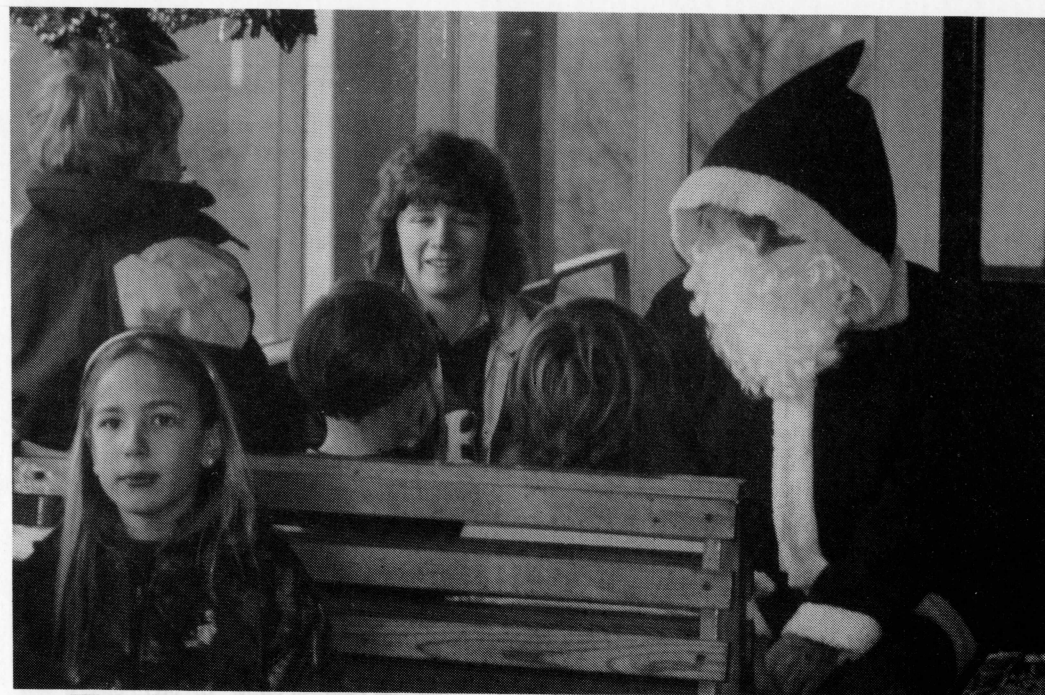
*Harry* came to us at very short notice towards the end of 1989, and was the first of three locomotives that we acquired from the now defunct Buxton site of Peak Rail. It found regular service during 1990, but was stopped with major boiler problems in early 1991. No agreement was ever signed with the loco's owners and, although lengthy negotiations had been taking place, no conclusion had occurred to them.

**D552 MARY** The rather thorough but splendid repaint of this locomotive is now nearing completion.

**Rowntree No.3, 7401, 91, D631 & 138C** are all serviceable and used as required. All other locomotives remain in store, awaiting repair.



Saturday 5th December: this year's Christmas Season gets under way. Santa poses with a few friends on the platform (above) and in the decorated coach (opposite). Photos: Keith Hartley



## SANTA VISITS MIDDLETON

Keith Hartley (Guard)

I came down to help out on the 'Santa Trains' on Saturday December 5th, and also to take some photos. I found the atmosphere very seasonal. With the decorated ticket office and shop, and then on the train, also decorated, with welcoming signs above the doors, and of course 'Santa'. To crown it all and put a finishing touch to an enjoyable experience, Santa's two helpers quietly sang carols. It was very nice and quite effective. Well done to all!

## ANOTHER BIT OF PRAISE

The following letter was received by the Chairman from Mr. Arthur Moore, of London, who brought a special party to the line a few weeks ago.

"It was a splendid occasion that you put on for us on the 31st October and we all enjoyed it. I have had many letters from the guests remarking on the glorious event and the friendliness of all at The Railway so I pass on those thanks and add mine to theirs."

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## FROM THE CHAIRMAN

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Ian Smith

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First of all, I hope that all members had a very happy Christmas, and wish you all a Very Happy New Year!

Once again, it's time for ramblings from the Chairman! This time, however, I have managed to get them to Sheila in plenty of time, thus saving assassination from a very irate Editor! This being the "closed" season, it appears on the surface that little is happening, but in fact most departments are very busy preparing for 'Santa' trains and also the 1993 season. Throw in an impromptu, but highly successful, 'Thomas' weekend and it will be seen that things are really quite busy, despite appearances to the contrary. So, what has been happening recently?

To begin with, the carriage heating system mentioned in the last *Old Run* is now up and running, courtesy of Graham Parkin, Chris Rogers and Pete Nettleton. This is very much in the Middleton tradition of being cheap but extremely effective and easily operated by train staff. Although on the surface this appears a somewhat unglamorous job, train heating is a great step forward for the railway, and provides our customers with a much needed facility that will no doubt be appreciated if last year's temperatures were anything to go by.

Our members' meeting was held in early November, with some very interesting and constructive debates being held. A full account of items discussed appears with the magazine, but one problem in particular ought to be mentioned here. This is the apparent lack of information for working members, particularly where Council decisions affecting them may not have been communicated properly. Council will take action to correct this problem by making more detailed notes of Council meetings available. Information for non-working members is, however, a little more difficult. My personal belief is that most of the information that interests our "armchair" membership is already contained within *Old Run*, under such headings as "Loco Notes" etc. Anything other than that can be covered in these notes, whilst the write ups of our members' meetings should be a separate item included with the magazine and not as a part of it. In this way we can retain *Old Run* as a magazine, and not a glorified (and extremely expensive!) newsletter. Perhaps members can send us their views?

One piece of good news is that Leeds City Council, as part of their Centenary Celebrations, have agreed to repair and restore our L.N.E.R. Ballast Brake Van. This will probably take place on site from around February next year, with a view to a Mayoral recommissioning in the Autumn of next year.

Also, we are actively planning to develop the north end of the Moor Road site, following a plea for more workshop space at the members' meeting. The site plans were accepted at the A.G.M., and a particularly exciting aspect of the new plan is that, if we can build the new shed, it may well contain enough workshop space to allow us to transfer from our current workshop. This will, in turn, allow conversion of the

current shed into Stage One of our museum building - an essential development if we are to become a major tourist attraction in Leeds. Much planning needs to be done, plus, of course, detailed costings, but the principle has been agreed by Council, and it's a case of "Watch this space" for future developments.

Negotiations continue to take place with the City Council and associated organisations, regarding our proposed Extension and Moor Road plans. Vernon Smith continues to work in the background, and I am delighted to be able to report that he has been co-opted back to Council. Also busy in the background is Noel Brampton, who is looking into land ownership and other matters associated with our application for a Light Railway Order. This is very important, but extremely tedious, and thanks are due to Noel for undertaking this work on the railway's behalf.

Unfortunately, we continue to be besieged by new legislation, much of it unnecessary for our type of operation. However, we must consider all of this and then act upon the bits which DO affect us. This may mean that some notices which may appear to us to be pointless will have to be erected around the site. We do promise to keep such legislative notices to a minimum, but obviously have to comply with new rules where necessary.

I attended the Peter Manisty Memorial service in October, along with many of his friends from the preservation movement. An account of the service appears elsewhere in the magazine, but one thing which has pleased me greatly is that I am being consulted by A.R.P.S. and other colleagues in the preservation movement regarding a number of issues which will surely affect us all in the future. It is a sign of Middleton's enhanced status within preservation, that other organisations are now willing to ask our opinions on a whole range of subjects. This is in no small way due to the efforts of all our members in promoting the Middleton Railway as a thoroughly professional organisation. Long may this continue!

[Editor's notes: relating to Ian's third paragraph, it hasn't actually been possible to set up a newsletter printing for this issue. It would be interesting (not to mention vital) to know the membership's views on whether or not *The Old Run* should continue in its present form, or whether it should evolve into a collection of articles and photos, with news items accompanying it as a separate Newsletter. This, of course, would depend on enough articles and photos still being received to form a magazine of perhaps 16 or 20 pages. This issue has quite a number of articles, but one of them has been waiting over two years for publication. Now, the "back-log" has been drastically reduced, and the future of an articles-and-photos-only *Old Run* would depend on maintaining a good supply of both. It's your magazine, and what it should or should not contain is largely up to you. The Editor's own opinion is that if important items such as members' forum notes are hived off into a Newsletter, so too should be all purely news notes, including Loco Notes etc., and the Chairman's ramblings. This possibly might leave only a limited amount of material for some future *Old Runs*, (though they would be accompanied by a very bulky newsletter). The Editorial Address and 'phone number are on Page 2; please make your views known! I also hope to be at the next members' forum. I have often doubted whether *The Old Run* actually serves our working membership to the degree it ought to do. After all, they've probably seen the events photographed, know most of what's happening around the railway, and joined the society for the action rather than the history. So, if you are a working member, and have ideas about how *The Old Run* can cater better for you whilst remaining of interest to the wider membership, please have your opinions ready for the forum.]



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## VOLUNTEERS' FORUM

held on Thursday 12th November 1992

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*Tony Cowling*

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Not surprisingly, the discussion started with people asking questions about the current progress with planning for the extension to Middleton Park. It was reported that two organisations might be interested in helping to sponsor the project, and there would be further meetings with them in the next few weeks. There was a possibility that this could lead to progress on the boreholes that were needed where the extension would cross the old tip. Also, an open weekend was being planned for next April, and one of the aims of this was to help attract other offers of sponsorship.

It was also reported that some progress had been made on the work towards a Light Railway Order, in that the ownership of all the land under the railway had now been established. Unfortunately, it had turned out that not all of it was owned by the City Council, and some rather delicate negotiations were going to be needed with the other landowners in order to get their approval for an order. An added problem was that the Light Railway Order procedure had now been replaced by orders under the new Transport and Works Act, for which much higher charges (tens of thousands of pounds) were being proposed. Noel Brampton had written on our behalf to John Gunnell, the local MP, who was raising the issue with the Minister of Transport; also ARPS were negotiating for reductions for preserved railways, but at the time of the meeting we did not know what the outcome would be. (A few days later the council heard that a new scale of charges has been agreed, based on the area of land involved: this will probably bring the basic charge for us down to about £1750, plus legal fees).

We then went on to discuss the Moor Road site, and particularly what had happened about the entrance since the discussion at the AGM. It was confirmed that the old gates would not be moved, and that all proposals to redevelop the entrance had been shelved until such time as it was possible to remodel the whole of the car park end of the site, when a new entrance could be provided with the old gates inside it. We also discussed the shop facilities, and the suggestion was made that a bigger building was needed to provide more counter space, but the conclusion to the discussion was that the problem was not so much with the building as with other aspects, such as the lack of storage space, both for papers and for shop stock. The need for these facilities, and for a larger engine shed, was obviously felt by most to be as important as the extension.

There was some discussion of the attitude of the City Council to these projects, and the impression that was gained was that while some parts of the Council were committed to our plans, others still needed to be convinced of their value. This led to questions about the likely timescale for these projects, and it was said that they would probably take at least two to three years, depending on how quickly sponsorship could be found and other problems solved. At this, a number of members argued forcibly

that we could not afford to wait that long before making some extension to the engine shed, as the space was already proving inadequate for the amount of work to be done, particularly as more and more of it was needing to be done indoors, at least during the winter. It was also pointed out that there was a need to improve the facilities for visitors, and that a larger shed could contribute to this. The idea of adding a running shed on the north end of the existing shed was discussed, and was generally approved of, although several members stressed that the work would need careful programming, so that we could do as much of it ourselves as possible.

It was then suggested that we should make an appeal for contributions towards the cost of such a project, and this led to a general discussion of fundraising, membership and recruitment, and the need to develop the social side of the railway. As part of this, plans for the open weekend in April were discussed, since helping to recruit additional members was another of its aims, along with improving our image with staff from tourist information centres: its format would be based on similar events run very successfully by the Tallylyn Railway to help them recruit new members and introduce them to their railway.

Questions were then asked about the limit on the number of members that was written into the Memorandum and Articles of Association, and it was explained that this could be amended, although when the council had discussed this previously it had been coupled with outline proposals for much more drastic amendments, which would be a long and probably expensive process. The view was expressed that increasing the membership limit was much more important, and needed to be done fairly quickly, as there was a need for additional members, particularly those who could help with administrative work as well as the engineering and operations.

This was emphasised in discussing the current season's operations, where it looked as if the normal traffic figure was down on 1991 by about 18%, although special traffic was up. It was suggested that income could be increased if the shop could be opened more, either by opening for longer hours or by also opening on some days when trains were not operating. However, it was pointed out that some of those who helped in the shop were sometimes reluctant to commit themselves in advance to duties, which made staffing the shop difficult, as sometimes we finished up with too many people helping and at other times there were too few. The same was true of taking sales stands to model railway and other exhibitions, where currently we were only able to attend Leeds and Wakefield on a regular basis, and also for passenger train guards: generally more help was needed in both of these areas.

A suggestion was then made that the railway might consider producing a video, both to help attract members and to publicise the railway generally. This idea was welcomed, and there was some discussion of how we might arrange for one to be on display at the railway, as well as having copies for sale in the shop. Various other suggestions were also made for items that could be sold in the shop, such as more models of the railway's rolling stock, although it was noted that many "enthusiast" items such as books had a high value and were liable to damage, which reduced their profitability considerably.

Then the discussion changed direction completely, and turned to the question of whether engines should visit other railways, which provoked a heated debate. There was considerable criticism of the whole idea of sending engines to other lines, despite the basic financial argument that they could be earning revenue there which was additional to that earned by engines running our own services. It was pointed out that if satisfactory progress was made with *Arthur* then we could, within a year or so, have five steam engines available for traffic, but at most two in use on any one day. The main concern expressed about engines visiting other lines was the danger that considerable amounts of work by volunteers could be wasted by the engines possibly being damaged while there, and an example was cited where some people felt that this had happened, although others disagreed with them fairly vigorously as to what had actually caused the problems with that particular engine.

The feeling was also expressed that visits by engines to other railways were not being controlled strictly enough, and this was coupled with the view that if engines were to visit other lines then there needed to be more opportunity for all members to be part of the teams that accompanied them, where some members obviously saw the current arrangements as restricted to a small elite. However, it was accepted that anyone going with a visiting engine had considerable responsibility both for it and for its transport in each direction, and could not expect to just turn up on the day and take charge. Therefore, priority had to be given to those who were sufficiently senior to be able to accept that responsibility, and who were also prepared to do the work involved. At the same time, it was suggested that there was a need for any teams that went with visiting engines to be much larger, and the example of the visit of the Sentinel to the Manchester Transport Museum was cited, which some felt to have been very successful precisely because many members had been able to take part in the visit. As part of this discussion, there was also a brief reference to visits by other engines to our railway. While members were happy for such visits to take place, it was obvious that they would cost the railway money, and the general feeling was that they simply did not bring in the number of additional passengers that was necessary to cover the costs.

This discussion of visiting engines ran on until virtually the end of the meeting, but before it finished one other issue was raised very briefly, and this was whether the extracts from the council meeting minutes that were produced for working members were detailed enough. One or two recent decisions that had affected some members present had apparently not been recorded, and after a brief discussion of why it was not felt appropriate for the minutes to simply be published in full, it was agreed that it should be possible to make the extracts more detailed, to try to avoid any such problems in the future.

By then it was after 10.30, and so it was time to close the meeting and tidy up the room, even though there were obviously still other items that people wanted to discuss. Since it is clear that these meetings are serving a useful purpose the intention is to continue with them, although we haven't actually fixed a date yet for the next one, but a Thursday in late February or early March seems likely. Watch the noticeboards at the railway for further details! [or ring Ian Smith or Tony Cowling nearer the time]

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## NOTES & NEWS

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Steve Roberts

**THOMAS WEEKEND**      Mainly as a result of a somewhat disappointing year from the point of view of visitor numbers, and hence income, the Trust Council decided that it would be a good idea to try and boost the figures by organising an additional 'Friends of Thomas' weekend in October, when we would not normally be operating services. Our first ever such event was held at a similar time of year and produced record visitor numbers. Whilst we failed to equal this with visitor numbers, this year's event, held on 17-18th October was very much a success and helped bring our income for the year back onto course. In all we banked just short of £3500 for the weekend, and whilst advertising, operating, stock and licensing costs must be deducted from this, it still showed a healthy surplus. If only every weekend could be as remunerative! Three engines were put into steam (*385, Mirvale* and *54*) and with the Fat Controller (a.k.a. Ian Smith) overseeing operations, the two day event ran very smoothly. Footplate rides up and down the loop were available on *No. 91* and proved very popular with young and old, alike. We also had two ladies providing face painting for the children and judging by the large number of coloured faces to be seen, this too was a popular attraction.

**STEAM CRANE**      Regular visitors to the line will probably know that we have acquired a 7½ ton steam crane. This actually arrived in March of this year but this fact seems to have eluded the pages of *The Old Run*! The crane, manufactured by Booth's of Rodley, is essentially almost identical to what our existing Booth's diesel crane was like when first built and before conversion from steam to diesel. The crane has been donated to us by the Keighley & Worth Valley Railway. They, too, are desperately short of space and, having carried out an appraisal of their assets, had declared the crane to be surplus to requirements. Mechanically, the crane is in very good condition, having received a full mechanical overhaul by its makers before arriving on the Worth Valley. It was originally fitted with a standard water tube boiler, as fitted to our own Booth steam crane, but this was too high to enable it to negotiate the bridges and tunnels on the Worth Valley and a B.R. standard steam crane boiler has been fitted in place of the original and a new cab has been provided. This work has, in fact, never been completed and remains in need of completion. Latterly, the crane has been stored in the headshunt at Ingrow and, unfortunately, whilst there, various parts have been removed by unknown persons. It is intended to undertake the necessary work to put the crane back into working order in the medium term. Although a thorough investigation into the work required has not yet been undertaken it is expected that this will be confined to retubing and testing of the boiler, replacement of missing pipework and fittings, completion of the cab, and repainting. The availability of a second crane will enable us to lift boilers on all our locos and will also allow us to take the diesel



crane out of service for a much needed overhaul without leaving us devoid of mobile craneage facilities.

**WINTER WORK** As no doubt every member knows, the winter period is one for carrying out many important jobs that cannot easily and conveniently be done whilst trains are operating. This year, as ever, there are many jobs to do. Before services recommence in April the following important jobs have to be done:

1. Annual boiler inspections on *Mirvale* and *385*. This involves thoroughly washing out the boiler to remove all sludge and scale, removing appropriate fittings and dismantling them for examination, cleaning down the firebox and smokebox, removing brick arch, firebars and ashpan, etc. and if the inspection is successful, reassembly and steam tests. Other minor work is generally carried out at the same time.
2. Relaying of the platform and shop front paving. This was put down by the Manpower Services scheme in 1985 and has, unfortunately, not lasted. Quite a number of flagstones are cracked and many have sunk below their original level.
3. Replacement of the platform fence. The original fence was put up at the time that the platform was built in the mid-seventies, although many of the wooden bars have been replaced over the years and it has been cut and carved to enable access to stock parked behind the platform. It is intended that the fence be replaced with a more railway-like one with vertical or diagonal palings.
4. Spot re-sleepering of the running line. This is really an ongoing job and we usually need to replace about 150 sleepers a year to keep on top of it.
5. Painting of the shop. The internal walls were painted last year but lack of time and help meant that the internal gloss and all the external paintwork was not done. We also have to make some alterations to the sink area in the shop in order to properly comply with health and hygiene requirements.

Of course, all this work can only be done if there are the hands to do it. Much of the work mentioned above falls into the relatively unskilled capacity and can be done by most people with the minimum of training and supervision. If you have ever felt like coming down to help, but thought that the work was too specialised, then this is your chance to take the plunge! Contact Brian Hall beforehand or just turn up any weekend and you'll be sure of a positive welcome!

**SITE IMPROVEMENTS** Slowly but surely, the Moor Road site is being improved. Recently the sycamore trees behind the shop have been removed before their size became a problem. These were planted several years ago and, although providing a bit of greenery, were in entirely the wrong place. The area has been used to accommodate the freshly repainted Wickham trolley and several small items of railway interest that have recently been cleaned up and painted by Dave Taylor. Dave seems to have found a regular job in taking odd bits of railway equipment that we have lying around and cleaning them up and giving them a much needed coat of paint. Recent items to have received this treatment have included a four lever ground frame, ground disc signal and various different types of point operation lever. The coal tub acquired some time ago has also been painted up, and placed in the flower bed outside

the front of the shop. These and similar items, judiciously placed around the site, vastly improve the look of it and provide points of interest for our visitors, an important consideration if we are to provide more than just a train ride.

**CARRIAGE HEATING** The last *Old Run* mentioned the equipping of our coaches with heating, utilising ex first generation D.M.U. heaters. This work has now been successfully completed, and visitors to our Santa specials and New Year trains can look forward to the luxury of warm coaches.

**SHED EXTENSION** Following comment made at the recent members' forum (and no doubt reported elsewhere in this issue) the Trust Council, at its November meeting, sanctioned in principle the building of an extension to the existing shed. The precise layout and design has yet to be agreed upon but it is proposed that the existing building be extended northwards towards the car park for about 100 feet. The building will be widened to cover the existing pit road which will then form a running shed suitable for housing two locomotives. It is likely that the new building will eventually house a small office and a general meeting room suitable for holding council meetings, entertaining visitors, etc. and an additional store room, primarily for archive documents and non-engineering equipment. This extension should enable us to keep at least five and, probably six, additional locomotives under cover and will greatly increase our workshop area. This in turn may eventually enable the present workshop to be turned over to museum use if we can accommodate all our equipment in the extension and allow room for additional tools and equipment without becoming cramped. The plans are still very much in the early design stage and have yet to be approved by Council, but it is hoped that we will be in a position to proceed by the spring of 1993, subject to planning permission. Progress will, of course, be dependant on money and volunteer labour, but it is hoped that it will be essentially complete by the onset of winter, 1993.

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## VISIT DOWN BROOM PIT

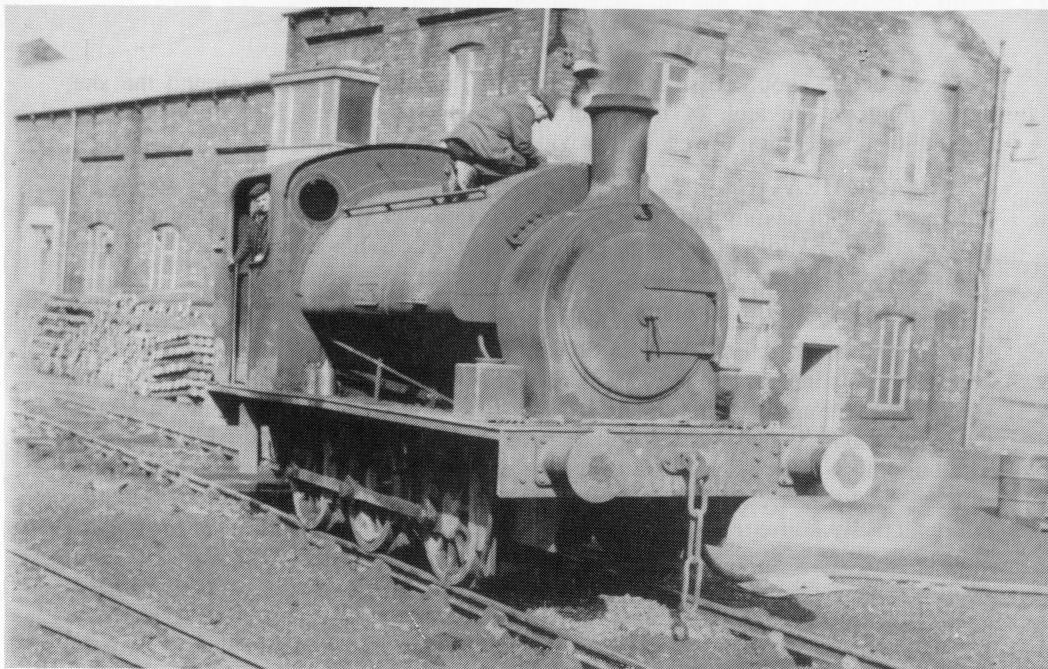
*Keith M. Hartley*

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I am no good in remembering exact dates, but approximately 30 year ago, when I was a member of a youth club at our local church, about half a dozen of us, plus a leader, went as a party to Broom Pit. Our youth club was invited on a conducted tour of the colliery.

Everybody went into a building and was kitted out with a lamp and battery and a helmet. I must have had a big head, because they couldn't supply me with the correct size helmet! I had to hold the helmet on with one hand all the time.

When everyone was ready, we all piled into a cage. The gate was shut, and we all held on to hand-rails like grim death. A bell signal was heard, and the rope holding



Middleton Colliery yard, 26th March 1959 - about the same period as Keith's visit. The Editor is indebted to Mr. J.A. Peden for permission to use his historic photos.

Above: Hunslet Engine Company 1482 *Edith*, of 1925.

Below: Hudswell Clarke 1175 of 1916, known at Middleton as *No.69*, heads an assortment of



the cage took strain. Then, without warning, the cage seemed to drop like a stone. I left my stomach up at the top of the shaft. Our legs buckled with the rate of descent. When we reached the pit bottom, our guide told us our rate of descent was slow compared with normal use.

We walked upright at the side of a conveyor belt (out of use for the day) for a mile and a quarter. I cannot remember in which direction. We eventually reached what seemed like the end of the tunnel, a dead end. Our guide told us to bend low and look under what was a roof of coal, the height of which was only 3ft. I could see miners spread out on their stomachs and moving along on pads, like crabs. I'll never forget it.

After a while, we made our way back to the shaft bottom, and got into the cage. I thought the haul to the surface would be slower; I was wrong.

We were only few in number, but our visit down Broom Pit was quite memorable, and everyone enjoyed themselves.

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## EARLY LOCOMOTIVES FROM HOLBECK

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*R.F. Youell*

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Ever since the publication of Matthew Murray's story by Kilburn Scott, there would appear to be a need for a closer scrutiny of the correlation (or lack of correlation) between the technical, personal, and historic aspects of the Middleton Railway and its people. This comment does not imply that either historians or technicians are slipshod or careless in their publications. It could be that discrepancies arise because they do not speak the same language!

In a recent well-researched and fully documented book on *British Steam Locomotive Builders*, there are a number of items of new evidence, and a need for cross checking. There seems to be one major point of confusion which has affected most of the writers on the subject of the early locomotives. The writers do not agree on the need for, and purpose of, the rack system. It has been said that Blenkinsop (though many writers wrongly say Murray) proposed the rack system because he thought that wheel on rail adhesion locomotives would not have enough grip to enable them to haul a train of useful weight. Those authors have come to the conclusion that the rack system was planned because without it goods trains could not be hauled along the fairly level sections of the Middleton Railway. The other aspect is the problem of the limit of axle load which would be safe on cast iron rails, fragile as they were to heavy blows.

The two problems, namely of adhesion and of load on the track, are often not kept separate, and for this reason the conclusions seem to be inaccurate. I have considerable doubt whether either Murray or Blenkinsop ever stated that a wheel-on-rail adhesion steam locomotive would not work, or that it could not pull a viable load.



What they **did** realise was that only a rack locomotive could run either itself, or itself plus a load, up a steep gradient. We have more modern evidence in the Cromford and High Peak Railway, on which the gradients were so steep that a locomotive could only carry a very small load if it had to use adhesion aided by heavy sanding.

The estimate at the time of Blenkinsop and Murray's pioneer work was that with plain wheels on a smooth rail a locomotive could haul about 4½ times its own weight on level track. This meant that the weight limit of the trains was dependent on how heavy a locomotive would be safe on the track. George Stephenson is quoted as saying that an early locomotive weighing about 10 tons had pulled a 30 ton load at 4 m.p.h. In the same publication, about one locomotive, *The Duke*: "The rails were not strong enough to support its weight and it had to be put aside." In the same book, however, "Blenkinsop wanted a higher ratio of engine weight to load hauled, and this was achieved with the rack method, his 5 ton locomotive regularly hauling 90 tons." This is the equivalent of a diesel express locomotive hauling over 2,000 tons of coaches.

We conclude from this evidence that, whilst Murray and Blenkinsop did not allege that the adhesion locomotive would not work, they **had** shown that:

1. A far lighter locomotive could haul heavy loads on the level without cracking the rails, using rack wheels.
2. That climbing of steep gradients with light loads or no loads at all was very difficult with only wheel-on-rail adhesion, but straightforward with rack wheels.

Previous authors seem to have "read into" the evidence the conclusion that Murray and Blenkinsop did not think adhesion locos would work. What they **did** conclude was that, **in the conditions they had to tackle at Middleton**, the rack locomotive could haul heavier loads on level track without a heavy locomotive damaging the early cast iron rail: also that - as an entirely separate issue - only rack locomotives could operate successfully on the steep gradients like Old Run Road (actually Odd Run Road at that time.) Had Murray and Blenkinsop been faced with hauling trains only on the fairly level railway as between Leeds Bridge and Hunslet Carr, they probably might have designed a normal-wheel-on-rail locomotive. With the steep gradient, they **had** to use a rack system. [See Note 1, at end of article.]

In other words, their invention killed two birds with one stone, with the added advantage of a much lighter locomotive. I hate to take sides, or argue on unsupported statements, but I think the allegations that Murray and Blenkinsop were "turning up a Blind Alley and failed to realise that the adhesion locomotive would work properly" was a case of 'sour grapes' from people who felt someone else ought to have had the credit!

Let us now turn to other aspects of the locomotives turned out by Fenton, Murray & Wood, later Fenton, Murray & Jackson. Their largest customer, funnily enough, which bought over a quarter of the output of the Round Foundry, was the G.W.R.! They built 20 of the 62 Firefly class, and Gooch (the G.W.R. member of the family, not the Eastern Counties one) said that "the Fenton Murray and Jackson batch were the best".

Readers will know of the four named Middleton rack locomotives, but in 1836 a *Jackson* was made for the Paris and Versailles Right Bank Railway, and in 1838 a *Matthew Murray* for the Paris and Versailles Left Bank Railway, with a second *Jackson* in 1839 for the Paris and Versailles Left Bank Railway.

Here we come to a problem. The first railway to be opened on continental Europe was the Brussels and Antwerp in 1835, which beat the Nuremburg and Fürth, in Germany, by a few weeks. Yet according to the records, some locos were built "for Russia" "before 1824"! In 1832, two locomotives were made for the Roannes-Andrézieux Railway near Lyons, France. The list of output of the Round Foundry seems well documented, so how are we to account for locos for a line in France being made three years before the pioneer Belgian line? To buy **one** locomotive for testing purposes three years before a line was opened might be credible, but to buy **two** locos **three years** before the pioneer opening in Belgium seems a bit over-enthusiastic, even for the French. France, by the way, was the biggest overseas customer of the Round Foundry. Belgium had only one of their locomotives, the *Firefly* of March 1840.

There is an alternative, of course. Was there a *chemin de fer à la* Middleton which has hidden its light under a bushel all this time? Could the Roannes-Andrézieux line near Lyons have been a goods railway like Middleton, for which Leeds-built locomotives, in this case both 0-4-0's, would be suitable? [See Note 2.]

We are also wondering about the accuracy of the gauges mentioned. The G.W.R. locos (21 in all) were all for a gauge of 7'0". Yet the gauge usually quoted for this was the Broad Gauge of 7'0¼". Perhaps ¼ inch didn't matter in those days! The Kenton and Coxlodge railway is quoted as 4'7½", whereas the double rackwheel axle recovered from this area by Allens of Sheffield was more like 5'3".

There is also a discrepancy between the statement that locos for Russia were built "before 1824" and that "No more locomotives were built until 1835" (i.e. after the six rack locomotives of 1812-13). [See Note 3.]

Fenton, Murray and Wood were mainly interested in machine tools and stationary steam engines "which became the envy of Boulton and Watt". It was, in fact, machine tool making to which the factory returned under Smith, Beacock and Tannett, from 1845 to 1894.

This wealth of information makes challenging reading. It invites a critical examination. There is always the possibility of an "original" history being merely a compilation from earlier publications, using a scissors-and-paste method. However, the mere fact that this account seems to have assembled more details than most of its predecessors would make this unlikely.

Refs. *British Steam Locomotive Builders* - James W. Lowe.

### Historian's Notes

1. Blenkinsop's original intention was, indeed, to use the locomotives on the lower, Old Run, incline as well as on the railway's level sections. In a letter to John Watson of the Kenton and Coxlodge, dated 17th April 1813, Murray urged Watson to have a central cog wheel on his engines, as there was a tendency towards oblique action with one side cog. It would be very expensive to alter

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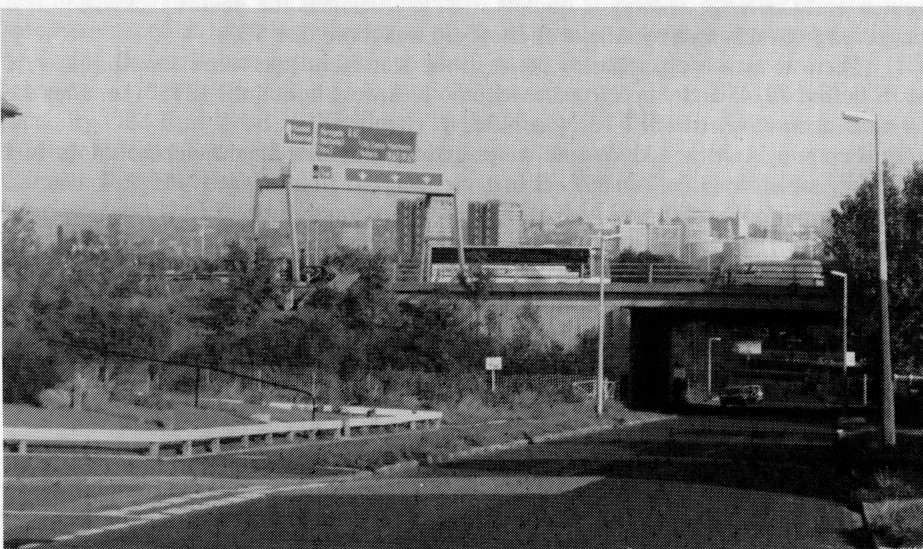
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anything after delivery, and Watson would have to be "beginning all over again - which will be the case here I believe before they can run to the pits as the oblique action or side pull is very determinial in going up a moderate rise or turning". - Watson Papers, North of England Institute of Mining and Mechanical Engineers, Newcastle-upon-Tyne.

2. Dr. Youell's article is long overdue for publication, having arrived early in 1990, just as an issue containing some details of the Roannes-Andrézieux was at the printer's (No.130, Spring 1990). Briefly, this line was predominantly, as Dr. Youell suspected, a coal line like ours, but considerably longer. It was built to carry coal from the mining area around St. Étienne to Roannes, at the head of the navigable stretch of the Loire. Presumably it also carried other goods. A tramroad from St. Étienne to Andrézieux had already been built c.1827. Issue No.129, Winter 1989/90, contained details from *The Leeds Mercury* of 18th May 1833 about an engine built by Fenton, Murray and Wood being tested on an inclined plane with a rise of 4½ in 100, at Bernand on the "railway of the Lowe" (presumably the Loire, not Lowe).

3. Murray's son, Matthew junior, took a model locomotive to Russia c.1820, and two of Murray's letters to John Watson, reproduced and explored in *The Engineer* magazine of 24th (pp.94-5) and 31st (pp.128-9) January 1930, in an article called *Links in the History of the Locomotive* by E.A. Forward, curator of the Science Museum, mention engines being made for St. Petersburg. However, as Dr. Youell concludes, the latter are almost undoubtedly **stationary** steam engines. Considering that no communication technology such as the telephone, electric telegraph or fax existed at the time, and that the Middleton-type locomotives probably were the world's only mechanised transport, apart from a few experimental American steam riverboats, it would have been well nigh impossible for news of the success of the Middleton engines to have reached Russia, for orders to have been decided upon there, for said orders to have been conveyed from Russia to Holbeck, and all in time to have the required engines built by August 1813.



The Old (or Odd) Run incline, as it now exists. Hunslet Lake Park can be glimpsed beyond the motorway bridge which replaced the Great Northern Railway bridge some 20 years ago. Photo: Keith Hartley.





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