

THE

OLD RUN

No. 198

March 2008

£2.00



***CELEBRATING 250 YEARS
OF MIDDLETON RAILWAY
SERVICE IN 2008***

Old Run

No.198
March 2008

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The Old Run is published quarterly by The Middleton Railway Trust. Publication dates are the Quarter days of Ladyday, Midsummer, Michaelmas and Christmas, with deadline dates of 15 February, 15 May, 15 August and 15 November 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 typewritten or word processed and is acceptable on CD or by email. Photographs can be prints, or 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.

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

Photographs by the editor, except where shown

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Editorial

So here we are at the beginning of our 250th Anniversary Year!

It really does promise to be a very special time, both of celebration and innovation. And so we make no apology for majoring on this theme in the first half of our journal in particular, and shall continue with this theme in subsequent issues this year.

The achievements of the past few years, culminating in the building and opening of the Engine House, are proving to be but the spring-board for new ideas, a different emphasis, attracting a new and additional customer base, as well as attracting new and additional volunteers.

Who can say what the next few years will hold for the Middleton Railway for success breeds success! Watch this space!

We hope you all enjoy reading this issue of Old Run, and enjoy our 250th Anniversary year. Thank you to all who have written in and sent material for our use.

Howard W Bishop,
Editor

The deadline for the next issue is 15 May 2008

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Front cover

Manning Wardle Class L 0-6-0STs, MW1210/1891 *Sir Berkeley* and MW1601/1903 *Matthew Murray* run through the loop at Park Halt on 22 September 2007
(Andrew Johnson)

As I slowly sink under a mountain of paperwork, and a constant flow of emails, I am reminded that it is our 250th Anniversary: what a lot Mr Brandling has to answer for! Although this is causing a lot of extra work, it is also generating a new found enthusiasm amongst many of our volunteers. This is a great opportunity for new faces to get involved and we are doing our very best to encourage the younger end of the Railway to get involved.

Since the New Year the Railway has seen a number of both mature, and younger, members come to Moor Road as new volunteers. I am pleased to be able to welcome them aboard, and hope that they will stick at it. I say that because it is not easy to become part of what is a closely-knit team of people. Just coming down to volunteer for the first time takes a certain amount of courage; it is then quite a slow learning and proving curve before you will become fully accepted as part of the team. But once you have got there, it is a very rewarding experience.

Although the Railway is at the moment closed to passenger traffic a huge amount of work is going on all over the site. The track and point work renewal at Park Halt, plus the lengthening of the platform there, is well under way. One of our two coaches is in the workshops for re-painting and general maintenance. The steam locomotives are being prepared for the coming operating season. Additional tiling and decorating has been

done in the Engine House, and work is under way to re-arrange and complete some of the exhibits.

It is very encouraging to be getting so many enquiries from organisations wishing to visit us during the 250 year celebrations. Let us hope they all come to fruition.

I would like to extend an invitation to all members who wish, to attend a Social Evening on Wednesday 21st May. This is being held in conjunction with the Leeds & District Traction Engine Club. It is hoped that there will be a choice of hot food available, **so booking beforehand is essential**. For further information please email info@middletonrailway.ork.uk with "21st May" in the "subject line".

This year then we shall hopefully have at least one event for every taste. Please keep checking the website for full details or, better still, call in at Moor Road.

We still have room for many more volunteers should you wish to get involved, and not just men either: ladies are very welcome, and you are not expected to just do just the so-called "ladies' jobs" either!! If you do come and visit the Railway, which I hope you will, just look around you, and if you suddenly feel you could enjoy doing or being involved with a certain aspect of the work, do please ask a volunteer for further guidance.

On behalf of all the closed-season volunteers, we look forward to welcoming you all to Moor Road in 2008, our 250th Anniversary Year— a very special year for the Railway.

Andrew Gill

**Andrew
Gill**

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The Middleton Railway marks the line's 250th anniversary of its foundation in 2008.

Although some waggonways had been built earlier, the Middleton Railway was the first railway to be constructed under powers from an Act of Parliament, its Act – sought by mine owner Charles Brandling – receiving approval on 9 June 1758. It has remained in continuous use over at least part of the network ever since, hence its claim to being the oldest railway in the world to have remained in continuous operation, or “the world’s oldest working Railway”.

In 1758 King George II is still on the throne. Napoleon Bonaparte is the superpower behind France and a large part of mainland Europe. Robert, Clive of India, whose victories won control of India for the British, was described as “the heaven-sent general” by William Pitt the elder, 1st Earl of Chatham, the then prime minister, and America was still a British colony for another 18 years!

When did coal mining start at Middleton?

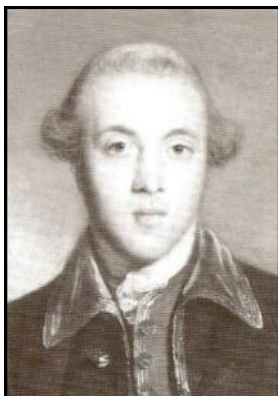
The first known record of coal mining is in 1633, though coal working in the Middleton area is thought to date back to least over 800 years, to 1202, when William Grammary, Lord of Middleton, was described as a “coal owner”. In 1401 Simon Symeon of Pontefract’s will mentioned his “cole pits” at Middleton, and in 1646 Sir Ferdinando Legh was the owner of a “cole myne” there, probably a day hole or adit: a tunnel driven into an outcrop. Indeed, you can still see some of the original bell pits in the ancient woods at Middleton today.

In 1697 Ralph Brandling, member of a Tyneside coal-owning family at Felling, Co Durham, married Anne, the Legh heiress, and eventually amalgamated the two families’ estates. Ralph Brandling took charge of the coal mining interests at Middleton. Ralph Brandling died in 1749; his nephew succeeded but died a few weeks later, the estates passing to Charles Brandling of Felling and later of Gosforth Hall, Northumberland. Charles Brandling was familiar with the early waggonways in Tyneside.

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The birth of the Middleton Railway

A waggonway was an obvious means of cutting Middleton's



Charles Brandling
1733-1802

transport costs. In the year of 1757, Charles Brandling, owner of the Middleton collieries, saw the need for a waggonway to Leeds to keep the Brandling coal competitively priced.

So it was that the first Act of Parliament to authorise the building of a waggonway or railway was enacted, entitled "31 Geo 2, c.xxii, 9th June 1758". It became the first Act of Parliament predominantly concerned with the construction of a waggonway or railway, and was entitled:

An Act for establishing Agreements made between Charles Brandling, Esquire, and other Persons, Proprietors of Lands, for laying down a Waggon- Way, in order for the better supplying the Town and Neighbourhood of Leeds, in the County of York, with Coals

The Railway's motive power was horse power. The Act mentioned "Iron rails", but also says "a Waggon

-Way (such as is used for and about the Coal-works and Coal-mines in the Counties of Durham and Northumberland)". These usually had oak rails, topped with a renewable strip of beech, and were cross-sleepered at about three feet, the sleepers being covered with gravel or cinders to protect them from the horses' hooves. Wheels were usually of beech, small in diameter and thick, with a circular plate nailed to the rim of the inner face, as a flange.

Initially it had been hoped to have the waggonway in use by 1st August, but it did not open until seven weeks later on 20th September. The local newspaper, *The Leeds Intelligencer* of Tuesday, 26 September 1758 reported:

On Wednesday last, the first Waggon Load of Coals was brought from the Pits of Charles Brandling, Esq; down the new Road to his Staith near the Bridge in this Town, agreeable to the Act of Parliament passed last Sessions.- A Scheme of such general Utility, as to comprehend within it, not only our Trade and Poor, (which ought to be the grand Objects of our Concern) but also beneficial to every individual within this Town and Neighbourhood: On this occasion



*An ACT for Establishing Agreements
made between Charles Brandling,
Esquire, and other Persons, Proprie-
tors of Lands, for laying down a
Waggon-Way, in order for the better
supplying the Town and Neighbourhood
of Leeds, in the County of York, with
Coals.*

31. 4. 2.



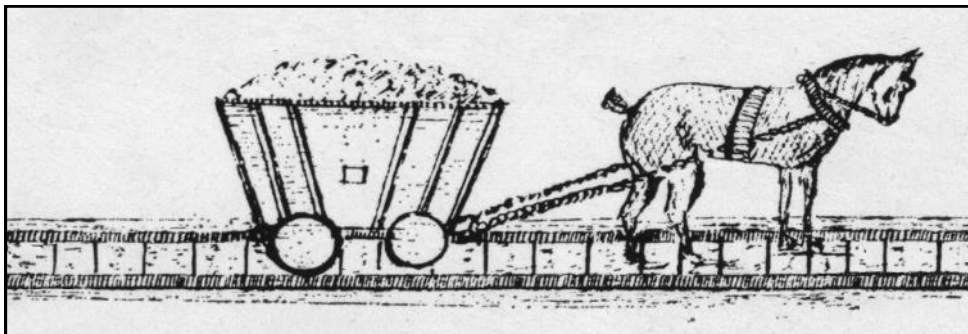
Chereas Charles Brandling, Esquire, Lord of the Ma-
nor of *Middleton*, in the County of *York*, is Owner
and Proprietor of divers Coal-works, Mines, Veins,
and Seams of Coals, lying and being within the said
Manor of *Middleton*, and Places adjacent; and hath
proposed, and is willing to engage and undertake, to furnish and
supply the Inhabitants of the Town of *Leeds* with Coals for their
necessary Use and Consumption, at the Rate or Price of Four
Pence Three Farthings a Corf, containing in Weight about Two
hundred and Ten Pounds, and in Measure Seven thousand Six
hundred and Eighty cubical Inches, for the Term of Sixty Years,
to commence from the Second Day of *January* One thousand
Seven hundred and Fifty-eight, and for such further Term, or
longer Time, as the said Mines, or any of them, shall continue
to be used and wrought; and, at his own Charge and Expence,
to carry and convey, or cause to be carried and conveyed, from

A

his

the Bells were set ringing, the Cannons of our FORT fired, and a general Joy appear'd in every Face.

This was the start of the Industrial Revolution. By 1770 the Leeds Pottery had been established, and linked



An early print of a horse-drawn waggonway as built at Middleton

The opening of this new-fangled waggonway or railway resulted in a massive price-cut of 37%, and gave Brandling's coal an immediate advantage over his competitors. The output of his colliery doubled within a decade. He enlarged his estates by purchasing adjacent properties, and installed his eldest son, Charles John Brandling, in a fine modern mansion, Middleton Lodge, another son, Ralph Henry Brandling becoming vicar of the local parish of Rothwell.

Later developments

The demand for coal increased considerably in the 20 years afterwards. For example. 9000 tons of coal annually was supplied to Leeds Pottery alone!

to the Middleton Railway. Likewise, other nearby industrial and residential premises: such as Hunslet Carr Foundry, a mill at Fullage Close, the Workhouse Staith at Hunslet Moor and the Armitage Staith near Moor Road.

The colliery activities of the Brandlings developed apace. As well as the coal mining businesses, the Lordship of the Manor of Middleton had grown to include:

Two desirable residences, farms, and the inexhaustible Coal Works, together with Two powerful steam Engines, and five smaller Raising Engines, with complete machinery: a Water Corn-Mill, a Brewery, Malting, and numerous Warehouses, Stabling,

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Tenements, and Other suitable Buildings.

RIGHT: Map of Middleton Railway showing original 1759 lines and subsequent developments

However, by the end of the 18th Century transport costs were escalating because of military demands for horses and fodder during and after the Napoleonic Wars, and economies were obviously necessary. The Middleton estate was in serious financial trouble. It was necessary to sell off some of the assets, and adopt a new strategy.

Early in the 19th Century a new estate agent and colliery manager was appointed. Born in 1783 at Felling, Co Durham, John Blenkinsop had been apprenticed at the Brandling's Felling Colliery. He began work at Middleton on 1 October 1808, the estate being then described as *being capable of the greatest improvement*, and that appeared to be the task assigned to the new agent.

What had gone before was but the precursor to the happenings of 1812: the design and building of the first commercially successful steam locomotive in the world by Blenkinsop and Murray, the rack and pinion driven *Salamanca* and three others for the Middleton Railway, and the move from horse power to steam locomotion.

But that, as they say, is another story, to be continued on another occasion. So, in 2012 the Middleton Railway will be celebrating the 200th anniversary of that great event!

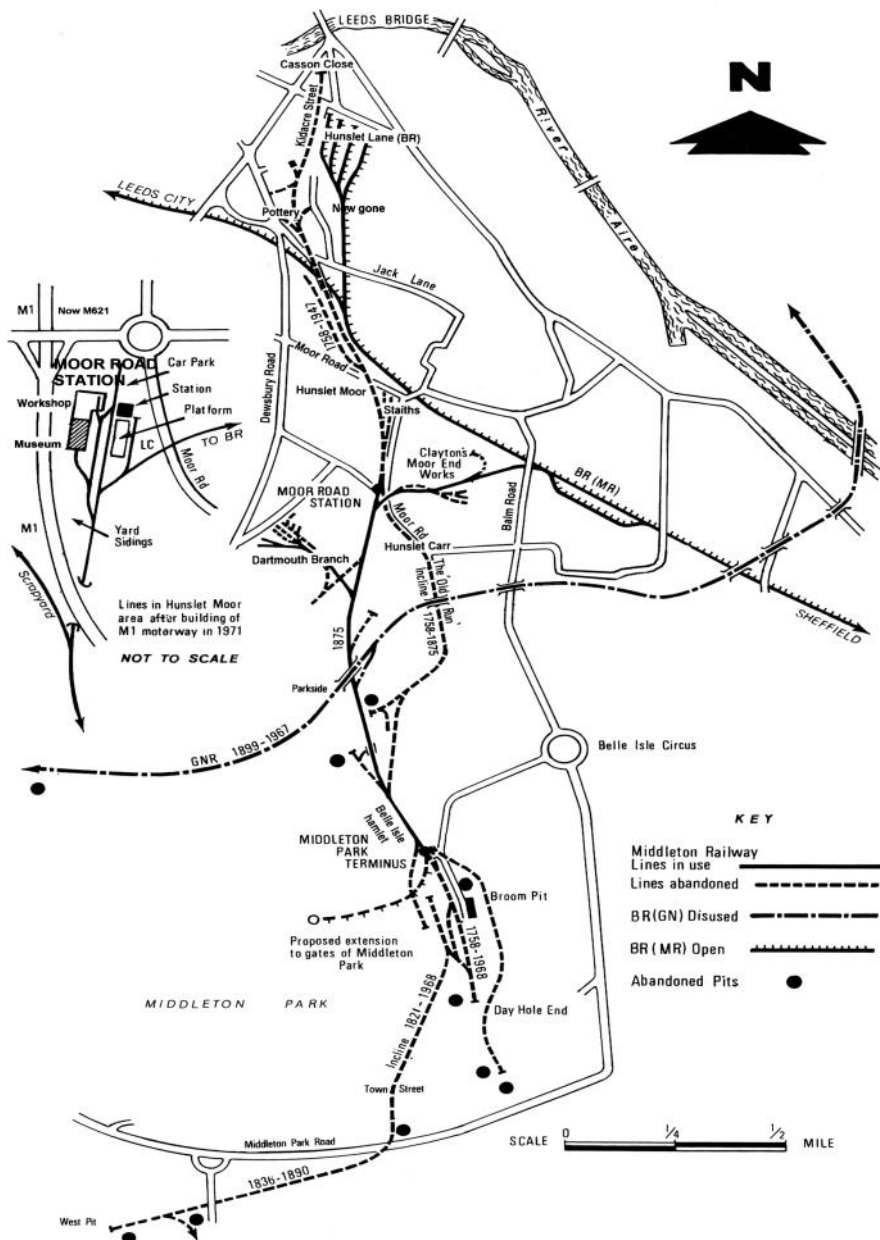
Our present celebrations

For now, however, let us enjoy the 250th Anniversary of the establishing of the world's first railway, the Middleton Railway, in Leeds!

- The 9 June 2008 - 250 years from the enactment of the first Act of Parliament authorising the building of a Railway.
- The 20 September 2008 - 250 years from the date the Middleton Railway opened for traffic.

2008 - 250 YEARS of unbroken railway service at Middleton! (Part 2 will appear in the June issue)

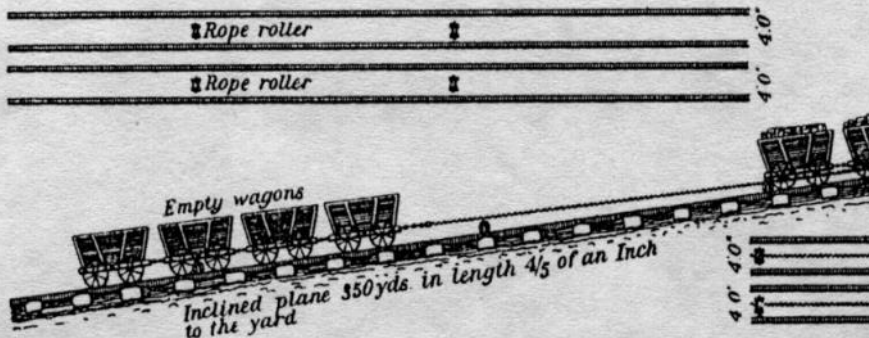
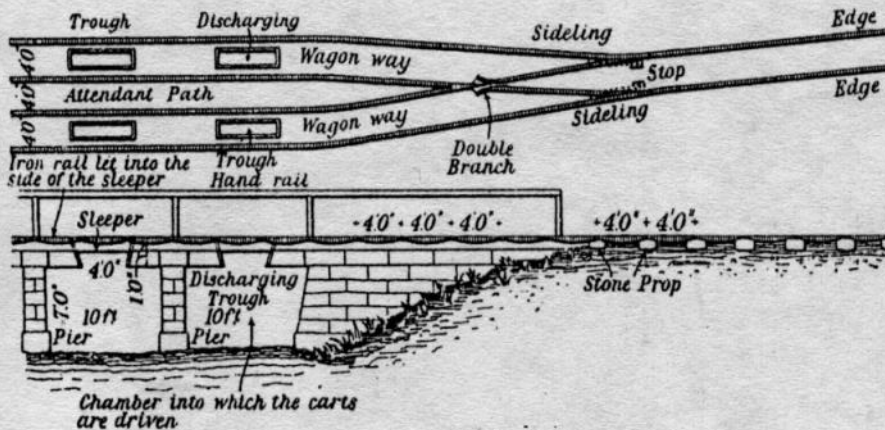
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Middleton Railway is 250 years old (continued)

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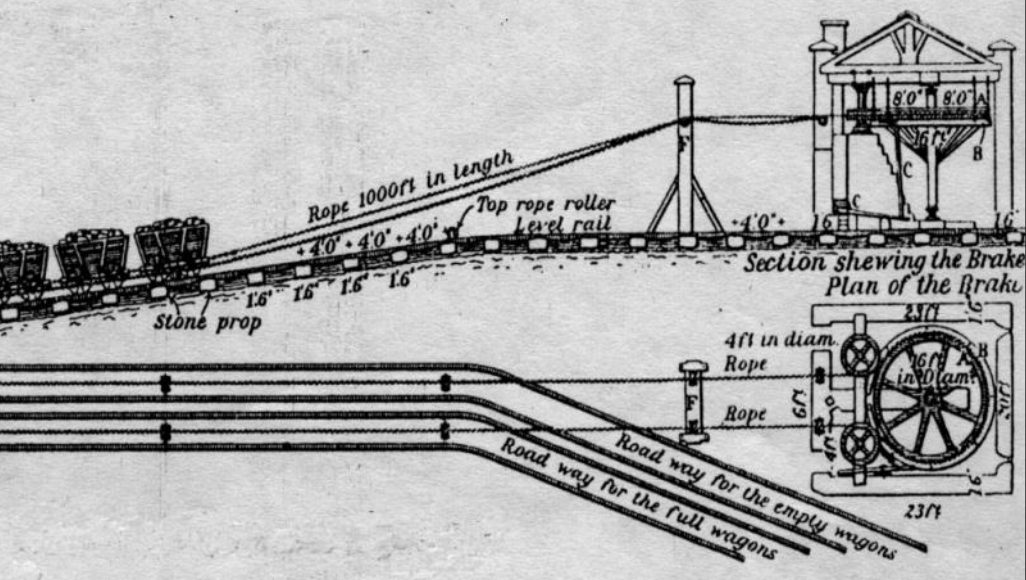
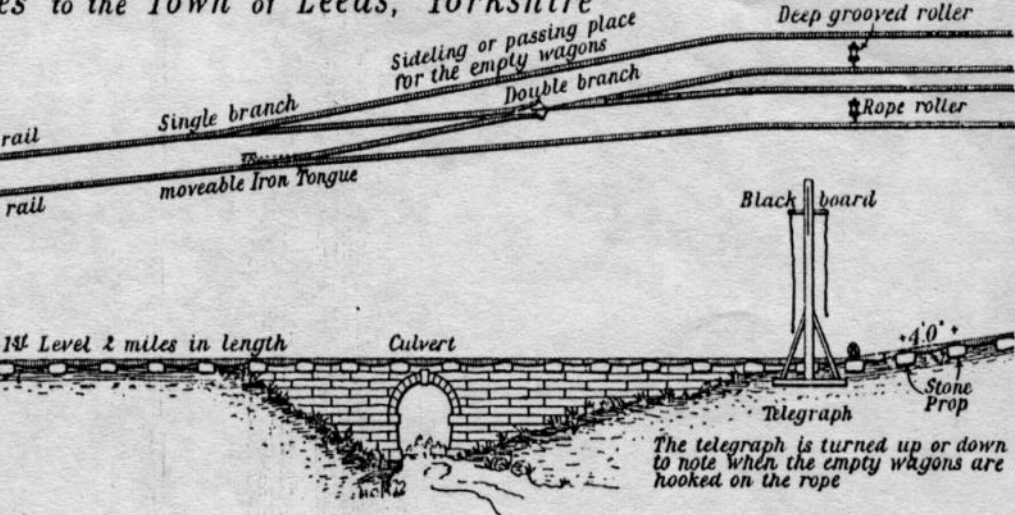
GENERAL PLAN & ELEVATION from Middleton Colliery



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ION OF MR BRANDLING'S RAILWAY,

es to the Town of Leeds, Yorkshire



Special events planned for 2008

Members will be pleased to have this advanced notice of events being planned during 2008 to commemorate the 250th Anniversary of the opening of the Middleton Railway. The two main events will be :

7 & 8 June **250th Anniversary celebrations of the enactment of the original Act of Parliament authorising building of Middleton Railway on 9 June 1758.** This weekend will see a commemorative headboard fixed to all trains, two locomotives will be in steam on both days - and Middleton's first locomotive, Hunslet-built LMS 7051, one-time *John Alcock*, will be relaunched into service again after its recent restoration and repaint, a possible exhibition of Leeds historical transport material, as well as reading of the Act itself. On both evenings from 1700 hours there will be an additional diesel and/or railbus service,

20 & 21 Sept **Gala Weekend celebrating the first train from Middleton to Leeds on 20 September 1758.** It is hoped to include horse-drawn transport during this weekend as a reminder of the Railway's original motive power .

In addition to the above main events, **Monday 9 June** has been earmarked for special visits from schools, and in the evening a social event for all Middleton members.

Saturday 21 June is a first for the Railway—a concert given in the Engine House by the Leeds Parish Church Choir. An engraving of 1829 shows a Middleton locomotive on the Leeds Coal Staithes against a city backdrop.

On a date in September yet to be fixed, there will be a Railway/Yorkshire themed folk evening given by the Dales Folk Group from Richmond in North Yorkshire.

Various talks, lectures and other events will take place during the summer months, including “walking the route” to the site of Leeds Coal Staithes.

Please also see page 15 of this issue for details of other events to be held during 2008.

2008 should prove to be another very special year in the life of the Middleton Railway. See you there! SEE ALSO PAGE 21 FOR SATOP PRESS NEWS.

Keep abreast of the latest arrangements on-line at www.middletonrailway.org.uk or telephone Moor Road at weekends or Wednesdays and speak direct with a person (!) on 0113 271 0320 or email : info@middletonrailway.org.uk



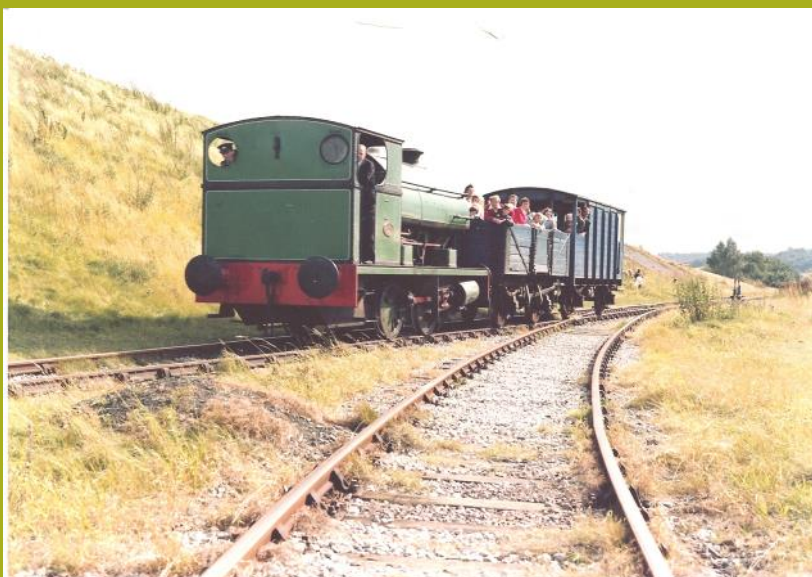
On 24 November 2007 the Middleton Railway celebrated ten years of railbus operations with **Drewry railcar No. RDB998901 *OLIVE*** and **Wickham railbus 999507 *Laboratory 20***. They are seen here at close of the day's service. The weather was not so good, but most trains ran well filled

(Ian Dobson)



From the Dennis Caton collection

These shots, taken on 29 August 1982, are just two of a collection take by MRT member Dennis Caton, and are published to remind us of what the Middleton Railway looked like in those days! ABOVE: Peckett 0-4-0ST 2103/1948 propels its train out of Moor Road station and BELOW: returning from Park Halt and passing over the Dartmouth Branch junction



Middleton gets good coverage in Railway Magazine

A glance at the 2007 Index of the Railway Magazine reveals that the Middleton Railway was mentioned no less than 13 times in the year!

Conway added to Middleton collection Feb 50
Fowler 0-4-0DH acquired Jun 87
Historic double-header at Middleton Dec 60
Jim couldn't fix it June 6
Middleton celebrates railbus anniv. Dec 88
Middleton looks at track following derailment Jul 68
Middleton to celebrate 250th in 2008 Nov 72
Narrow gauge locos arrive at Middleton May 73
Santa's special Mar 68
Severn Valley and M. scoop top HRA awards Jan 69
Sir Berkeley back for 2007 Feb 53, Sep 56
Sir William opens Middleton Railway's Engine House June 63, 71
Southern electric loco goes to Middleton May 86
Terrific Christmas traffic May 64
The Engine House, Middleton's new museum is the works Oct 22

Special events 2008

22 March	Railway opens for season
4 & 5 May	Bluebell Walks in Middleton Woods led by FoMP
17 & 18 May	Children's Gala
7 & 8 June	250th Anniversary celebrations of the original Act of Parliament authorising building of Middleton Railway on 9 June 1758
5 & 6 July	Model Railway Exhibition
August	Trains running every Wednesday in August
20 & 21 Sept	Gala Weekend celebrating the first train from Middleton to Leeds on 20 September 1758
1 & 2 Nov	Ghost trains
6,7,13,14,20,21 & 24 Dec	Santa's Special trains

Other events could be announced later: check our website!

North Bay Railway Scarborough locomotives

Martyn Ashworth writes concerning the photograph of the Hudswell Clarke 20" gauge locomotive *Neptune* in OR 197.

He says: *In 2004 we were able to purchase Hudswell Clarke locomotives D582 May Thompson and D570 Robin Hood plus four Hudswell Clarke carriages, all dating from 1932, from Woburn Park when their new locomotive and carriages arrived, built by Alan Keef Ltd. The stock was taken to Cleethorpes for storage and placed in the museum building there. In 2007 the North Bay railway was "privatised" and it is now booming—not only are services hauled by the original locomotives D565 Neptune and D573 Triton they are now supplemented by D570 and D582.*

These locomotives have a huge significance for Leeds—they were built for, and operated for many years in Golden Acre Park. When the railway there closed they went to Morecambe pleasure beach, then on to Woburn. All these four Hudswell Clarke locos date from 1931 and 1932 and are the world's oldest surviving successful use of diesel hydraulic transmission.

I would urge all members to visit the North Bay Railway, support David Humphries and his team there and marvel at these classic and very historic Leeds built locomotives. TOR

With a backdrop of Leeds city centre and the autumn tints on 4 Nov
at Great Northern Curve shortly after leaving Moor Road station.



September 2007 Hunslet 0-6-0ST 2387/1941 *Brookes No. 1* storms the bank
(*Andrew Johnson*)



**Andrew
Johnson**

Blueboy meets blue boy Blueboy meets blue boy Blue

This could quite easily have been BB meets BB (blue B meets blue B).

On Sunday 23 September 2007 three Middleton Railway working members travelled down in my Bentley to visit the Beeches Light Railway at Steeple Aston Oxfordshire.

I have an interest in the Himalayas as there is a famous railway the "Darjeeling Himalayan Railway" that runs for 51 miles into the mountains from the plains at Siliguri (400ft/120m) to the summit at Ghum (7407ft/2257m) before descending to Darjeeling (6812ft/2075m).

The steam locomotives that have operated on the line for the majority of the past 126 years are B class and were predominantly built in Glasgow by Sharp Stewart and North British. All bar one of these locos are located in India. 19B was sold by Indian Railways to a museum in USA and in the past few years was deemed surplus to the requirements of the collection and was offered for sale.

It was purchased by Adrian Shooter (Chairman of Chiltern Railways) and thoroughly overhauled at Tyseley in Birmingham. Adrian has had built a railway in his

garden. He quite often has open days when he operates his loco with two replica DHR coaches he had built at the Boston Lodge works of the Ffestiniog Railway. These open days are often organised by the Darjeeling Himalayan Railway Society.

So that Adrian doesn't need to light up his loco inside the garden shed he has a 4 wheel diesel loco that was built by Hunslet. He has a selection of other exhibits including some of the vehicles from the Post Office railway that used to operate in a tunnel in London.

For more information about the Darjeeling Himalayan Railway Society see <http://www.dhrs.org/> there is a link from the site for organised tours to India to see the real Darjeeling Himalayan Railway and have the option to drink Darjeeling tea in a Darjeeling café or one of the hotels that are reminiscent of the Raj.

Inside Tindharia loco shed in March this year was the frames, wheels and cylinders from an 0-4-0ST A class loco – some of these were built at Hunslet for the DHR, research has yet to reveal which loco they belong to.

tor

Blueboy meets blue boy Blueboy meets blue boy Blue

oymeetsblueboyBlueboymeetsblueboyBlueboymeetsblueboyBlue



**Scenes from Adrian Shooter's
Beeches Light Railway at
Steeple Aston, Oxfordshire on
23 September 2007
(Andrew Johnson)**

oymeetsblueboyBlueboymeetsblueboyBlueboymeetsblueboyBlue



ABOVE: Updated aerial view of Moor Road site showing the Engine House and new track layout *(Andrew Johnson)*

BELOW: Hudswell Clarke & Co 0-6-0T (1369/191) MSC67 on Santa Specials duty at Park Halt on 22 December 2007.. Note the use of the ex-NER goods van in addition to the passenger coaches, and the cutting back of the trees in the vicinity of the platform giving a new viewpoint . The wreath is carried in memory of the late Geoff Saunders *(Ian Dobson)*



STOP PRESS

WEDNESDAY 14 MAY 2008

On Wednesday 14th May we shall be honoured by a visit from the Lord Mayor of Leeds. He will not only be inaugurating our celebration year but will also be 'unveiling' the recently cosmetically restored former Kirkstall Forge locomotive *Henry de Lacy II* [0-4-0ST Hudswell Clarke 1309 of 1917] .

THERE WILL ALSO BE AN EVENT FOR MIDDLETON RAILWAY MEMBERS ONLY ON THE SAME DAY

IAN DOBSON'S TUESDAY SOCIAL EVENINGS AT THE ENGINE HOUSE MOOR ROAD

4th Mar
1st April
6th May
3rd Jun

Adrian Freeman
Ian Dobson
TBA
TBA

Medium format railway slide show
Railway slide miscellany

More information from E: ian.dobson9015@btinternet.com



**THE LEEDS AND
DISTRICT TRACTION
ENGINE CLUB**
incorporating the
British Fairground Society

SOCIAL EVENINGS

All the socials commence at 7.45 for 8 p.m. on the third Tuesday in the month, and are held at Dewsbury Road Social Club, 393 Dewsbury Road, Leeds 11. Members of the Middleton Railway are invited to attend and take part.

Social evenings programme

Tuesday, 15 April 2008
Tuesday, 21 May 2008

Tuesday, 18 June 2008

Gordon Parkinson on Wortley Top Forge
An evening at the Middleton Railway—joint event with Middleton Railway Trust Limited
Pie and pea supper—West Riding Small Locomotive Society premises [more information from John Knapton T: 0113 2570371 E: johnmknapton@yahoo.co.uk]

**Steve
Roberts**

Most of the winter work has been concerned with the relaying of Middleton Park loop and the extension of the platform, so there is not really much to report about our locos for this issue of *Old Run*.

1601 MATTHEW MURRAY The work on the valve gear mentioned in the last *Old Run* has continued to be the main task on this locomotive. It wasn't completed before the end of the year, so it did not see any further use on the Santa specials.

As the work progressed, more anomalies were found! We had already found that there was a slight difference in the lengths of the valve rods and the new ones were both made to the same length, this being the shorter of the two. The left hand eccentric rods were then both found to be ½" shorter than those on the right hand side. To some extent, this would have compensated for the different length valve rods but not fully.

Following much careful measuring, it was decided to extend the left hand eccentric rods by ¼" and shorten those on the right hand side by a similar amount. This gave better valve events, and it was decided to steam the locomotive for test purposes. This trial steaming showed that we had improved things, but the valve events were still not spot on, so the locomotive came back into the workshops for further measurement and adjustment.

No. 67 Various minor maintenance jobs have been carried out on the locomotive during January. The brakes have been adjusted to take up wear and the steam brake handle has received attention as it was becoming quite loose. The pressure-reducing valve for the vacuum ejector has also been overhauled as it appeared to

have seized internally and was not working properly. Other minor jobs have included the re-packing of the piston glands, normally a fairly easy job, but ease of access was something that Hudswell, Clarke did not have in mind when they designed this locomotive!

No. 6 The cab roof was riveted into place during December, and we now have a complete cab, once more! This has been the only task carried out on the locomotive in the last couple of months although some preparatory work has been carried out ready for white-metalling the side rod bearings.

1210 SIR BERKELEY Stored for the winter. It will shortly be brought into the workshops to be prepared for its annual boiler inspection.

No.11 Still virtually no news to report. The only action has been to partially rivet the front frame stretcher into position. Each week the owner intends to re-start work, and each week there is something more urgent to do!

2387 BROOKES No.1 Brookes was used on some of the Santa specials and saw service on the New Year's Day trains.

1309 HENRY de LACY II Still awaits final lining out and the application of its name.

No.14 Nothing to report.

The Greenbat No further progress to report.

D2999 Presently out of service as its three good batteries have been taken for use elsewhere. The other three batteries were in poor condition and a new set of six batteries will now be obtained.

7401 At long last, the repaint is complete and the loc o has been moved into the Engine House where the outstanding lettering has been completed. The only remaining outstanding task is that of fitting the cab windows.

D1344 (D1345) For D1344 we shall now have to put D1345! The owner of D1344 also owns sister locomotive D1345, and when this became available it was decided that it would be more appropriate to let Middleton have D1345 on loan and to move D1344 elsewhere. The prime reason behind this was the fact that D1345 was the last locomotive to be built by Hudswell, Clarke at the Railway Foundry. Back to D1344, for a few moments! The engine was eventually run up but problems were found with the newly overhauled fuel pump.

Despite various attempts to rectify the problem the fault persisted and, at the time of the locomotive's departure, it was still technically a non-runner although it had run under its own power and had been used for some shunting. Its replacement, D1345 is also presently a non-runner but its overall condition is much better than its sister loco. It is also much more presentable! (*see page 26 for more about this locomotive, Ed.*)

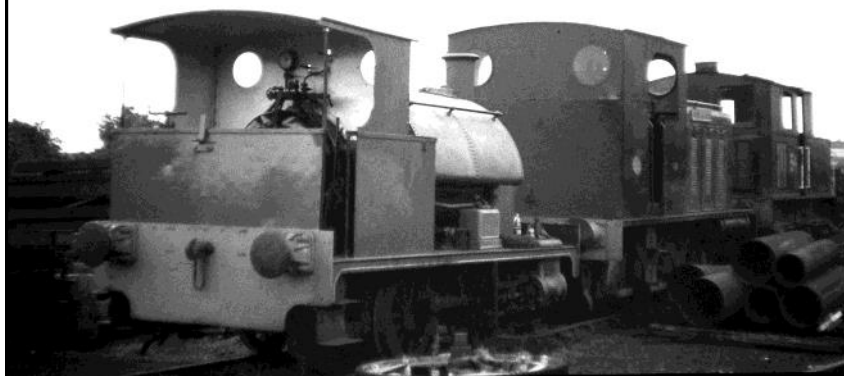
Fowler 4220033 Work continues on repainting this locomotive, along with other minor tasks. Council has agreed to the replacement of the wheel tyres as they are quite worn and beyond allowable limits for re-profiling.

138C, D577, D631, 1786, 5003, the Wickham and OLIVE These are all serviceable and used as required.

All other locos are stored, either on display in the Engine House or awaiting over-haul.

tOR

Nick Tozer of Huddersfield sent in this photograph of three of our locomotives taken by him, one of several taken on 16 November 1973



Wet, wet and nearly down

(after reading the December 2007 *Old Run*)

Brian
Ashurst

It was a cold, damp, foggy morning in early 1961 with a touch of frost. I had cycled over from Headingley at 5.30 a.m. and met my shunter in Clayton's Yard, where we tried to unscrew the valves on *John Alcock* in order to insert starting cartridges and get the engine turning. We both had lectures that morning so we hurried to get things moving. Of course, after we did start it we still had about 15 minutes to wait until there was enough pressure to release the brakes and move up to Robbie's to collect the load of scrap.

My friend (whose name I forget now) had unfortunately injured himself playing tennis the day before, but he gallantly turned out anyway even though he could only hobble painfully around. After about half an hour of slow and heavy shunting, we had a train of about 3 scrap wagons, livened up by a couple of flats with steel plates added from Clayton's. We gingerly set off down the curve, past the hulking remains of the Swansea & Mumbles car and onto the headshunt. Everything was going smoothly. There should be a few empties to collect for Robbie's waiting on the loop.

Across Moor Road we went, engine first, with my shunter holding out the red flag to arrest the progress of the rush hour traffic—a bicycle, I think it was. Because of our educational appointments and the cold, we ignored the chairman's dictum to stop before crossing until we saw a bus coming, and crept slowly across. "Always wait until you see a bus," Fred warned us, no doubt remembering the problems the City Transport department had thrown up when he was trying to save still more trams. I chuckled at the thought and leaned out to share my thoughts with my friend, only to see that he was hobbling further and further behind! We had discussed him riding with me to the loop, but he felt he should stay

of the rails.

I thought a light touch of JA's brake should slow us down enough for him to catch up. Whoa! To my horror nothing happened. We just kept sliding along, past the old Acme sidings, across the industrial road (then only a dirt track) and on towards the dreaded catchpoint, a whirlpool of impending doom glinting dully ahead, its mouth open to devour us. I yelled to the shunter to apply the wagon brakes, but he couldn't reach them! We were going faster now down the slope, and even though it felt like only 5 mph, it might as well have been 50 for all I could do about it.

Thank the Lord for good training! Not mine, but whoever had maintained *John Alcock* earlier (probably Jim Lodge in those days). I suddenly remembered we had sandboxes! I jerked the levers back and forth on both sides, and to the immense relief of both of us, we began to slow down. Finally, we stopped, less than an engine's length from the catchpoint. After that the delivery of the few empties was an anticlimax, but we'd had enough excitement anyway. Talking it over afterwards, we both agreed that no damage had been done and it was probably better that we did not tell anyone. So this is the first time in 47 years that this story has leaked out, and I hope Fred isn't reading it!

Time had gone though. I sped back on my bicycle to Leeds University and managed to secure the last remaining seat in Professor Rees's lecture—on the steps of the dais supporting his rostrum. He was well on his way into his demolition of Plato's philosophy. What he thought when he glanced down and saw this scruffy, greasy and sweaty student puffing and panting below him, I shall never know. Those were the days!

TOR

Winter works at Park Halt



On 20 January 2008. TOP: the run round loop is removed and the trackbed is being lowered to accommodate concrete sleepers. **BOTTOM:** New platform extension blocks in place, and the end slope being craned back into position. *(Andrew Gill)*



Final Hudswell, Clarke diesel locomotive moves to Middleton

Final Hudswell Clarke diesel locomotive moves to Mid-

On 11 January 2008, the Middleton Railway took delivery of Hudswell, Clarke HC D1345 of 1971. Transferred from the NRM Locomotion at Shildon following the end of its loan there, it has displaced D1344 which has moved to the AFRPS at Scunthorpe (where the owner, Andrew Briddon, happens to be doing a placement with Corus).

The history of D1345, now named *Grace*, is interesting. Laid down in 1966 (the engine number confirms this as an approximate date) the locomotive remained outside the Hudswell works for several years without wheelsets underneath. In 1970, along with HC D1388 (another of Andrew Briddon's locomotives), it was completed and supplied to the Avenue Coke and Carbonisation works at Wingerworth, near Chesterfield. D1388 left for Avenue in November 1970 and D1345 left in February 1971. Therefore, as far as we are aware, D1345 became the last standard gauge Hudswell to leave the works.

The locomotive worked at the Avenue plant until the early 1990s when she was sold, along with D1388, to the Shropshire Locomotive collection. In 2000 that collection was put up for tender and sold as a job lot to a firm in Somerset, who in turn sold off locomotives

individually during the following few years. Having inspected both D1345 and D1388 Andrew Briddon was unable to decide which of the locomotives was in the better condition, so ended up buying both units, and a year later he also purchased D1344!

D1345 moved to Long Marston in June 2002, but restoration was sporadic - other locos were given a higher priority. During 2004, discussions were held with Locomotion for the loco (now known as *Grace*) to go to Shildon for several years and act as a yard shunter. The restoration took about a year, but towards the end the job was rushed due to pressures at



Long Marston. At the end of November 2005 she moved to Shildon and had been there since, but, unfortunately, due to some mechanical defects, the loco had not been able to run at Shildon.

In due course *Grace* will be repaired and be operational once again, and it is most appropriate that this last built Hudswell, Clarke locomotive should join the Leeds Locomotive Collection at Middleton.

Technical details: Length 21ft long over buffer beams; Weight 35 tons in working order, Wheelbase 6'0" Engine Cummins NHS-6, 12 litre supercharged 6 cylinder producing 252 hp at 1800rpm; Drive through a twin disc torque convertor into a Hudswell own made final drive gearbox; Tractive effort 23,500 lbs.

Final Hudswell Clarke diesel locomotive moves to Mid-

GEOFFREY SAUNDERS

12 April 1926 to 17 December 2007

It is with much regret that we record the death of one of the Middleton Railway's stalwart volunteers, Geoffrey Saunders, following a period in hospital.

Born in Rothwell, Leeds, Geoff attended Robin Hood Mixed School, and as a boy became aware of and interested in railways, watching LNER tank locomotives working between Lofthouse and Stourton. In 1940, shortly after the start of the second world war, he began a lifetime of railway service with the then London Midland and Scottish Railway in the Stourton Carriage and Wagon Department. In 1943 he transferred to the Stourton Motive Power Depot, continuing with British Railways upon nationalisation, and from 1965 to retirement in 1983 served at Neville Hill Depot.



From being a Cleaner, through Fireman and eventually Driver, Geoff fired and drove a range of steam locomotives, - LMS Class 3F and Class 4F 0-6-0s, *Jinty* 0-6-0Ts, 2-8-0 Class 8Fs and the occasional Black Five which he described as a "real treat". His favourite steam locomotives were the Class 3Fs and Class 4Fs - "you showed them the shovel and they steamed themselves", he told the writer. At the conclusion of steam he transferred to diesels at Neville Hill and drove Class 37s and Class 47s, the Class 37s being his favourite diesel.

A quiet unassuming man, within a few days of joining the Middleton Railway in 1984 on his retirement, Geoff was passed out as a guard. He continued to serve as a train guard until around 2005. For some years Geoff was Yard Foreman at Moor Road and with his wife, Clarice who passed away last year, he worked in the Railway's Shop and represented the Railway at many exhibitions in the area. Over the years they were together responsible for raising a vast amount of funds for the Railway both at Moor Road and at exhibitions.

They were both life-long members of Hunslet Parish Church, and a good number of his Middleton Railway colleagues attended Geoff's funeral there on 27 December 2007. He will be greatly missed, but it is fitting that Geoff was able to be present at the Grand Opening of the Engine House in April 2007, as the then oldest member of the Middleton Railway (*photo above*)

HWB

tOR

Emergency, emergency!

DON'T BE LEFT OUT IN THE COLD!

Fill in your ICE form. (In Case of Emergency form)

This is a call going out to all volunteers at the Railway, to fill in a form giving contact numbers for your “nearest and dearest”, your GP’s name and address, and any other information that may help an ambulance crew or hospital to treat you quicker.

The forms are obtainable from the Ticket Office, together with an envelope. Please fill in the form, giving as much detail as you think necessary. Please remember to include things like elderly relatives who depend on you, or a pet locked in the house at home.

When complete, seal the envelope and write your name on the front, also your nickname, if any.

We hope these will never be used but, should you be taken ill or have an accident, then the envelope can be given to the Ambulance Crew or taken to hospital with you.

We have had two instances recently when this information would have greatly helped the situation.

So thank you in advance for your co-operation.

MEMBERS' CONCESSIONS

important information

Hitherto, members of the Middleton Railway Trust (MRT) have been entitled to unlimited free travel (except at Special Events) on presentation of membership card. Unfortunately, in order to comply with Charity Law (MRT is a registered charity), this can no longer apply. Council have agreed that from Easter 2008 the following will apply **to all members**. Vouchers will be issued with this edition of *Old Run*. **Please note that it is essential that you show your membership card when visiting the Railway.**

1. Access to the Engine House shall be free at all times **on presentation of membership card**. A platform ticket will be issued. However it may be necessary to restrict access on certain days, e.g. Santa days.
2. **TWO** vouchers per annum for free all-day rides shall be given to each full member and each additional family member. Similarly, **TWO** vouchers per annum shall be given to each life member. All vouchers are undated and may be 'saved' from one year to the next.
3. Vouchers shall be issued when a new member receives his/her first membership card and subsequently when membership is renewed.
4. Vouchers are not transferable and are to be presented **with membership card** at the booking desk and exchanged for an appropriate (adult or child) ticket.
5. Vouchers are not valid on any day when special tickets are used or higher prices charged **for any reason e.g. Santa Trains, Gala Days etc.**
6. Members actually at work on any part of the site or travelling in connection with their duties may travel without payment or voucher for whatever purpose, but are reminded that a ticket should be obtained from the booking desk. (Clearly this does not apply to those working on the train itself!). Junior members at work should only travel with the knowledge and approval of their supervisor.

We hope the above is clear. Please contact Moor Road if in any doubt.

The proposed new security arrangements for rail travel outlined in OR197 are very interesting and raise the following points.

Body searches – can we choose who does them? Regarding check-in time: if we assume all staff have the plastic ID card we just need to ascertain how long it takes to have a given number of passengers go through the system and have the security staff on site for that period of time. So if 50 people take 1 ½ hours, any train after 1440 can be cancelled and we all can go home by 1500 hours. This may of course upset the chief bean counter, Stan!

The railway's area of vulnerability: in addition to high voltage fencing can we have a bren gun on the balcony of the passenger brake van and propel it in front of the engine as in war films? Bear in mind we have something far worse than terrorists to contend with: they are called the Belle Isle vandals. Can the guard dog and cat look a bit more vicious than depicted in the photograph on page 14?

On a general note, regarding the crazy idea of airport style security at railway stations: from the 250 stations likely to get full security measures installed how will they be chosen? Station with most trains (Clapham Jct?), the station with the most passengers, station in a predominantly Muslim area (Frizinghall?), station in least Muslim area (Wick?). Will all stations in Scotland be equipped with mirrors on a stick not just for looking under cars but also checking that kilt wearers are properly attired? If Leeds City station becomes a top security station should we all get on train at Crossgates or Fitzwilliam and avoid the hassle of being security checked?

More seriously, regarding the photograph of the "late model" train crew on page 13 of OR197, this old model guard thinks the engine crew are an excellent set of colleagues with whom to work.

**Geoff Nettleton
Otley**

New Traffic Manager

Andrew Hardy (aged 21) has been



appointed the Middleton Railway's Traffic Manager effective 15 January 2008, vide Martin Plumb who has served as acting Traffic Manager for the last several years.

Andrew is currently undertaking an up-date of the Railway's stock book which it is hoped will appear in electronic form later this year.

Martin Plumb continues as Chairman of the R&DSC Committee.

The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

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Membership subscription rates from 1 January 2008

Adult Membership	£13.00
Senior Membership	£10.00
Junior Membership (of M.R.A.)	£10.00
Family Associates of Trust Members (in same household)	£3.00 per person
Life Membership	£225.00

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Hunslet 0-6-0ST 2387/1941 *Brookes No 1* coasts down the gradient from Park Halt on 4 November 2007 (*Andrew Johnson*)

