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The Old Run

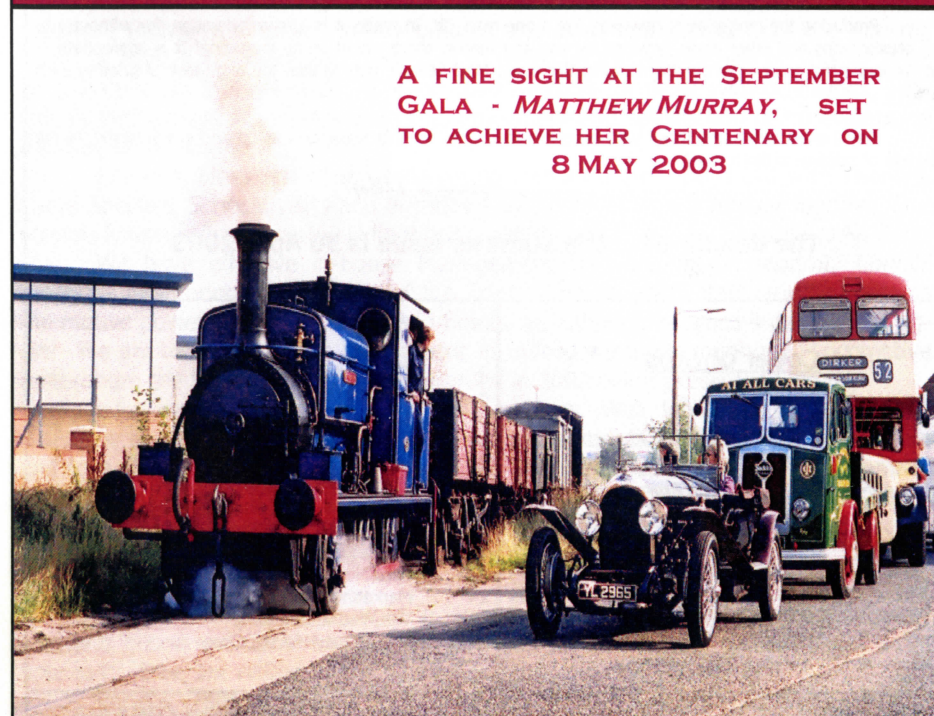
Journal of the Middleton Railway Trust

No 177



Spring 2003

**A FINE SIGHT AT THE SEPTEMBER
GALA - *MATTHEW MURRAY*, SET
TO ACHIEVE HER CENTENARY ON
8 MAY 2003**



The Value of Volunteers
The Saga of Hunslet's Unique Locomotive

The Old Run

No.177 Spring 2003

Editorial

IT IS WITH some trepidation that I take on the responsibility for editing the Trust's house magazine.

In the relatively short time that Steve Roberts assumed responsibility for the magazine as acting editor, with the introduction of colour and other changes, there has been a marked improvement in the appearance of *The Old Run*. We thank Steve for the excellent work he has put in over the last couple of years; this in addition to his other, more pressing tasks on behalf of the Railway, not to mention his professional work.

Then there is the sterling work of previous editors to acknowledge and emulate, not least the inimitable Sheila Bye, who still regularly provides us with such interesting historical and other articles.

So it will all be a hard act to follow.

Producing the magazine is however, not a one-man job. In reality it is a team operation, for without articles, photographs and other items provided by you, the reader, there would be no magazine! It is appropriate to also recognise the great work our Membership Secretary, Mike Scargill, puts in with the huge task of printing each issue.

May I especially thank those who have provided copy for this issue, and ask that you will kindly let me have lots of material in the future?

Howard W. Bishop.

The deadline for the Summer issue is 30 April 2003

Cover photos

Front cover: *Matthew Murray* and vintage vehicles at Beza Road crossing, Gala weekend, September 2002. (*Emmanuel Lanne*)

Back cover: E.Burrows No.53 0-4-0WT *Windle*, looking resplendent in new livery after overhaul some years ago. Could it soon be returned to such pristine condition again....? (*Steve Roberts*)

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

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

The President's page

When first visiting the Railway 10 years ago I was impressed at the dedication of the volunteers, especially when my car would not start, help was readily given, and we were on our way home in very quick time! Along came the invitation to be your president, and here I am!

Examining the workings of the Railway, it was soon obvious that potential abounded. Through a structured marketing policy the Railway could develop. A marketing manager was appointed and our mission was on its way. Frequent mention on local radio, *Look North* and *Calendar* increased the awareness of our Organisation. Media advertising of major events increased our passenger numbers as did improved leaflet distribution.

The Visitors' Book highlights nationalities worldwide-including directors of the Japanese Railways, Russian railway officials and even enthusiasts from the non-rail island of Malta! We were also privileged to welcome the Archbishop of York in 2002 who enjoyed his footplate ride. At Moor Road we cater for those with disabilities, individuals and groups are always welcome, enjoyment and satisfaction being evident on the face of our visitors.

Children, bless 'em-what would we do without them? Days Out with Thomas, Santa Specials, Schools visits and Birthday Parties are all now a regular feature. Our schools liaison officer is certainly kept busy, aided and abetted by his good lady.

We have effective in-house Management through regular monthly Council meetings monitoring the progress of the Trust. The technical staff proudly maintain the motive power to run the advertised timetable, although at times it can be a struggle! We are recruiting in this department as indeed we are throughout. Locomotive restoration: the technical staff were rewarded in 2002 being presented with the Heritage Railway Association's award for their efforts. Well done!

At the sharp end of the business are the shop staff-tickets, teas, chocolates and toys always being available. Things get hectic at special events and the end of the day balancing of the cash register is also no mean feat! The Wednesday gang-now a regular feature-how did we manage without them? - with programmed cleaning, grass-cutting, painting and gardening plus many other chores-all done after the traditional "bacon butty".

Gala weekends have brought in visiting locomotives, traction engines, vintage cars and buses and canal boats. The Fire Brigade are regular attenders and from time to time we are visited by the police helicopter.

Various types of training are undertaken on site. We pride ourselves that the Fire Services use the Railway for emergency training. Driver, firemen and guard training is available and there is always room for more volunteers in the shop. Qualified health and safety representation is available and advice readily given on request, even to other steam centres. Food hygiene and first-aid tuition is available.

And what of the future? Considerable consultation has taken place between Leeds City Council and ourselves regarding the proposed extension. The route for

(continued overleaf...)

our eventual arrival has been approved and the Trust reliably informed that Leisure Services are keen to include the Railway as an added dimension to Middleton Park. Can anyone help us prepare a Business Plan?

Plans are being drawn-up for the creation of a much needed Museum. I am sure that the next issue will reveal more information about this. The Shop has become too small and it is agreed that at major events things can get a trifle hectic here. Again plans are being prepared for an improvement here.

2003 will be a challenge for all concerned.

I thank the fundraisers-the Christmas Draw was a success, and we should not forget our happy band of tombola and bric-a-brac staff in the Shed who week by week raise funds for the Railway-we salute you!

In conclusion, we must always remember that we are a team at Middleton, with an excellent support from the membership. Let us each one be ambassadors for the Railway-to our friends and others. "Tell and sell" does work. Finally, thank you everyone for your help, your membership and your love of the Railway. Please do not hesitate to write in and ask any question you wish: we will answer.

What do you think of the new-look magazine?

Best wishes

Gerald Egan

President

From the Chairman

Ian Dobson writes:

As I write this the new running season is still around 2 months off. One of the coaches is having the bi-annual strip down & rebuild and the shed gang are busy doing the various tasks that will enable us to have engines to run come April 5th. In addition the Wednesday Gang will be busying themselves with all the tasks that you and I never even think about but keep things ticking along. I've just proof read (along with others) the leaflet for the 2003 season and by my reckoning we will be running for around 80 days between April & December. This doesn't seem much really does it? Well, no it doesn't until you consider all the effort that will go into running trains for those 80 days. We will need shop staff, guards, drivers, second men or firemen for every one of those 80 days - and that just covers the

actual running. The coaches need cleaning through the week, the vandals may pay a visit requiring repairs, the engines need routine (and not so routine!) maintenance.

So who is to undertake all these tasks? Well, the usual suspects will doubtless appear - some after a winter hibernation and some who have got on with other railway tasks over the winter - but new blood is probably needed more than ever this coming year - can you help please? All I ask at this stage is the ability to turn up at Moor Road and say "can I help please?" If you want to train as a member of the operating staff we will gladly do so. We also need people who can serve in the shop - nothing but a smile required really! There are also a multitude of tasks to do round the yard, true some require brute force, but

others don't - collecting rubbish, emptying the bins, weeding, sweeping out the coaches. Please help if you can, we would be glad to see you even for a couple of hours on a Saturday afternoon once a month, there is no necessity to turn up for a full day every week. As I have said before even the hardest of Middleton regulars started off by coming just once.

If you decide to come & help (or already do!) I have a favour to ask of you. I am grateful for all your efforts in keeping the railway going but in 2002 there were some occasions when we came very close to not running the advertised service due to a lack of staff. Can you make it a resolution to fill in some dates on the roster (be it foot-plate, shop or guards) as soon as it appears? It makes life so much more easy for the person who otherwise spends their evenings ringing round trying to find someone and then finds dozens (well, several) people appearing from nowhere on the day! In an ideal world if everyone volunteered for just one turn a month the roster would be full without

the roster clerk having to pick up the phone! Thank you in advance.

I have just returned from a day at the HRA AGM with the great & the good of the preservation movement. It is good to see Middleton represented amongst the bigger (but much younger!) railways and discuss the issues that affect us all. There are many problems looming over the increasing cost of railway insurance and the future of Thomas events to name but two but hopefully the collective bargaining power of the HRA will see a way to overcome these.

In closing I wish to thank all at the railway for their dedicated support, it isn't easy to drag yourself off to Moor Road in the depths of winter but without you we could not do anything. To those of you watching from the comfort of your armchair I thank you for your support and can only suggest you try coming to help in 2003, if you are able. You never know, you might enjoy it once you've tried!

Ian Dobson, Chairman

Boardroom jottings

The extension

This continues to work at a pace dictated by the production of the Leeds City Council Management Plan for Middleton Park. Whilst we have had input into this already it is still only in draft form within the Council

Dartmouth & Balm Road branches

An initial discussion over the future of these branches has started. It has been agreed to relay the top (i.e. Moor Road) turnout on the Balm Road branch during the summer of 2003 and re-sleeper where required with a view to having the line

fit for the September Gala. It is noted that the turnout from the main line to the Dartmouth branch is deteriorating and will need to be monitored and probably replaced or removed in the next 12/18 months. Any decisions on the long-term future of the Dartmouth branch would be made at an AGM.

Policy for junior working members

A policy was agreed at the January 2003 meeting and the guidance notes for the implementation of the policy should be approved in February.

(Continued on page 28)

Hunslet's Unique Locomotive

and how I came to own it

Steve Roberts

Following the acquisition of the ex-Trinidad loco *Picton*, David Monckton came to the rapid conclusion that he really had too much to do to overhaul both No.11 and undertake this new project. It was a fairly short conversation, broadly along the lines of, "I'm thinking of selling No.11" and me responding that I could be very interested in buying it. Thus, the deal was struck.

In truth, I'd been contemplating buying a loco for some time, principally as a retirement project. I had in mind a couple of possibilities, both Leeds-built locos, and both eminently suited to Middleton's needs. All I had to do was persuade the owners to part with one. I hadn't really considered No.11, but it did fit in with my requirements to have a Leeds-built steam loco and it was already on site. Its condition was reasonably well known so it didn't take much thought to go ahead. The Paymaster General was consulted and she gave her blessing.

So here we are, 25 tons of metal and a lot of work! Little has actually happened with the loco since but quite a bit of home-work has been done. Amongst the items coming into my possession were some drawings and a few details from the Hunslet records. Perusal of these documents starts to unravel a little bit of its early history, although there is still much to learn. It has also produced some interesting questions, which will require further research.

The locomotive was ordered by James Oakes & Co. This company was quite a large concern, with several collieries, ironworks and other industries within the locality of Alfreton, Derbyshire. Amongst other things, James Oakes & Co are credited with building the world's first oil refinery, producing paraffin, which was sold locally.

Back to No.11. The order from James Oakes was received by Hunslet on 17 November 1924 with a quoted delivery of May 1925. In the end, it was actually delivered on 8 July 1925, travelling by rail. It carried works No.1493 and was to order No.42100. Hunslet had first quoted to supply the loco in 1923

and a revised quotation was later provided. The information I have to hand does not quote the price so that presently remains a mystery.

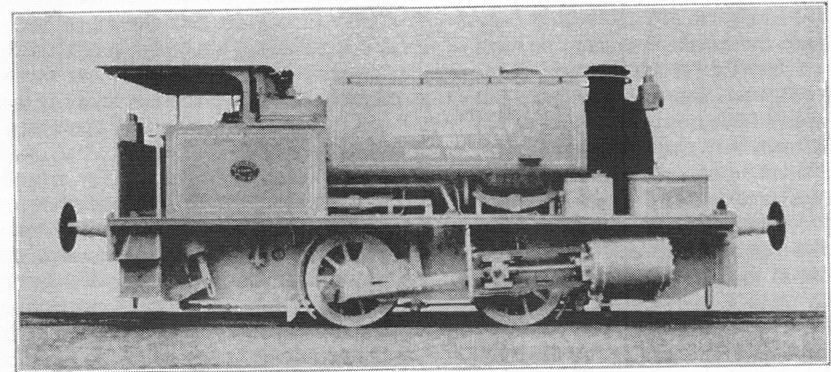
Despite the fact that Hunslet has recently introduced a standard range of locomotives, 1493 was a one-off, probably because it had to be small enough to negotiate a low bridge at Pye Hill, the colliery it was destined to work at and where it appears to have spent its entire life. Even with a one-off, it is quite common for a loco to be based on an earlier design but the vast majority of drawings used in the construction were specially drawn for this loco. Very few components were from existing designs and these were generally simple items, such as buffers and washout plugs.

The specification called for the loco to be finished painted in 'olive green', lined and varnished. The lining was to be 'a black band between two yellow stripes' and the tank was to be lettered

**JAMES OAKES & Co.
No 1
(RIDDINGS COLLIERIES) LTD**

This produces the question—why No.1? No.1493 was not the first locomotive obtained by James Oakes, neither for the company nor for Pye Hill Colliery. It wasn't even the first Hunslet loco they had. So why was it given the number '1'? Well, James Oakes & Co originally started as Ironfounders and owned the Riddings Ironworks (Alfreton) besides several collieries. A private railway connected the various sites and the locomotive fleet was all numbered in a common series, with locomotives Numbers 9-12 generally working at Pye Hill. However, the Ironworks was sold off to the Stanton Ironworks in January 1920 and the company concentrated on coal production, changing its name to James Oakes & Co (Riddings Collieries) Ltd. Locos 9-12 passed to the new company. No.1 was the first (and last) new locomotive obtained by the colliery company, hence the No.1. The existing locomotive fleet retained the original numbers. As previously men-

THE HUNSLET ENGINE CO. LTD *Engineers* LEEDS ENGLAND



0-4-0 TYPE
SADDLE TANK ENGINE

Gauge of Railway	4 ft. 8 1/2 in.
Size of Cylinders	14 in. dia. x 26 in. stroke
Dia. of Coupled Wheels	3 ft. 2 1/2 in.
Rigid Wheelbase (Engine)	8 " 6 "
Height from Rail to Top of Chimney	8 " 11 "
Extreme Width	8 " 4 1/2 "
Heating Surface—Small Tubes	542 sq. ft.
" " Firebox	52 "
Total	594
Grate Area	594 sq. ft.
Working Pressure	8.7 "
Tank Capacity	160 lbs. per sq. in.
Fuel Space	550 gallons
Weight Empty (Engine)	13 cwt.
" " in Working Order (Engine)	21 tons 11 cwt.
Total Weight on Coupled Wheels	26 " 19 "
Maximum Axle Load	26 " 19 "
Tractive Effort at 75 per cent. of Boiler Pressure	14 " 3 1/2 "
Ratio Adhesive Weight to Tractive Effort	12218 lbs.
Minimum Radius of Curve Engine will traverse with ease	4.9
Weight per Yard of Lightest Rail advisable	60 ft.
Load Engine will haul on Level	79 lbs.
" " " up Incline of 1 in 100	650 tons
" " " " 1 in 50	390 "
	190 "

Code Word—OAKES

C P 172 1000—1/31

Order 42100

No.1493 was required to pass under a low bridge, one that carried the GNR Pinxton branch over the colliery lines. Unlike some other locomotives then operating at Pye Hill, an all-over cab was specified, the sides and back to be open and the front plate to be fitted with windows. Cut down locomotives were not uncommon and several examples survive. Many were devoid of cabs but those that had this luxury generally had a stepped-down running plate at the cab to enable the driver to stand upright. Our Peckett, No.2103, is such an example although the height restriction on this loco was not as severe. For some reason, Hunslet did not adopt this approach with No.1493 although it would have been perfectly feasible to do so. Instead, they provided a locomotive with an orthodox height running plate (3'4" above rail-level) and provided a well between the frames in which the driver could stand. In this well there was a respectable 6'2-1/2" of headroom but at the cab entrance the height from running plate to the roof eaves was a mere 4'7-1/2" through which the driver had to scramble whenever entering or exiting the cab. Not only this, but the provision of the well meant that the regulator and brakes handles would be at head height and the reverser handle only fractionally lower! In his position in the footwell, the driver would only have been able to see the top of the boiler, a view through the cab window only being practical to a tall contortionist! Anybody who has shunted with a steam loco will know that it is virtually always necessary to lean out of the cab and such a stance could not have been reasonably possible for anyone over 4'6" tall!

Why Hunslet adopted this arrangement is probably lost in the mists of time but it is clear from notes on the drawings that the arrangement was not long-lived. The general arrangement drawing has annotated to it the statement that *'the cab upper portion has been removed-see report dated 21-10-25'*. It is likely that the footwell was plated over at the same time but this is not recorded on the drawing. Thus, No.1493 soon took on the appearance it was to have for the rest of its industrial life.

Other notes on the drawings also provide an insight into the early history of the loco and of modifications carried out, some of which provide further intrigue. The buffers were originally specified as to be large oval heads, about 20"x10". This was altered to 20" diameter

round buffers on 26 June, just before delivery. The works photograph shows it in this condition. Problems with buffer locking must have occurred at Pye Hill because rectangular facing plates were fitted to the buffers soon after delivery. The buffers must have been removed for this purpose because two of them did not have the plates riveted on in the correct position and have had to be turned through 90 degrees to make the plates horizontal.

One drawing states that the cab windows were modified to be swivelling after delivery and the drawing has been altered to reflect this. However, the windows presently are fixed as originally supplied. There is no evidence in the cab front-plate to show that opening windows were ever fitted. Similarly, the driver's brake valve does not reflect the modification reported as being carried out and shown on the drawing. This may have been a later replacement valve, however. The drawings show the loco to be fitted with a sliding firehole door but there is a note on the pipework drawing, which states *'Sliding door cancelled for 42100. See drawing No.35112 for swing door'*. This is the type of door presently fitted. However, it is intriguing to ask why weren't the various drawings actually amended to reflect this modification when the same drawings were modified to incorporate other, post-build, design changes?

Although the loco spent its entire working life at Pye Hill, it is likely that it returned to Hunslet at least once for overhaul. Hunslet Works Order No. 50411 called for the fitting of Gresham & Craven injectors to replace the original Davies & Metcalfe ones and a new, marginally taller, chimney was fitted under the same order. Following nationalisation of the Coal Industry in 1947, the loco took on a different guise as NCB East Midlands Division No.11. It is recorded as going to the NCB's Moor Green Workshops in June 1953. During this visit a new firebox was fitted which the loco retains to this day. This is stamped TB&S 2/7/53. Who TB&S are I have not yet discovered. Whether the boiler work was carried out at Moor Green or elsewhere is not known. No.11 was still at Moor Green at the end of 1953 but was back at Pye Hill early in the following year. It paid a second visit to Moor Green in February 1961 and spent much of that year there. It may have been at this time that the inside motion plate was replaced and the intermediate frame stretcher moved to a

Slightly different position, as is evident from close examination of the actual locomotive. Was this due to accident damage, possible a significant derailment? No other logical explanation has so far emerged. The loco continued to be used at Pye Hill but by 1970 it was the last steam loco there, acting as spare to a varied fleet of diesel locos. It moved to the formative Midland Railway Society at Shackerstone on 8 May 1971 and by July it had become their first operating steam locomotive. It formed the cornerstone of the early operating fleet there but a major boiler exam became due in 1982 and, with an increasing tendency to boiler-tube failure, the loco was put aside to await overhaul.

So much for the loco's history: what of the future? Restoration to working order is the ultimate aim. Part of me says that I would like to see it restored as nearly as possible to its original condition, albeit without a cab roof. However, the practical side of me says that, as a working loco, it will be more sensible to rebuild it with a proper cab. Some preliminary drawings have been prepared for this. In so doing, I have tried to adopt the approach of what would Hunslet have designed if they had rebuilt the loco along these lines? At the same time, I have tried to keep it simple to reflect our ability to do things 'in-house'. The existing cab has two bunkers, one on each side but the new cab would have only one, the driver's side being pro-

vided with a suitable locker for tools, oil, etc. The new cab would have slightly higher sides sheets and bunkers at waist level-the original ones were very low to reflect the low height cab. The one presently undecided item is the cab back. Should it be open or closed? Whilst a closed cab will undoubtedly be more comfortable, the majority of Hunslet locos of similar design were provided with an open-backed cab.

As for a paint scheme, I'm still a bit undecided. With me being an ex-NCB employee it will probably carry its NCB and No.11 plates. The 'James Oakes' livery would be attractive but would mean that the NCB plates would have to go so this is a least likely option. In NCB livery, to be authentic, it should be dark blue, unlined. However, I very much prefer the rich maroon, yellow lined livery carried by the NCB North Yorkshire Area locos and this is presently the favourite. Whichever livery is finally chosen, the original cab arrangements will be kept in storage and a return to 'as built' condition will always be an option for later years. ■

[A truly fascinating article from super-sleuth Steve. As a teenage schoolboy in the early-1950s, your editor remembers seeing No.11 working under the GNR low bridge at Pye Hill when he travelled frequently on the 2.10 p.m. local train from Chesterfield to Nottingham Midland, usually hauled by a ex-MR Class 2P 4-4-0. Unfortunately he didn't own a camera at the time. Can any other member recall seeing No.11 in action there, or does anyone have a photo of it in action? Editor]

Letter to the Editor

Dear Editor

KAY DICKINSON

We wish to express our thanks to those friends that attended Kay's funeral and to those who sent letters of condolence. Please accept our apologies for not finding time to speak to you all.

Although Kay was not always able to help out, she enjoyed her visits and turns in the shop, etc., and we're sure her family will continue to enjoy being part of the MRT team of volunteers.

One again, many thanks to you all for the support and help given to ourselves and family.

Yours sincerely,
Brian and June Hall

The Importance and Value of Volunteers

Howard Bishop

The National Railway Museum recently instituted a recognition rewards scheme for its volunteer sector, the X-factor! Gold, silver and bronze awards, plus Wheels of Achievement, have been presented to this special group of people to recognise loyalty, commitment, achievement and length of service.

In March 2000 the Prime Minister set the voluntary sector a challenge to achieve 'a really diverse involvement of people with their organisations-a diversity that reflects the nation we live in'.

Some fascinating facts and figures about volunteering have emerged recently:

- 1) 22 million adults are involved in formal volunteering each year;
- 2) 10 million people volunteer each week;
- 3) Formal volunteers put in 90 million hours of voluntary work a week;
- 4) The economic value of formal volunteering has been estimated at over £40 billion per year;
- 5) Six out of ten volunteers said volunteering gave them the opportunity to learn new skills;
- 6) Half of all volunteers get involved because they are asked to help;
- 7) 90 per cent of the population agree with the notion that a society with volunteers shows it is a caring society;
- 8) Eight out of ten people feel that volunteers offer something different that cannot be provided by the State;
- 9) 80% reject the idea that volun-

- 1) teers are less efficient than paid workers;
- 10) One survey found that volunteering was the second greatest source of individual joy, behind dancing!

[References: 1-9) *The 1997 National Survey of Volunteering* by J. David Smith) National Centre for Volunteering, 1998: 10) *The Social Psychology of Leisure* by M. Argyle Penguin. 1996].

From the above, the question arises, how highly do we rate the importance of , and what value do we place on the loyalty , commitment, achievement and length of service of the Railway's most importance asset, its volunteer workforce? For, apart from occasionally buying in some specialist worker such as a printer (to help with Marketing), a boiler-maker (to craft a piece of heavy engineering requiring specialist skills we do not possess), and so on, we have no other form of labour at our disposal.

The Middleton Railway has throughout its 40-plus years' history as a preserved railway proudly boasted that it is one hundred per cent staffed by volunteer workers. The Railway is currently working on an application for funding in connection with the proposed shed extension. Doubtless, in any submission, much emphasis will be placed on the cash value of the likely input of voluntary workers as part of the Railway's contribution towards this important project.

What then can be done to recruit more volunteers to swell the relatively small group of working members, many of whom toil ceaselessly week in and week out, to ensure that the Railway

continues to operate? If there is such a vast army of untapped potential volunteers "out there", how do we communicate the fact that the Railway exists, that it needs workers, and that being a working member of the Middleton railway can be "the second greatest source of joy, behind dancing?"

Part of the answer is to be found in point 6) above: "Half of all volunteers get involved because they are asked to help". It's down to personal contact. The "Wednesday group" as they are affectionately called is a case in point. Here we have a slowly growing band of folk who attend each week and do some of the essential maintenance work unseen by the public eye. Most of them have been recruited by individual members extending a personal invitation to another person to come along. Personal contact then is the most effective source of recruitment.

The then Lord Mayor of Leeds, Councillor Bernard Atha, when attending the Railway's 40th Anniversary celebration as a preserved railway in June 2000, referred to members of the Middleton Railway as "being mad" in the sense that they could see beyond the "here and now" of 1960 and imminent threat of closure and envisaged the Railway and its artefacts as worth preserving, maintaining and operating for future generations.

Membership of a voluntary organisation is a complex affair, and volunteering for duty even more so. Whilst not being fully explained away by that famous 'British eccentricity', considering why people do commit themselves to an organisation irresistibly brings 'mad dogs and the mid-day sun' to mind. Any organisation and its membership have a symbiotic relationship-they need each other to succeed, or even survive. An organisation cannot function without its members, and members cannot satisfy

their interests and ambitions without the organisation-an interesting balance?

It is appropriate to pay tribute to the founder members of our Railway. The name of pioneer Fred Youell springs readily to mind, but we should also salute those founder members who are still active volunteers in our midst: Derek Plummer our longest serving volunteer, Steve Roberts, Malcolm Hindes, Mick Jackson, David Hebden, Geoff Lee and others who joined in the very early days. We should also each personally value the contribution that every present-day working volunteer makes, whether frequently or occasionally.

To mention just a few of the tasks undertaken by members, mostly out of the public eye: cleaning toilets and emptying waste bins; cleaning the carriages to make sure the train is ready for the weekend service; packing and despatching leaflets; attending interminable meetings with the local authority; lighting up a locomotive and keeping in steam overnight to prevent it freezing up ready for the Santa train next day; lining inside a water tank with fibre glass to make it watertight; dealing with accounts and banking week after week; spending hours riveting and building a brick arch inside a firebox; dealing with the media when they are after a story; welcoming and entertaining families who have chartered a birthday train; buying in for the shop and wrapping presents for the Santa trains-the list is endless. Not 'ghost-workers' these, though climbing underneath a steam locomotive at 5.30 a.m. on a cold winter's morning is not for the fainthearted!

Volunteers are needed to operate the Railway in increasing numbers and there seems to be a perpetual shortage of people to do the jobs. Recruitment and training is no simple matter and it requires patience, enthusiasm and just old-fashioned 'grit' and determination

from everyone concerned to move from being an interested bystander (armchair member) to an active volunteer worker. In so doing we see the coming together of the vast array of members' past life and work experiences, acquired knowledge and skills and their application to working safely in a railway environment, leading to a constant source of satisfaction and enjoyment for those involved.

There is a recognition that everyone has a part to play in the grand scheme of things. Time, patience, dedication, good humour and sincerity—these are the hallmarks of this process.

The Railway operates in its most literal sense through the contribution of its working volunteers, and without its volunteers it cannot function. They are

Another Manning Wardle centenary!

Ian Smith

In May of this year our own Manning Wardle 0-6-0ST *MATTHEW MURRAY* celebrates his 100th Birthday, and it is appropriate to celebrate this occasion with an article on the locomotive's history.

The loco was completed at Manning's Boyne Engine Works, Jack Lane in Hunslet on 8 May 1903 as works number 1601. It was a member of that company's standard class L.

Well it was anything **but** a "standard Class L", not least because Mannings hand-built their locos, which inevitably meant that a supposedly "standard" loco was in reality unique, even within class! It is particularly interesting to compare

each individually valued for their past contributions, their present involvement, and their future potential.

The Middleton Railway was founded in 1758 and is "the world's oldest working Railway!" First then a challenge to existing members of the Middleton Railway Trust. Will you join us as a volunteer working towards the Railway's 250th anniversary in 2008 and beyond? *Why not become a volunteer working member, and experience this joy, (second only to dancing), for yourself?*

Second, to each member, *will you invite someone personally to join us during the current operating season? It's down to each of us.* ■

1601 with the only other surviving class L, *Sir Berkeley*, also at Moor Road. Whilst the family resemblance is clear, the two locos contain some major differences which make it difficult to believe they were built to the same drawings!

For example, the earlier *Sir B.* (works no. 1210/91) has the early pattern wheels, with double bosses, which hark back to the days of E B Wilson. In contrast, 1601 has a later pattern of wheels with a single boss—a more conventional arrangement. *Sir B.* has an ancient weatherboard whilst 1601 has the Ramsbottom variety. In addition, *Sir B.* retains its "Trumpet" over the safety valves. This is a classic E B Wilson feature which all three early loco

Builders (Hunslet Engine Company, Manning Wardle and Hudswell, Clarke & Co) retained for their early locos, the designs being pure "Wilson" in origin. The later 1601 was built without this feature from new.

There are also detail differences between the frames, with *Sir B.* having "Gibb & Cotter" fastenings for some of the valve gear, a throwback to early loco practice where woodworking techniques were used rather than in 1601, which has the conventional fastening methods associated with more modern practice.

Astute readers will note that I have now referred to the loco as "1601" rather than its previous name, *Arthur*. This is because the loco was delivered to John Aird & Co, Avonmouth as their No 138 and without a name. The first contract it worked on was next to the Austin Motor works at Longbridge, before being transferred to Kent to work on the APCM cement works at Stone, near Greenhithe, Kent. It is presumed that the loco was transferred to the ownership of the contractor P W Anderson & Co who actually built the works. Following on from the construction contract, the cement works purchased the loco, plus another, to work there.

At some time during their working lives, the two, locos acquired names, 1601 becoming *Arthur*, the name by which it is best known.

After an uneventful career at Stone, the loco was acquired for use on the fledgling Kent & East Sussex

Railway, becoming their No 17 in 1967. It saw limited use there, and was out of use by the mid-1970s before being privately preserved and eventually ending up at the Buxton depot of Peak Rail.

The loco was offered for sale in a partially overhauled state, and since it filled an important gap in the railway's collection it was purchased by the MRT and arrived on 31 January 1990. Incidentally, the loco arrived without any nameplates and had been nameless for several years.

The story of this loco's overhaul to running order has been fraught with pitfalls and it would be safe to say that the work carried out during its supposed overhaul was not to the highest standards as our engineers found out to their cost!

It was assumed that, since much work has been undertaken on the motion, that this would be acceptable and, since the boiler has also been fully re-tubed, that it had been fully inspected prior to the work being carried out. It was known that the firebox throatplate was not in the best condition, but was thought to be acceptable for the time being. One rather painful feature of the firebox was the area around the boiler drain valve in-situ—ending up with the boiler attempting to life the frames as well! The resulting distortion of the area had to be repaired before the engine could be steamed, but all necessary work had been completed and a successful hydraulic test carried out in time to allow a



Matthew Murray exchanges greetings with newly-restored MSC No. 67, at Moor Road, July 2002 (Howard Bishop)



Newly-restored and so far unlettered, No. 1601, Matthew Murray, storms from the motorway tunnel in June 2001 and attacks the adverse gradient en-route to Park Halt (Howard Bishop)

steam test just prior to the 1997 Gala.

Tragedy struck at this point when a leak was discovered in the boiler barrel and subsequent examination showed that it really was beyond economic repair. This was a tremendous blow to those who had worked so hard to restore the loco, but once the disappointment had worn off a little, serious thoughts were turned to how the situation could be rectified. It was felt that, having a fully overhauled chassis (as we thought at that time!), we really should repair or replace the boiler in order that the loco could run again. Estimates soon proved that the most cost-effective solution was a complete replacement of the boiler and we looked towards grant-aid for this.

Sadly, no grant-aid was forthcoming since such grants tend to be for repair rather than the replacement we needed. Fortunately, Douglas Lovely stepped in with an offer to help finance the replacement boiler in return for part-ownership, an offer which was gratefully received. One important point about the replacement boiler was that it was to be of Manning design, adapted to 21st century standards **and** was to be riveted rather than welded, in keeping with the loco's historic status. It would also simplify repairs in the future!

The contract for the new boiler was placed with Israel Newton & Sons of Idle, Bradford and within 18 months it was delivered and tested.

The loco finally saw service in 2001 resplendent in its new coat of lined blue and with the new name, *Matthew Murray*, perhaps the most controversial feature of the whole project! The idea was mine, for which I make no apology.

When 1601 arrived at Middleton, it had no works plates or nameplates and had been nameless for quite some time. A check of our history revealed that Manning Wardle locos at the railway has always carried the name *Matthew Murray*. Now, MRT already had a loco bearing that name, Bagnall 0-4-0ST Bo. 2702/42. This engine was named in 1967 by Eric Treacy and Gerry Fiennes, but sadly was no longer in working order. Rather more important, due to its size, it was unlikely to be in working order for some considerable time, it also requiring a new boiler and being rather small for our line was unlikely to be a priority. The logic was obvious. Take the name off the Bagnall and transfer it to the newly rebuilt loco, which was agreed by Council and the original plates were fitted to them loco for the 2001 Gala. The loco was officially named *Matthew Murray* by the editor of *Railway Magazine*, Nick Pigott who, as previously as editor of *Steam Railway* had renamed *Mirvale* for us in 1990.

The loco proved to be problematical when first returned to service, a number of irritating defects coming to light and having to be sorted out before it settled down to

(Continued on page 18)



The Middleton Railway, relies entirely on its volunteers to restore and maintain its historic rolling stock and infrastructure, to operate its services for the public and to raise funds for the development of the Railway. Here are a selection of the various tasks they perform.

Clockwise, from top right: (1) Ian Smith, as Sir Topham Hatt, entertains the children and their parents at a *Day Out with Thomas*, Aug.2001; (2) Paul Foulton needle guns the inside of No.6's frames, 25 Jan.2003; (3) Tony Cowling at the helm of Bellarophon, Sept.2002; (4) a view from yesteryear, removing rails in 1968; (5) Steve Roberts and Brian Hall riveting spring hangers on No.6, 25 Jan 2003; (6) our President, Gerald Egan, representing the MRT at the Heritage Railway Association AGM in Leeds, Jan.2001; (7) Mark Whittaker reaming holes for No.6's new back buffer beam, 25 Jan.2003; (8) manning the MRT's exhibition at the NRM, 9 June 2001.

(Photos: 1,6,8 Howard Bishop: 2,3,5,7 Peter Nettleton: 4 Steve Roberts)



VOLUNTEERS IN ACTION



Another Manning Centenary (continued from page 15)

being a reliable performer. However these appear (we hope!) to be behind us and the loco is set fair for a long working life at Middleton.

Matthew Murray was awarded a major prize in 2001, the *John Colley Award for Locomotive Restoration*. This award is presented by the Heritage Railway Association for outstanding restoration projects and the citation for the award to Middleton stated that the award had been made because the railway had overcome major financial obstacles to fund the boiler **and** had gone for the more expensive riveted design as opposed to welded, to maintain the historic integrity of the loco.

So, that's the story up to press, and to quote a famous comedian, "And there's more!" The loco has been requested to attend an event in Kent in 2004 and might even venture abroad if plans to send a loco to our twin railway at Maldegem come to fruition. Thus *Matthew Murray* may well become a very well-known loco and enhance our reputation further afield than sunny Yorkshire!

This little engine enters his centenary year in fully overhauled state ready for all we can throw at him!

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**Deadline for copy for
the Summer issue is
30 April 2003!**

RAFFLE 2002

Autumn last year saw our annual Raffle. Books were sent out with *The Old Run* and tickets were also sold at the Railway's events in November and December. With the help of everyone we raised £960 and after expenses we had approx. £875 which has been passed to general funds.

If you bought tickets may I take this opportunity on behalf of the President, Gerald Egan the Promoter and all the the Railway in thanking you for your support. It is much appreciated. (*Thanks must especially go to Gerald for obtaining the most excellent prizes—Editor*).

Prizes and winning numbers are given below:

1.	1st class for 2 GNER	1334
2.	Meal for 2, Queen's Hotel	0053
3.	£40 Arriva Trains tickets	2715
4.	1st class for 2 Hull Trains	1404
5.	Nene Valley Rly voucher	0785
6.	Fleece donated by Tetleys	2929
7.	£20 Arriva Trains voucher	2923
8.	£20 Marks & Spencer voucher	0278
9.	Meal at Dinos	0770
10.	£20 Arriva Trains voucher	1529
11.	£20 voucher, Gregg's	4516
12.	£20 Arriva Trains voucher	4365
13.	£10 Tesco voucher	0522
14.	Bottle White Wine, Makro	4653
15.	Biscuits-Morrison's	0267
16.	Cookbook, Makro	1624
17.	Bottle Red Wine, Makro	0287
18.	Biscuits-Morrison's	2409
19.	Set of Children's Books	0355
20.	Meal for 4 at Ossett	2216

Thank you once again for your support.

Carole Holdsworth

Raffle Organiser

CAPTION COMPETITION!

Three very thoughtful looking gentlemen caught in camera at the 2002 Gala! Left to right: Ian Dobson, Neil Bentley and John Wilkinson.

A prize will be awarded to the most humorous suggestion as to what is being said! Send your entry to the Editor

(Peter Nettleton)



What do volunteers do when they're off



**Book the
next event
now!**

By common consent it has been decided to do it again! If you'd like to join us, book the date and put your name on the list which you'll find in the Moor Road Shop.

=====

Through the good offices of our President, Gerald Egan, Saturday, February 8th saw a goodly crowd of working members gathered at the Railway Club in Ossett for an evening with their colleagues and families.



**Ossett Railway Club
Saturday 5 July 2003
7.00 for 7.30
£7.50 per head**



The Trials and Tribulations of a Santa Booking Clerk

Cedric Wood

For your delectation here are a selection of comments and questions which have been received during the 2002 Santa bookings season by our resident 'Booking Elf'. Only the names have been changed to protect the guilty.

Local knowledge: "Can you tell me how to get to the Railway?" "Where are you coming from?" "Hunslet".

Do people listen? "There are plenty of spaces on all trains except the 1.00 p.m." "That's fine, we'll take that one!"

Carol, my 'elfess', took a booking, date, times, name and address etc. The client's parting words- "You are at Clayton West aren't you?"

"I will send a confirmation letter out to you now. Will you bring the letter with you and exchange it for tickets on the day". "Will I get the tickets by Wednesday?"

Do people read information? At the bottom of the booking form are the words: *Our booking elf prefers postal bookings and payment by cheque as this makes life easier. Thank you*. Some people interpret this to mean payment can only be made postally by cheque.

Below the above are the words: *Please note, we cannot accept Switch or Solo*. At least twenty people tried to give me their switch number telling me it is a credit card.

Sometimes it is not their fault!

A Thomas magazine lists railways with Santa events. The Buckinghamshire Railway Centre at Aylesbury's telephone number is, listed as **0113 271 0320**. Do you recognise this number? P.S. They did not do too well-there have only been two enquiries at Quainton Road!

We have also been directory enquiries for other railways, notably Keighley & Worth Valley and Kirklees. The callers were notified of our services, and some made bookings.

Sometimes there is no hope! A number of addressing errors have been made with illegible writing. Cedric wants the rotten writing written right, not written rotten.

"My name is Mrs Green, we ordered tickets a month ago and I haven't heard anything". I check through the records, pay-in slips, credit card slips. Reply that I haven't anything from a Mrs Green. "My Dad paid for them, his names is Brown". There are two Browns on database, one in Leeds, one in Wakefield. Check address. "We're the family from Leeds". It turned out that the letter went to their next door neighbour's who seeing that it wasn't for her, threw it out.

The weather can cause problems. "Will you be running the trains today as it is raining?"

"Will you be running trains today as it is foggy in Huddersfield?"

Reserving seats. "I've won Santa tickets for this Sunday. Can I have

some extra tickets?" How many do you want? "I haven't got that far yet"

I have a call-logger which records all incoming telephone numbers, and a answer-phone. At least one person, who did not leave a message and whose number was recorded as withheld, was irate when I did not call them back.

One person with a Bradford telephone number was upset when I told her that she could not reserve seats on the 15th December at 1420. The time was 1403 on the 15th December!

Why do we have to specify a certain date and time when we are booking seats?

Children under 2 years are carried free of charge if they are not to receive a present from Santa. "I want him to have a present, so do we have to pay for him, he is only 18 months?"

Where do we go? "Will the train journey be a circular tour or is it out and back?"

"Can we get on the train at Kirkby Stephen?" The caller had been told by a friend of the friend that we ran Santa trains over the Settle and Carlisle railway!

These are just some of the highlights of being the Santa booking clerk! Anyone who would like to receive similar experiences please form an orderly queue before Cedric goes down with Harpic-itis or is clean round the bend. ■



[Thanks to Cedric for sharing the above with us, and for his unfailing sense of humour and infinite patience in the face of great adversity! Ed.]

Shop and Sales News

Once again the shop has made a very worthwhile contribution to our income during 2002. Turnover was nearly £15,000 of which about one third is profit.

Popular items over the year have been:

Thomas flags	2,000
Diecast Thomas models	530
Muffins	438
Cold drinks	2,100
Crisps	1,200 packets

One popular item has been a battery powered Thomas train set which includes a model of Thomas with two coaches, a station, bridge and enough plastic track to make an oval with loop and all for £16.50! All these items will be on sale again this year together with new additions to the Thomas diecast model range as soon as they are available.

Stocks of Middleton souvenirs are being run down. These have proved slow to sell as the high cost price of small batches means that the selling price has to high to provide even a modest profit. In order to obtain supplies at reasonable unit prices, huge quantities have to be purchased. This not only ties up capital but also takes up valuable storage space which is always at a premium. It is likely that just a few 'Middletonised' lines will be retained.

A new item if the third Middleton video from PM Videos entitled Middleton at the turn of the Century. With a running time of 60 minutes it includes highlights of the 2000, 2001 and 2003 seasons, including the 40th Anniversary cdelebrations in 2000. All the resident fleet are seen in action together with visitors *King George*, *Sir Cecil Cochrane*, *GWR 813* and *Bellerophen*. Instead of commentary information is supplied by scrolling text across the screen. (See Review on page 27—Editor).

Cover price is £11.95 but is on offer to members at only £10.00. Please send a cheque to cover cost and postage to Video Offer, Middleton Railway, cheques payable to 'MRT Ltd'.

Other videos and books are available to members with a reduction of 10% on cover price.

Winter is the time to catch-up without the usual priority of operating trains, although there is still much to do.

1601 Matthew Murray ran the Santa specials with no recurrence of the main steam pipe problem. Have we finally cured it? Time will tell! The loco has been winterised and awaits the annual visit of the Boiler Inspector.

2103 As mentioned before, low boiler water level caused the front fusible plug to melt. On inspection the boiler appears to be undamaged but some caulking of seams will be required. Three crown stay bolts may also be leaking. A hydraulic test will be carried out. The Boiler Inspector is satisfied no damage has been done to the firebox but expressed concern about some of the side stays. He agreed to continued operation as reduced pressure, but the boiler will need to be lifted soon.

MSC67 In working order and performing satisfactorily. Apart from minor routine jobs little work is planned although a bent valve spindle has been attended to and the cylinder cocks are receiving attention. The loco has been winterised and should be available for the new season.

No.6 Received the majority of the volunteer effort over the last few months. To eliminate movement of the cylinder blocks relative to the frames, every other cylinder bolt has been removed and the holes reamed out to a larger size to take new fitted bolts. EN24T steel bar was obtained to manufacture new bolts from. Much time has been spent on re-riveting the frames to eliminate the problems with loose components: the end of this work is in sight. The new rear buffer beam has been riveted into place, not without a few hiccups on the way! The mistake was made of riveting the beam support angles to the frames before bolting the buffer beam into position. Imagine our dismay when we discovered that we had not aligned things accurately enough and the new, 30mm thick buffer beam was becoming bent in the process. Nothing for it but to cut out the new rivets and start again. Having made such a good job of these they took some removing!! The spring hangers have been riveted in place and three frame stretchers have been riveted back. The badly bent and damaged buffer beam gusset plates have been straightened and repaired by welding up prior to these being riveted in place. The steam brake cylinder has been dismantled for examination and repair. Unlike most brake cylinders, which apply a pushing force, this one applies its force by pulling on the brak shaft lever. The design of this is such that it is prone to corrosion and some skimming of the piston and cylinder may be necessary. Work has continued on needle-gunning the frames and coating these in red oxide. The machining of the wheelsets has been completed by Ian Riley Engineering and returned to Moor Road. The steel plate for the footplate and running plate has been delivered and awaits cutting and drilling.

1210 Sir Berkeley There is little to report. Competitive tenders recently sought for the boiler are only just now being returned. It seems to be symptomatic of the Heritage Railway world that such things take a very long time to happen. Until we have at least three quotations a Lottery funding bid cannot be progressed.

No.11 The new owner has continued to progress the overhaul, still fresh from the thrill(!) of ownership. The front buffers were suffering from broken springs and these have been removed for repair. Dismantling of these revealed quite a bit of damage had been caused to the buffer shank by the broken springs. These springs are of the volute plate type and are quite difficult to replace like for like. The search is on for a suitable manufacturer. The cab footplate support angles were corroded and have been cut off, and replaced by new angles which have been riveted in place. Some repairs have been found necessary to the left-hand frame plate which had become locally thinned. This has been built up with weld to prevent further deterioration. The four springs have been

removed to allow the eight spring hangers to be removed. These spring hangers have not given up their positions lightly, each one taking about three weeks of intermittent heating and hitting to free off! A broken cylinder drain cock linkage casting has been repaired by welding and has been ground up and refitted. Machining of the wheelsets has been completed by Ian Riley and returned on the same transport as those for No.6.

138C Due to an unfortunate accident to the loco's owner work on 138C has recently been almost at a standstill. Almost, but not quite, as the rear buffer beam has been needle-gunned and some rubbing down of bonnet panels has been done.

91 Work continues on the repaint into BR green. The majority of the cab and bonnet is now resplendent in this colour but the bonnet doors have still to receive undercoat and topcoat. The cab back and radiator front received a coat of yellow paint as part of the process of applying the 'wasp' stripes but there have been problems with the front end and this will have to be repainted.

54 The bottom end of the engine unit (big ends, etc.) has been overhauled and play in the bearings minimised. The boiler is making slow progress at Dean Engineering, Shirebrook.

Picton. The painstaking job of getting the loco off the rails to which it had been welded for transport and onto Middleton metals was completed in early January although we have yet to try and physically move it on its own wheels. A major problem that only became apparent when it arrived was the presence of a considerable amount of asbestos insulation. This was meant to have been removed in Trinidad and we have documentation to say that it was done. Contractors had to be brought in to complete the task. The extremely corroded cab and tanks have been cut from the loco and has given us our first real insight into the full extent of the loco and its overall condition. Below the running plate level things aren't too bad. The boiler and superstructure have suffered considerably from the elements and local inhabitants.

Brookes No.1 (aka *Thomas*). Returned to Middleton metals after Christmas and the owner has been busy with some of the many jobs, including a partial repaint and replacement of the left hand leading and driving wheel crankpin bearings.

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

(Due to pressure on space and with apologies to our CME, Loco Notes have been condensed this issue, but should be back to full length next time. Ed.)

Mention was made in the last issue that the November 2002 *Thomas* had been up to 2001 numbers. We were unsure if the Santa Special trains would be as well patronised however. This pessimism was proved correct. Advanced bookings reversed to 2000 levels. And numbers were down generally on 2001. Schools Santa trains however outperformed earlier years, and we had to put on an extra day at short notice. Analysis shows advertising was effective; if we advertised in an area we automatically had the following day an increase in bookings originating from there. Increased competition and increased expectations seem to be responsible. The best example is that within less than five minutes by car from Middleton a shop was offering for a similar price a magnificent grotto and a trail with superb automates. So we very nice Santa, with a lovely steam train ride and Santa gives good presents (thank you Christine Nettleton and her team), but as "Santa" himself said, when coaches are running half empty this "something" is missing. Perhaps that is why it works so well with schools because the coaches are really bursting. Conclusion, next year we need to work on this atmosphere side of our entertainment. Thank you Cedric and Carol Wood for manning the booking hotline again.

2003 leaflets are out. Some changes have been made to the layout and content, more oriented towards customer experience. It is a family experience: children are shown talking with the driver. Our environment is attractive: the park can be an enjoyable place hence the bluebell picture and the Bluebell Walk. It is extremely difficult to find the right pictures. If you have some photographs depicting children and families having a good time please forward them (**please see note below—Editor**). To save money this year we designed the leaflet in-house, and Peter Nettleton's help was crucial in this.

On a more personal note, I would just like to say how pleased I am with the four pages published about the Middleton Railway in *Steam Railway* (March 2003). It has been a challenge and took me a long time to convince them to come to us, but we succeeded.

In conclusion, our cash flow is in an exceptionally good position to support the shed extension and other projects such as a line extension. I look forward to seeing these projects progressing. ■

PICTURE POLICY

On advice received, and in order to operate to the highest possible standards,

please note that **photos submitted must have been approved for publication by the individuals pictured. In the case of children and young people under age 18, a signature giving permission for publication must be obtained from their parent or guardian.** This policy does not apply to large group photographs where individuals

are not individually identified and named. This policy is not necessitated by any past or present problem, and your co-operation in relation to photographs for *The Old Run* would be hugely appreciated.

Please keep them coming in!

(Editor)

The Wednesday Gang Stan Holdsworth

At odd times in *The Old Run*, the *Wednesday Gang* is mentioned, and no doubt there are lots of members who pose the question "What is the *Wednesday Gang* and who are they?" The answer is simple.

We are members who are retired and who meet on Wednesdays to carry out tasks which, bearing in mind ages, can be undertaken by the "sick, lame and lazy" as one of our members refers to us! The "gang" comprises Red Leader in the form of Ken Hardy who is the founder-member (in the beginning there was only himself) and who keeps us all in check. Bruce Inman (an ex-accountant—say no more), Colin Revell, Dave Poppleton, Brian Hall and Dave Wraith and myself and we all meet at Morrison's café at 10.00 a.m. have a bacon sandwich, put the world to rights, and retire to the Railway shortly thereafter. If I say the collective ages total in excess of 350 years you will understand that whilst Ken is telling visitors about the "world's oldest working rail-

way" he does add, "...and that's only the staff!"

What do we do? Well Ken organises and repairs any small tools, lawn mower, strimmer, amplification gear that needs attention. Colin loves to strim, Bruce enjoys lawn mowing and cleaning out the shed gutters (an accountant would, wouldn't he?) and also organises the erection of bunting and other decorations. Dave washed the coaches outside every week, and with Colin and Ken's help washes the coach windows so our visitors can observe the passing countryside as the train travels to Park Halt and back.

As to what I do, well...I...that would fill the rest of *The Old Run* and the editor has told me to cut this article short! Amongst other jobs are, erecting signs, tidying up the site, weeding the flag stones and rails, painting of fencing and repairs to the trolleys. Tending and watering the flower boxes.

Often the gang is joined by others such as George Geesey

AN OPEN INVITATION

Find out what's involved working as a volunteer
Come and join in on Sun. 18 May and Sat..12 July at 1030 hrs
You'll be more than welcome!

(depending on his driving commitments as a coach driver, Howard Bishop (when not himself working) and even the past and present chairmen have been known to 'drop in'. It is noticeable that we think they come to keep an eye on us and make certain we don't run riot.

So there we have it. Most railways have a *Wednesday Gang*—certainly Ken and I have met them at the Lakeside and Haverthwaite Railway undertaking similar tasks.

We usually finish at around 3.30 p.m. (before the city traffic gets bad) and of course we are on

duty quite often undertaking official duties as guards, gate staff, crossing keepers and booking clerks on weekends and special events.

Now here is the reason for this article. If you are reasonably fit (some of the gang are triple by-pass holders or similar!), and you feel able to help keep the Railway clean and tidy and can do jobs that the Engineers used to have to do (and who now can concentrate on the rolling stock), please come and join us.

I am sure Ken will find you a job! ■



Some of the *Wednesday Gang* mentioned in the above article: From left to right, David Wraith, Ken Hardy, Brian Hall, Dave Poppleton, Pete Nettleton, Stan Holdsworth and Bruce Inman. **WHY NOT JOIN THEM?** (Howard Bishop)

REVIEWS

Industrial Locos Collection Vol.12—Middleton at the turn of the Century (*Pleasant Memories on Video*, £11.95)

An excellent record of special events in the years 2000, 2001 and 2002 are highlighted in this excellent video record of the Middleton Railway, and follows on nicely from the previous videos in this series about our Railway. Using the latest digital technology, the producer has also employed digitised SVHS and HI8 for some earlier archive shots during the past 40 years of preservation. 12 steam and several diesel locos in action.

Minor criticisms are the shaky start to the video, and the innovative (for *Pleasant Memories*) moving captions are sometimes difficult to read due to the high speed at which they skim across the screen. Also the producer sometimes gets his north and south poles confused! Altogether a video well worth including in any library of Middleton railway material. □

[Available from the Middleton Railway shop at Moor Road]

COMING EVENTS

April 5,6,12,13

Day Out with Thomas

May 11

Bluebell Walk

June 17,26

Schools' Day

June 22

Leeds in Steam

September 6,7

Volunteers' Weekend

September 13,14

Civic Trust Heritage Days

September 27,28

Gala Weekend

November 1,2,8,9

Day Out with Thomas

November 30, December

6,7,13,14,20,21

Santa's Special Trains

December 12

Santa's Schools Trains

RODERICK BAILEY

It is with great regret that we have to report the passing, on 14 February 2003, of Roderick Bailey, who until the end of 2002 was our shop manager. We extend our deepest sympathy to his widow, Fran, and son Andrew, and assure them of our thoughts and prayers.

New Members.....Welcome!

We welcome the following new members who have joined us in recent months:

David Roper, St Agnes, Cornwall; Steve Gibbons, Derby; Brian and Mark Jenkins, Dewsbury; Christopher Hyomes, Wakefield; Sarah Boot, Bradford; Catherine Lee, Batley; Anthony Higgins, Morley; Lena Arnold, Leeds; Carol Wood, York; Gareth Herrington, Leeds; Andrew Fisher, Leeds; Donna Deacon, Leeds; Mark Oudworth, Harrogate; David Bushell, Leeds; David Scott, Leeds; Michael Bailey, Barnsley; Steven Lord, York; Julie Glynn, Morley; Robert Dennis, Doncaster; Walter Riley, Bradford; John Poulter, Leeds; Keith Sweeney, Leeds; Paul Foulton, Bradford; Simon Kelemen, Bradford; Paul Bazter, Leeds; Colin Ireland, Bradford; Grant Brown, Gateshead; Wayne Cooper, Leeds; Kevin Green, Leeds; John Fields, Wakefield; Jeffrey Morant, Leicester; Russell Hollowood, York.

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(Boardroom jottings continued)

Security

We are in discussion with Timber World next door with a view to a joint CCTV security system.

Civil Engineering

Council agreed that repairs to the foot crossing at Moor Road must be undertaken before the start of the 2003 system.

Health & Safety

The Committee has now met and is feeding any items requiring Council's attention to them via their minutes.

Coach replacement

Council agreed that Graham Parkin should obtain details of DMU vehicles for sale with a possible view to obtaining one to be used as a passenger vehicle allowing the existing coaches to receive attention.

Shop Manager

It was noted that Mr & Mrs Bailey would not be continuing as shop managers from the beginning of the 2003 season. Council recorded their thanks and the chairman was charged with finding a replacement.

Yard tidy up

It was agreed to obtain skips to allow the removal of some of the scrap metal from the south end of the site which has gathered over the years.

Museum registration

Members of the museum working group have met with our curatorial adviser (Russell Hollowood from the NRM, York) and he will be invited to a future council meeting for a discussion.

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Sir Berkeley—the Big Cover-up

Report from our science correspondent, Professor James Oswald (Jo) King of the Leeds Metropolitan Regional Training Centre

Cabless steam locomotive *Sir Berkeley* has been taken out of traffic as fears mount for the safety of engine crews. Investigations reveal that, contrary to popular belief, expiry of the boiler ticket was not the reason for stopping the loco.....

Results of recent research undertaken by DP Scientific Services on behalf of the Heritage Railway Association reveal the presence of a new, large hole in the ozone layer directly above South Leeds. As many readers will know, the ozone layer prevents harmful ultra violet (UV) radiation from reaching the earth's surface where it can cause damage to locomotive paintwork and increases the risk of skin cancer in train crews.

A spokesman for the Trust said 'The cost of paint and the health and welfare of our train crews is of paramount importance to us as paint and emery cloth (see previous Old Run) are very costly and crews take so long to train. If we cannot safely use this locomotive then we will have to sue someone. It seems that the makers must have been negligent as they only provided a cab on the more expensive GL model.'

However, our correspondent managed to obtain a glimpse of *Sir B* with a prototype UV deflection canopy in place, but this disappeared later the same day before our correspondent had chance to wind on the film in his camera. The deflection canopy can best be described as of hemispherical shape, about 1.5 metres in diameter and made of a flimsy, fabric like material supported on a lightweight frame of metal 'spokes' This was supported by a long thin pole with a return curve at its bottom end. Different sectors of the canopy were of different colours, presumably to test which colour offered the best protection. The whole contraption was secured to the cab spectacle plate by means of a size 10 G clamp.

Middleton officials declined to comment about the outcome of the trial or why the canopy vanished so abruptly but our correspondent learned from Les Tweaking of Middleton's infamous 'Shed Gang' that the canopy was working well until the over-zealous fireman allowed the safety valves to blow. This is particularly disappointing as *Sir B's* safety valves can be conveniently adjusted to prevent wastage of steam by handily placed spring adjusters in the cab. Failure of the canopy has, it is believed, led to the appearance of another hole in the ozone layer over south Leeds. (over)

After a couple more pints, Les revealed that earlier attempts to address the UV problem by filling the firebox to the brim with coal, an old British Railways practice, had been abandoned. The theory was that the large volume of black or even yellow smoke produced would form an effective shield around the footplate. This worked well but was deemed a failure as the driver was unable to see the road ahead and the smoke was doing even more harm to the ozone layer.

Recent examination of *Sir B's* boiler has revealed that ultra violet radiation has not only caused extensive damage to paintwork but has penetrated the boiler lagging and caused major pitting of the boiler shell to the extent that a new boiler is required. Lottery funding is being sought for this project and a replacement will be constructed using revolutionary UV resistant steel developed in Antarctica, a spokesman said.

No one at Manning Wardle, the locomotive's makers, was available for comment. No one from the Heritage Railway Association was available either, a recorded message advising that everyone was away for a steamy weekend.

Footnote:

Middleton will be using CFC free, ozone friendly coal for the new season. ■



Did you see that.....? *The Middleton Railway in the Press*

The Middleton Railway featured in a major five page article by Michael Wild in *Steam Railway 280* on 31 January 2003. "The centre of Leeds is one of the least likely places to find a working steam, railway, but that's where the Middleton Railway is based. The scene around the railway is changing every day, yet 43 years since it began its life in preservation, there are still plans for further development and change."

Referring to our Collection policy, he writes, "A unique aspect of the Middleton is its 'Leeds-built' collecting policy, and with the city having been home to Manning Wardle, Hunslet and Hudswell Clarke, there's plenty to go at. There's no better place to celebrate the history of this extraordinary workshop city and in fact, if Yorkshire has a reputation for independence, Middleton can fairly claim, to house the county's 'national collection'!"

"The efforts of the MR's volunteers over the past 40 years mean not only that the railway survives, but also that the locomotive builders of Leeds have a worthwhile memorial, and one that is improving all the time".

With some excellent photographs, and lots of facts and figures, if you missed this article, you'd be well advised to get hold of a copy and see it for yourself.

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