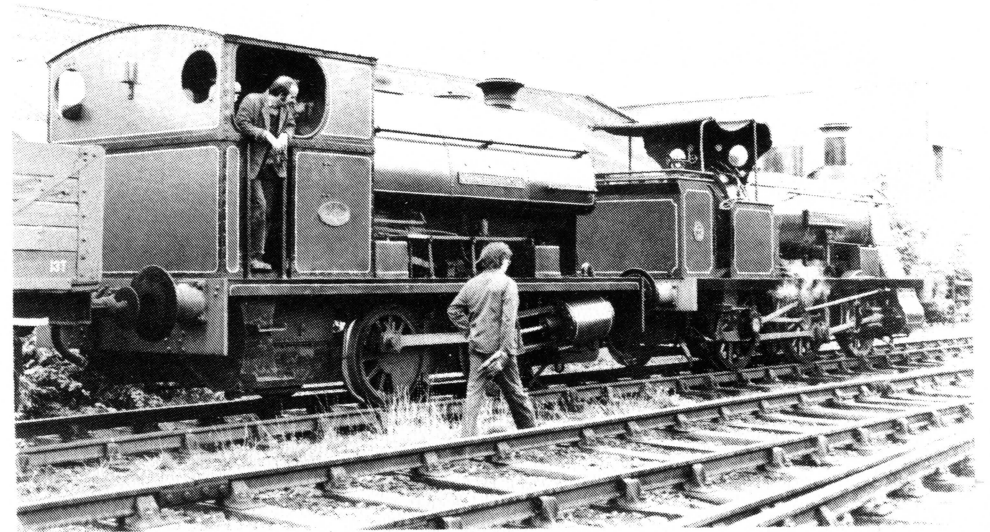


THE OLD RUN



JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS

No. 133

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THE OLD RUN

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Editorial Address: 15, Leylands Lane, Heaton, Bradford, Yorkshire, BD9 5PX.

The Editor invites ALL readers to contribute articles, news items, letters, photographs and drawings on subjects of interest! All contributions should include the reader's name and address. Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd., the Middleton Railway Association, or the Editor.

All articles for the next issue should reach the Editor by 1st March 1991 at the latest.

EDITORIAL

A very Happy New Year to all Middleton Railway Trust members! Yes, it's late again, but who could grumble when the awaited items were Steve Roberts' contributions and, as readers will soon realise, he was not only supervising work on the locos, he had also taken on the duties of Sales Manager, which meant stocking the Shop, organising the packing of hundreds of presents for Santa to distribute, and dealing with the after-effects of a break-in! Unfortunately, this delay brought us to an extremely busy week when the laser print could not be produced.

As this is really the last issue of 1990, the editorial staff would like to thank all members who have contributed reports, articles and photographs to *The Old Run* during our thirtieth anniversary year. This issue is particularly rich in variety of authorship, with 9 different writers being represented (if one includes Ian Smith, who compiled the 1991 events calendar), plus 5 photographers! All contributions have been very much appreciated, and hopefully will continue to arrive.

Sheila Bye, Editor

John J. Bye, Deputy Editor

Cover picture: **John Blenkinsop** and **Bellerophon** double-head a demonstration goods train on 23rd September 1990, during the latter's short sojourn at Middleton. I know the same pair appeared on the last issue's cover, but one of the perks of being Editor is putting my favourite loco on *The Old Run* cover. By way of excuses, the Peckett was withdrawn from service that day and so will not feature so frequently again for some time; also, 1991 is its fiftieth birthday year - maybe not so impressive as the Y7's centenary, but it's half-way there! Photo: Keith Sanders.

THE WEE GEORDIE TANKIE

Following friendly discussions and mutual agreements with the M.R.T. some time ago, there is every hope of seeing the North Eastern Railway Class 'H' Nr.1310, ("Y7" to the majority of us), back in steam on the Middleton Railway, for its centenary in 1991. It would appear appropriate, therefore, for one M.R.T. member and 1310-Trustee from North of The Wall to put pen to paper and update the faithful on the history and background of the locomotive and its class.

Nr.1310 is an 0-4-0 side tank locomotive built by the North Eastern Railway (N.E.R.) at their Gateshead Works in 1891 (Works Number 38), to a design by E. Fletcher, for docks and light shunting work. These small locomotives were 22 tons 14 cwt. in working order; with two inside cylinders 14" x 20"; working pressure 160p.s.i.; driving wheels diameter 3'5"; tractive effort 11,040 lbs., and fitted with Joy valve gear and piston valves.

As a Tyne Dock based locomotive, Nr.1310 was sold in 1931 to Pelaw Main Collieries Ltd. where, in 1948, it became Nr.64 of the National Coal Board (Durham Area). The locomotive was then purchased by the five Steam Power Trustees, arriving at Middleton on 16th June 1965 - before many of our younger members were born! The locomotive had finished its commercial working life with the N.C.B. in 1964, following the closure of its base at Watergate Colliery, between Gateshead and Sunnyside in County Durham, where it had worked partly on the North Eastern/L.N.E.R. line of the original 1727 Tanfield Waggonway, a close relative of the 1758 development at Middleton.

Nr.1310, in fully lined out North Eastern Railway livery, together with Danish Nr.385 and M.R.T. Sentinel (then L.N.E.R. Nr.59) were present at the 150 years of the Stockton and Darlington Railway exhibition and celebrations in the old N.E.R. Shildon-Newport Electric locomotive depot, then part of the British Rail Shildon Works complex in 1975. Each locomotive was presented with two commemorative brass plaques to be "worn on ceremonial occasions", in honour of being present for such a historical occasion.

The history of this sturdy and tough little class is very well described in the R.C.T.S. publication *Locomotives of the L.N.E.R. Part 9B*. Several of the class travelled widely, examples being:-

- i) Three of the class (Nrs.129, 587 and 898) were on loan to Woolwich Arsenal during the 1914-1918 Great War.
- ii) Nr.1799 spent some time with the Admiralty at the Kyle of Lochalsh in the Highlands.
- iii) Nearer home, Nr.1798 was at the Ministry of Munitions at Barnbow, near Leeds - do any photographs exist?

iv) Nr.985 (later 68088) was at Stratford Works (ex G.E.R.) in London, and later went to Bentinck and Thurgatan Collieries. This 1923 L.N.E.R. built locomotive has now been restored as 68088 at G.C.R. - Loughborough.

v) Nr.986 (later 68089) was possibly the greatest wanderer of them all,

in 1925-1926 at Neasden (ex G.C.R.) depot in London,

in 1935 at St. Margaret's (ex N.B.R.) depot in Edinburgh,

in 1945 on hire to the North Sunderland Railway in Northumberland,

in 1951, as 68089, ran the last passenger train from Seahouses to Chathill, Northumberland, on the closure of the North Sunderland Railway on Saturday, 28th October 1951.

Then sold into private service to contractors repairing Morecambe promenade, after which it was cut up without offer of resale.

As will be seen from the accompanying photographs, much work has been done on Nr.1310 since its 1965 arrival at Middleton. This has included the complete renewal of the cab roof, with correct N.E.R. opening roof vent being fitted, and the replacement of the N.C.B. cut-down chimney with a genuine North Eastern fitting from a J72, half an inch too tall, has no-one noticed; but who will complain at that! Additionally, the polished N.E.R. safety valves cover trumpet is fitted on normal steaming occasions. How many souls have noticed that a Y7 spare chimney is currently in use as one of Middleton's donation boxes at Moor Road Station?

While at Middleton, locomotive Nr.1310 was once completely repainted, with shaded gold leaf lettering to the full Gateshead paint livery of 1891, of N.E.R. green, vermilion edged and fully lined out. It is in this state that we hope to see Nr.1310 in steam in its 100th anniversary year, at work on Middleton trains, and to continue the excellent relations between ourselves and M.R.T. members of all ages, that have existed over the last twenty-four years.

On to the next quarter century!

Eur. Ing. Doktor Professor Frederick W. Hampson

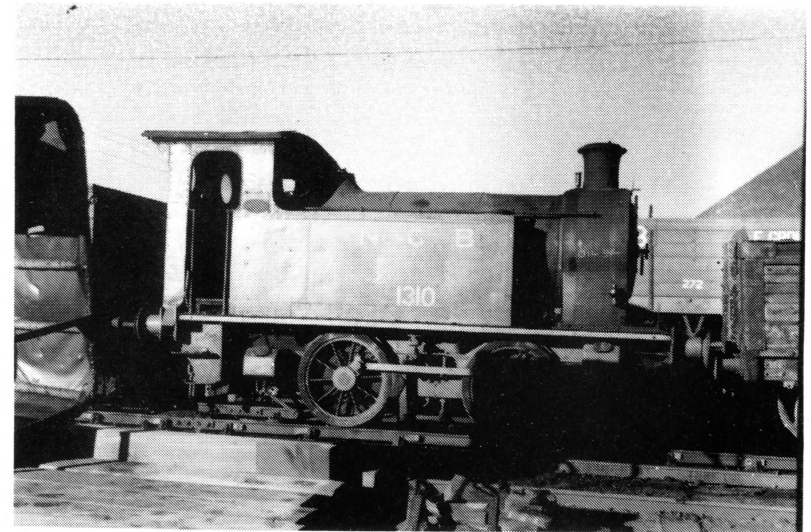
Doktor Professor Hampson, of course, is better known to many Middleton Railway Frust members as "Bill" or "the Bishop". The aforementioned Y7 spare chimney once again has caused consternation to the travelling public, as can be seen from the following story:-

OVERHEARD AT MOOR ROAD STATION

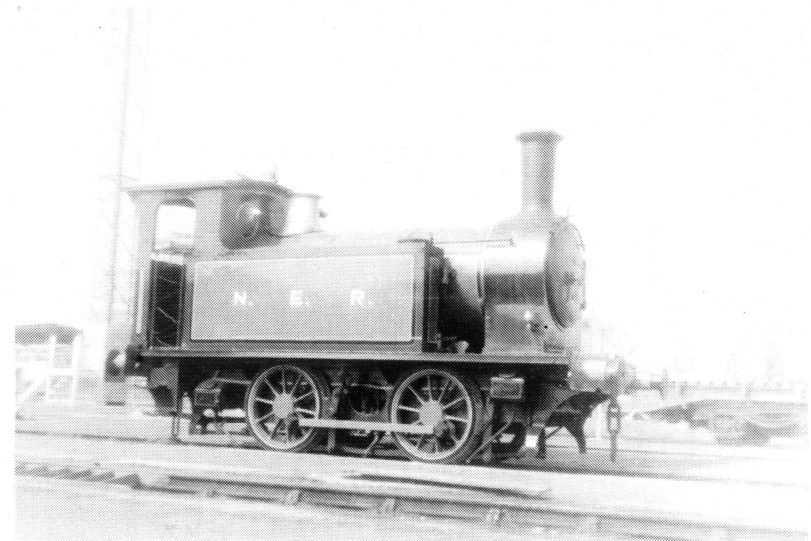
A small boy, coming through the visitors' gate with his parents, suddenly burst into howls of anguish and uncontrollable tears. It took quite a while for his parents to reduce his wails into sobs, and they asked him why he was crying.

Wiping the tears from his eyes, he pointed to the loco funnel which serves as a donation box outside the ticket office, and sobbed "Look - they've buried Thomas the Fank Engine".

H. Nettleton



N.C.B. (Durham Division) Nr.64 (ex N.E.R. 1310) as running at Anne Pit, Low Fell, Gateshead in 1957. Photo: copyright Dr. Prof. F.W. Hampson.



Shildon 1975. Ex N.E.R. locomotive Class 'H' Nr.1310 in full 1891 Gateshead livery. The shade of things to come again. Photo: copyright Dr. Prof. F.W. Hampson.

LETTER TO THE EDITOR

Leeds,
4 December 1990.

With regard to the item 'On the Box' in the Autumn 1990 edition of 'The Old Run', you will be pleased to learn that Middleton Railway was mentioned in at least one other programme of the 'Going Loco' series on Channel 4. 'Yorkshire Steam', which was primarily about a York-Leeds-Harrogate-York trip behind 'Flying Scotsman', paid a quick visit to Middleton in order to explain the historical significance of the railway and even showed some film of the small Fowler diesel (3900002) propelling wagons towards Moor Road!

In the same edition of 'The Old Run' you mentioned the task of typing the material. If you provide some information about the word processing package, and more importantly the floppy disk size/format your computer uses, some contributors may be able and willing to provide electronic versions of their articles which would then only need editing.

Martin Plumb

Thanks for putting me right about our other 'Going Loco' appearance, Martin. I beg the pardon of Channel 4 and *The Old Run* readers. I had the programme marked for watching, hoping that we might get a mention even though the "blurb" in the *T.V. Times* didn't give a lot of confidence for the hope. However, that lunchtime the Deputy Editor broke his arm. We were at the Infirmary with him until early evening, and it was late afternoon before I remembered that the programme was on at tea-time and I should have set the video to record it just in case. The ward had two television sets, but they were both being watched on other channels. It was very frustrating!

The point about the computer is certainly worth mentioning. In fact, we have had computerised items in the past, but for some reason haven't broadcast the "facility". For those with computers, contemplating the production of an item for *The Old Run*, our machine is an I.B.M. compatible, using the 'Windows' word processing program and 3½ inch diskettes, though it may be possible to transfer material from other sizes of disk and other programs (a 'phone call to the Editor is advisable:0274 543574). Of course, any disks sent would be returned as quickly as possible.

Sheila Bye

The Publicity Officer received the following letter from the teacher in charge of Kingstone School Model Railway Society's visit from Barnsley:

My young members were anxious that I should write and tell you how much we all enjoyed our visit to Middleton. They were very impressed by your 'apprentice' Simon and learned more from him about steam engines in 10 minutes than they would have learned in six months here at school.

We look forward to our next visit.

LOCO NOTES

Nineteen ninety one is less than twenty four hours old as I write these notes. What this year will bring is too early to speculate, but I hope that it will not be as hectic as our thirtieth anniversary year. If all goes according to plan, Nos. **385**, **1823**, **1882** and **54** will be maintaining the service this summer. Indeed, at this very moment **385** is battling against the elements with our New Year's Day train service. With much hard work, and an equal amount of luck, the **Y7** should swell the ranks of working locos before the year is out.

2003 JOHN BLENKINSOP As has been predicted for some time, the trusty Peckett finally bowed out of traffic on the Gala weekend, 23rd September. It has been thoroughly cleaned out and placed in storage to await its turn for overhaul.

54 completed the season successfully, being last used on the Thomas Weekend, 12th/13th October. It has now been stripped down for a boiler examination and, as this entails removal of the superheater, the opportunity has been taken to overhaul the regulator box. This has been a perpetual source of trouble since the loco was returned to service in 1987, mainly because it continually blows out the gland packing and, latterly, because of a sticking bypass valve. The bypass valve was just carboned up, but the gland packing problem is due to a mismatch between the regulator rod and the stuffing box, and this will require a new rod machining.

1823 HARRY saw service on the Santa Specials until a corroded ejector exhaust pipe caused its premature withdrawal. It is currently stripped down for its annual boiler inspection, and if this, and negotiations with its owners, are successful, it will see service this year.

1882 MIRVALE As forecast in the last *Old Run*, **Mirvale** returned to its former home on the North Yorkshire Moors Railway for just one week, over the N.Y.M.R. gala weekend on the 6th/7th October. The loco performed quite well, but as was the case with the **Sentinel** in 1988, the longer runs and heavier loads showed up several shortcomings. The left hand trailing axlebox continues to run hot on the long runs, something it did during its limited steamings in 1970. It also proved to be something of an indifferent steamer due to problems with drawing air in through the smokebox. We did learn one lesson from the **Sentinel's** visit, and fitted a larger vacuum ejector to make life easier when creating a brake on coaching stock, and **Mirvale** successfully shunted a seven coach train during the weekend.

Back at Middleton, **Mirvale** has been used on the Santa trains with no problem, and will be available for 1991. The steam brake valve has received attention, and the tubes are to be beaded over in the firebox.

385 In service, but is due for its annual boiler inspection. Subject to this being satisfactorily concluded, the only work programmed for the winter is beading over the tubes in the firebox.

1310 continues to see much work being carried out on itself, although work has been slower of late because of the generally poor weather, and staff commitments on Santa services.

Work on the boiler has been minimal since the last report, but little remains to be done prior to a hydraulic test. The outstanding work is expanding the few remaining tubes, and re-cutting the many washout plug holes. This latter job has been hampered by our lack of a suitable tap, but we have now managed to borrow one, and once the holes have been tapped out the new plugs can be ordered. The new smokebox wrapper plate has been delivered and riveted to the original front plate.

On the frames, the grinding true of the hornguides still progresses slowly, and, until this is completed, the axleboxes cannot be finished. Thus, our aim of having the frames rewheeled by Christmas has died. The crossheads have been reinstalled and fitted to the slidebars, but the latter still requires fitting to the loco.

91 ALF continues to see progress. Modifications to the bodywork have been carried out to enclose the vacuum exhaustor, and completion of the vacuum system awaits the delivery of pipework early in the new year. Painting progresses steadily, although it has been interrupted by the need to remove the loco from the workshop for urgent work on one of the coaches.

ROWNTREE No.3 After much work, the air starting system has been made leakproof. However, not for long as the main shut-off valve cracked shortly afterwards. After attempts at a repair proved unsuccessful, a replacement is being sought.

Steve Roberts

HODBARROW

An earlier edition of *The Old Run* announced that the Hunslet 0-4-0ST **Hodbarrow** would be coming on loan to the Middleton Railway.

However, although agreement for the locomotive to come to Middleton had been made between the N.R.M. and ourselves (and even a date for this set), at the last minute this was called off, due, we understand, to a change of mind by the loco's owners, Hunslet-G.M.T. The loco has now turned up at Armley Mills Industrial Museum, so it seems unlikely that it will now come to Middleton.

Steve Roberts



Mirvale steams towards Moor Road, with an anniversary special on the Balm Road branch line, 17th June 1990. Photo: Mike Taylor.

CARRIAGE AND WAGON NOTES

Immediately after the Thomas weekend, brake coach conversion No.2084 was brought into the workshop for repainting and fitting of new roof covering; this being set against a deadline of having it ready for Santa services. The repainting was straightforward, if laborious. Not so the roof, which is really another chapter in an ongoing saga.

In steam days, the traditional method of covering and waterproofing was using canvas and bedding compound. With the demise of steam, many vehicles requiring re-sheeting were covered in a plastic material, as was the case with this vehicle and the other P.M.V.'s in our fleet. The trouble with plastic is that it doesn't take kindly to sparks and hot cinders from steam locos, and the coverings soon become holed. In the past, we have tried roofing felt, but without much success. No.2084 was, along with other vehicles, fitted with a fibreglass covering on its conversion in 1985. At first, this seemed to have been successful, but it has not stood the test of time and has started to split. To try and overcome the problem without reverting to the very expensive and difficult task of applying canvas sheets, it was decided to try fitting galvanised steel sheets. This should have been, and eventually was, a simple job. However, the steel sheet failed to turn up from our suppliers, and it was literally at the last minute that the material turned up; the coach being finally outshopped on the Friday night some 14 hours before it was required for its train!

Little is mentioned in these columns about the Norwegian coach, No.549. However, over the summer, the exterior has been cleaned down and re-varnished, almost single handedly by Philip Lodge. The roof, which had also been fibreglassed, was also starting to split, and this has been temporarily repaired to prevent water ingress. This coach sees regular use as a waiting room and sales shop on busy days.

Steve Roberts

DOWN AT THE LINE

CAR PARK The earth embankments with the trees planted thereon were intended to improve the appearance of the car park, but recently the earth embankments have caused problems.

First, on 14th October, it was noticed that the concrete cover on the main drain manhole, situated at one end of the car park, had been broken into two pieces, which were at the bottom of a 3 foot deep hole. On 20th October, a piece of 7 plywood was cut to size to form a temporary cover to prevent persons and debris dropping down the hole. Heavy rain had washed landscape earth down the hole, effectively blocking the drain from the shop and shed. Eventually, on the 3rd November, the silt was

cleared from the drain channel and its benching, to once more allow free flow of our main drain into the sewer near the roundabout.

Secondly, water from melting of snow on the weekend of 8th/9th December was trapped on the car park by the earth embankment. With some assistance from our small mechanical digger, a trench was cut through the embankment to allow a new surface water drain to be laid towards the pedestrian subway.

PERMANENT WAY Whilst examining some of the spare hand point levers during the summer, I found a lubrication hole on the top face of the casting, drilled in the letter 'B' which forms part of the word 'TREBLE'. Cast lettering generally is found to read 'Two-Way Treble Leverage'. Our resident P.W. expert was unaware of the presence of these holes, which facilitate oiling of the toggle spring arm. In service, these holes soon become blocked with oily dirt, but can be cleared easily with a suitable implement such as a screwdriver.

D.T. Plummer

SOME INFORMATION ON THE BLENKINSOP PAPERS KEPT IN THE WEST YORKSHIRE ARCHIVES AT LEEDS

Part Two

From page 13 starts the second part of the papers, containing reports from the various mines Mr. Blenkinsop investigated. There is no specific order, either geographically or in time of investigation. So from pages 13 to 16 the report is on "Coal in Gosforth", dated 1818, and from page 24 Beeston Park is reported on in 1809, whilst from page 30 Rothwell Haigh (1817) and from page 33 Harehills (1815) are dealt with. Page 54 brings Alfreton (Derbyshire), page 59 Royds Iron Works, both in 1811, and page 62 Manningham (near Bradford) in 1813. A "Recapitulation" of 10 mines in 1816 starts from page 48. There are also some pages with "Questions and Answers". In all, 34 mines were investigated.

The third part, starting with page 66, has the heading "Papers relative to Travelling Engines". It begins with 8 papers on different aspects, such as housing, feeding and herding the horses, and wages for the herdsman, in relation to coal consumption and upkeep of locomotives. Even the bigger strain on the tracks executed by the cogwheels of the engines are taken up in the calculations. Also "Duke of Wellington" is mentioned. From page 78 onwards, the experiences with 8 mines are reported, intervened by "Questions and Answers on Travelling Engines" in 1814 (pages 81/82). Of course, the most space (pages 108 to 142) is dedicated to Middleton Colliery, with the years 1808 and 1809, describing the working of 5 pits and putting his case for rail traction, as well as giving his opinion on improvements in working and construction. With the report on Rawmarsh Colliery (near Rotherham), this volume closes with page 164.

When considering the contents, the variety of themes and the distance between the collieries investigated, it must be said that John O. Blenkinsop was an extremely diligent, versatile and creative man. He, being "only" a viewer - whose business was more on the managerial side, mastered also questions of high technical level. From the reports, it can also be seen that he must have done a lot of travelling, because his activities go from the vicinity of Derby to Newcastle, and from Bradford to Selby. He was firm in all the various performances connected with mining, and applied the incorruptible method of calculations to a matter hardly accessible to it at that time and probably not understood by many of his contemporaries, not only because of different measures and weights throughout the country. He also knew the interdependencies between technical and economical activities, which enabled him to propose solutions hardly understandable at the first moment for other people. This analytical approach, however, put him into a position to judge the technical and economical status of mines in a manner as consulting engineers would do it today. For that reason, we have to bring the highest esteem to him still today.

The next item contained in Accession Number 1546 is the *Letter Book of T.W. Embleton*, divided into two parts, as already mentioned. It starts with the coat of arms. Then there follow letters which were apparently written by John Blenkinsop, but somehow not despatched and, finally, letters describing Blenkinsop's illness and his inability to work permanently any more. To explain this a bit more in detail, we revert to page 2 of Blenkinsop's reports, where he mentioned that the "Main Coal" is infested with fire damp, and also that sometimes naked candles are used instead of safety lamps. It must be mentioned that besides his other work, he himself took much pain, time and thoughts to improve the safety lamps. One of his improvements was put into service at Middleton Colliery.

It seems to be appropriate in this connection to mention Blenkinsop's relations to George Stephenson, because the safety lamps play also a part therein. When Stephenson had visited Middleton in 1816, he started the well known quarrel with Blenkinsop concerning the use of the cogwheel (apparently bowdlerized by him as "cockney wheel"). But silently, and without commenting on its origin, he took away knowledge which seemed favourable to him. This was the displacement of the cranks of the two cylinders on Murray's engine, and the improvement on the safety lamp by Blenkinsop. In Newcastle, Stephenson discussed the improvements with Davy, who made them public, and that is why the lamp today is known as Davy's lamp (instead of Blenkinsop's).

On 12th January 1825, a serious accident happened in Gosforth Pit of Middleton Colliery, in that the fire damp exploded. Although the minimum time limit laid down for such an incident had not yet elapsed, and despite it would not have been his business as viewer, Blenkinsop organised a rescue team, and he himself entered the mine as the first. Probably he wanted to learn the reason, because he knew that the men were equipped with his safety lamp. The subsequent investigation showed that a man, wanting to ignite his pipe, had removed the safety cap of the lamp. This thoughtless behaviour cost the lives of 25 pitmen - and of John O. Blenkinsop. He incurred a gas-poisoning which led to "a long, tedious and hardly

bearable illness", and after 6 long years he died on 22nd January 1831, "only 50 years of age". In the letterbook of T.W. Embleton, starting 11 Dec 1830, there is frequent mention of the status of his sickness, as Rev. R.H. Brandling seems to have been interested in his condition. It would be inappropriate to go into more details of the voluminous *Letter Book* now, and this therefore has to be a theme for future articles in *The Old Run*.

Under Accession Number 1547, we find documents relating to Matthew Murray, who put into being the engines specified by Blenkinsop. Under Accession Number 1478, finally, there are to be found documents relating to Middleton Railway. It would exceed space and volume of this article to mention more details of these Accession Numbers, and this will also have to wait for another article in the future.

W.M. Wunderlich

RUNNING THE OLD RUN

The first issue done solely under my own direction, without guidance from the former Editor, was No.125, Winter 1988/9. It was not what might be called a really good piece of work. To begin with, there was a shortfall in material for that issue, and larger gaps than usual had to be put between the items to conceal the fact. Also, *The Old Runs* were running late (!!!), and I wanted to get it finished and off to the printer as soon as possible. Then the computer turned awkward, and insisted on leaving too big a gap at the top of one page in particular, and consequently not enough room for the page number at the bottom. After adjustments to the computer file failed to dissuade the machine from doing this on a second printout, I said "(Expletive deleted) it", printed the sheets without numbers, and pasted them on afterwards in the bigger spaces at the page tops. All in all, it wasn't *too* bad a first solo effort, and hopefully things would improve.

A few weeks after publication, the Publicity Officer/former Editor cheerily informed me that he'd entered that issue for the A.R.P.S. Publications Competition. Oh dear. Actually, we didn't do too badly, to say that *The Old Run*, at c.250 copies per issue, was competing against the "big boys" with a run of c.5,000 per issue, enabling them to afford better reproduction, full colour illustrations, etc. We came 9th out of 12 entries in the magazine class of the competitions, which also included ones for newsletters, guides and timetables (our timetable came a very creditable 5th out of the 12 entries in that class). The collective wisdom of the judges for the magazine section, the Editors of *Railway World*, *Steam Railway*, and the *AR.P.S. Journal*, plus the A.R.P.S. Publications Adviser, was as follows:

An informal chatty style endears one to this modest little production which compensates in many ways for the straightforward design. A pity so much space is wasted where articles have fallen short - a little "remarshalling" of

stories could have produced space for another large photograph. Very good for a small railway, produced at low cost. Hard to mark in comparison with rest. Good open style makes up for lack of design. Not a great deal of news, but generally sound stuff. Creditable little production for small project with limited resources. Good lively style makes the reader feel involved. Better repro needed, particularly of photos. Try moving page numbers to foot and introducing boxed or banded column headers. Nice looking publication for such a small print run. Good subject balance. Really needs a few more illustrations; partly down to subject matter of course. Hard to say how much it would appeal to outsiders, though, less than some others of small runs.

Our total mark was 1081, compared with 1316 for the *Festiniog Railway Magazine*, print run 5,000, which was voted Best Magazine. The comments about wasted space are all too true, but, alas, I didn't *have* another suitable photograph to use - a situation vastly improved in 1990 by a regular flow of superb items from our railway photographer friends, for which the editorial staff are extremely grateful, and which we hope will continue to arrive (hint, hint). The last judge's remark is perhaps a little off-target, as *The Old Run* has always been intended as a members' magazine. A few extra copies are printed, for distribution to any new members who join after the magazine goes to print, and a few further extras are sent to the professional magazines, to keep them in touch with what is happening at Middleton. Any copies left over are then put on sale in the Shop, but these are usually few in number and we certainly don't cater for sale to the public in either numbers or content, though members of the public occasionally do buy a copy. My own opinion is that there are already several excellent commercial magazines covering either modern railway systems or railway preservation news, and coverage of either of these subject ranges in *The Old Run* might be superfluous, not to mention unnecessary - so long as we have enough Middletonia to fill the available space. However, back in the 1960's *The Old Run* had a much wider range of content, with articles about other railways and topics of general railway interest. *Should* the magazine have become quite as purely parochial as it is. What do other members think about this?

In Spring 1990, Ian entered Issue No.128, Autumn 1989 for the 1990 competition - a rather superior issue compared to No.125. It came 12th out of 18 entries - only two-thirds of the way down the field this year, as opposed to three-quarters last year. Judges this year were the Editors of *Railway World*, *Steam Railway*, *Railway Magazine*, *Steam Heritage*, and the *A.R.P.S. Journal*, plus the A.R.P.S. Publications Adviser. Their collective comments this time were as follows:

Always a good read and nice to see a railway lady who knows her subject and blows a few myths! Why bury current news so far in? Brave to properly type set a magazine for only a few hundred copies. Over generous with leading and white space, but neatly presented. Good to see a lady editor in the chair. Editor seems to be getting swamped by Fred! No sense of title page or feeling for layout.

The marking system was different this time, and our total mark was 271, compared with 337 for the winner, the North York Moors Historical Railway Trust's *Moorshine*.

One judge obviously has something against our Fred, as there was only one more item with his name on than there was with Steve Roberts' name to them. In fact, two other, uncredited, items also should have had Steve's name on! However, does it really matter who writes the most articles, as long as there is a good balance of content, and Fred's contributions to that issue ranged from his memories of our late President, Lord Lindsay, who had died recently, to an amusing account of the athletic gent who demanded that the ballast should be levelled out so that his club members didn't trip over it when trespassing on the line. On the other hand, a greater variety of writers does *ensure* that a varied and lively content can be maintained, but this is an ideal situation which we're only now beginning to reach; No.128 was swamped by Fred (not to mention Steve) because, besides them and me, only two other members had sent contributions. There really was too much "white space" in No.128, though not as much as in No.125, and less than in more recent issues. It's rather hard to know what to do with the odd blank line or two, when all else has fitted nicely together. The last comment was rather depressing, particularly as I thought the layout was improving issue by issue, and it isn't clear to what the term "title page" alludes. *The Old Run* is really too modest a publication to warrant wasting space on a proper inside title page, to which the term usually refers; this is why the Editorial is relegated to the inside front cover unless I feel excessively verbose about something. This said, it must be admitted that a slight re-shuffling and "tarting up" of the inside front cover has been done, as members presumably will have noticed and, we hope, approved of. If the judge was referring to the front cover, yes, there probably was room for improvement, though I thought the Issue No.128 cover was quite good for a small-budget publication. I like it better than the Issue No.130 front cover, in fact; it looks plain and no-nonsense, like the unpretentious style of the Railway itself. Actually, the front cover has been a regular source of argument between the former and present Editors, with Ian being in favour of a new style being evolved, as a result of which a new heading was drafted out some time ago, and is now being produced by David Monckton to be used for the first time on the next issue. Other changes have been made to the interior layout over the past few years, as better technology has become available to us (and as the Editor has become more proficient at using the technology!).

The fact that one of the judges thought that the magazine had been "properly type set" is much more flattering, and this, perhaps, is an opportune time and place in which to explain how *The Old Run* actually is produced. When I did a short stint of typing-up for *The Old Run*, back in the mid-1960's, the Editor of that time used to bring the material painstakingly worked out to produce a "justified" effect - with extra spaces or half spaces to be put between the words, bringing the last letter of each line level with the ones above it. It involved counting up every separate letter and space at least once. Nowadays, this effect is produced automatically by the wonders of word-processing, as are the larger letters of the headings, formerly done by the printers or by means of Letraset stick-ons. The first computer printings were put together by cut and paste method, to fit into the required page size, but all processing is now carried out on the computer.

As (and when!) articles, notices and reports arrive or are written by me, they are typed up on the computer, roughly in order, using a word-processing program. Computers are a vast improvement on typewriters, as it is possible to change letters, words, paragraphs etc. in a few seconds, and chunks of text can be removed from one position and placed in a new site with the greatest of ease. Eventually, it is possible to see the material more or less as it will appear when printed out, though on our machine this involves "rolling" the screen. Inbetween typing, I attempt to winkle missing items out of various people who have forgotten the dead-line date for contributions, sent off material and had it lost in the post, not sent off material and had it lost in the house/office, etc., etc., etc. Also, the Assistant Editor/ former Editor/ Publicity Mogul, Ian Smith, comes over to Bradford with his own reports and adverts, and the latest collection of goodies from his photography contacts. The latter items are not trusted to the vagaries of the postal service if this is at all avoidable. Having picked out the most suitable photos, I concoct the captions for them, and type these into the computer file, after which the whole text is checked and re-checked for spelling and punctuation errors, missing words, etc. Then begins the ulcer-stirring nightmare of fitting all the bits together, trying to retain a traditional order of presentation, whilst avoiding too much "white space". The computer is then asked to paginate the file; that is, to insert page breaks where the pre-set page and margin measurements cause them to occur. It is at this point that Murphy's Law that "anything which can go wrong will go wrong" manifests itself, by making at least one article end up with a heading and one line down at the bottom of the page and the rest of the article overleaf, whilst another has the last line and the signature, or even only the signature, starting a new page! Either eventuality entails a major re-shuffling of items in order to eradicate the eyesore. It also is necessary to keep in mind the fact that the computer definitely does not like to put in a page of photo captions when the previous page has ended mid-sentence. It refuses to break off for a photo page unless an article, or at least a paragraph, has finished at the bottom of the preceding page, and getting this to happen at the right part of the magazine takes a lot of manoeuvring. It also can result in the most suitable places for a photo page being all in one clump, rather than more aesthetically scattered through the magazine!

When all looks right (in my opinion, anyway) the main file and the short file for the page 23 address list are "saved" on a disk; the page 23 file is kept separate because it has different settings from the rest of the pages, and also is not often changed in detail. We are very fortunate in having access to a laser printer, on which the master sheets are printed out, giving a much clearer print finish than previously possible, without resorting to expensive professional type-setting. The disk is now taken there on a Saturday or Sunday, and fed into the computer, together with the necessary printing and page numbering instructions. As I have to pay for the laser printing, it is hoped that the first print is perfect. Very often it isn't; it really is amazing how spelling mistakes etc. can still be found on the laser print, even after several check-throughs on the computer! (As witness the letter e which changed the word "on" to "one" towards the end of Ian's article 'Visitors' in the last issue. See also this issue's article 'History Errata!') When final corrections have been made, and the

master print is complete, the photo spaces are numbered to match the numbers on the photos which are to go in them, and print sheets and photos are taken over to the printing works at Morley. Here, the pages are reduced from A4 to A5 size, photos are reduced or enlarged to fit the spaces allotted, and the printer's own masters are made for the printing process.

Our hi-tech system has greatly improved the print quality of the magazine, but it has not yet started to write articles or take photos - members' input is still vital. don't forget. For instance, it would be interesting to know what members think about the magazine's layout and content; after all, it is produced to keep the membership in touch with Middleton matters, and (fortunately) not to try to win competitions!

Sheila Bye

BOOK REVIEW

RAILWAYS OF SOUTH SHIELDS by Neil T. Sinclair and Ian S. Carr.
Tyne and Wear Museum Services, Newcastle, 1990, £5.95; ISBN 0 905974 492.
92 pages, 106 illustrations and 4 maps; 210 x 210 mm, softback.

With colliery railways as a major theme, and a significant Brandling family involvement, this book will be of interest to Middleton readers. In 1819, John and Robert Brandling of Gosforth, already heavily involved with coal in Northumberland. Durham, and of course Yorkshire, bought the Templetown Colliery near South Shields, together with its wagonway. In 1822, they started sinking the St. Hilda pit, just by South Shields market place, which opened in 1825. St. Hilda became central to the activities of the Harton Coal Company, formed in the 1840's after the opening of the nearby Harton Colliery.

Although Robert and William Brandling had been active at the start of sinking Harton, the Brandlings sold their South Shields coal interests in the early 1840's. About a decade earlier they had obtained an Act of Parliament for what became the Brandling Junction Railway, linking Gateshead with South Shields and Sunderland. In 1844, however, the B.J.R. was drawn into the empire of George Hudson, the "Railway King", finally to emerge as part of the North Eastern Railway.

The locomotives, trains and stations of the N.E.R. and its successors feature widely in the book's extensive collection of photos, including the elegant North Eastern electric stock, rehabilitated for the South Tyneside electrification in 1938. Tyne Dock, between South Shields and Jarrow, was the site of a formidable set of coal staithes as well as a terminal for importing iron ore for onward transport by rail to the Consett Steel Works. The trains of 56 ton side door bogie hoppers were a well known working for L.N.E.R. 04s and B.R. 9Fs.

Of particular Middleton interest is the Harton Coal Company, which went from strength to strength and in 1908 became the first British colliery company to electrify

its rail system. The fleet of electric locomotives, both four wheeled and bogie, had building dates from the opening period to the 1950s. Although photos of the locos have featured from time to time in the Industrial Railway Record, the Harton system is fully covered here, both in photographs and by notes on its development, up to the end of electric loco working as recently as July 1989.

Maps and concise historical summaries cover both the main line and industrial rail scene around South Shields. As a useful companion, I can recommend another new book, *Maritime Heritage: Newcastle and the River Tyne* by Ken Groundwater (Silver Link Publishing, 1990, £5.95). This not only includes photos which carry the transport of coal onward from rail to staith to seagoing collier, but also has a number of interesting air photos covering Tyne Dock, South Shields and the lower Tyne.

Returning to the excellent selection of photographs in *Railways of South Shields*, some cover interesting local sidelights, like a Jarrow tram or an indication (by Tyne Dock) of Catherine Cookson's birthplace! Other views show "The Marsden Rattler", the colliers' train on the South Shields, Marsden and Whitburn Colliery Railway, which also carried a public passenger service. The steam-worked S.S.M.W.C.R. was another part of the Harton Coal Company's empire, and one view shows a closeup of an aged "Rattler" colliers' coach with three gentlemen sporting some of the flattest flat caps on Tyneside. This was not the coach, however, which was "normally kept locked and was only opened by the guard for white collar workers and the public". The book fully captures the railway scene through an era of Tyneside which has now, for good or ill, gone forever.

Henry Gunston

SANTA 1990

I suppose, all things considered, the 1990 Santa season has been successful. However, with, at the end of the day, 3298 passengers carried, it was 7% down on 1989 and 30% down on the record year of 1988. Eternally optimistic, we had budgeted for a fairly hefty 15% increase in visitors over this period, and this was reflected in the number of presents wrapped and mince pies bought.

The reasons for the downturn in passengers over this period are not hard to find. The second weekend of operations was badly affected by the snow storms, and although every train operated, most had only a handful of passengers. In fact, for the children it was almost like a personal Santa service! We had budgeted for 1275 visitors, and in the end only 444 people braved the elements. This should have been the busiest weekend, and whether those that failed to come postponed their visit to

the following weekends, or were lost altogether, we can only speculate. If we ignore this weekend in our statistics, then we achieved 101% of our target for the season.

Not content with the blow that fate had dealt with the weather, other, more sinister, characters lent a hand on the night of 9th December, when the Shop was broken into and much of our Santa stock stolen. Whilst we at first thought that it was kids, it is now obvious that it was more organised, as the amount of stock removed was in excess of two car loads, and certainly the cases of wine were too heavy to carry far. Fortunately for us, the thieves concentrated on removing what they were after, and did little damage other than that necessary to break in, which in itself was considerable.

For the statistically minded, the following information may be of interest:-

	1990	1989	1988
No. of passengers - Adult	1741	1832	2165
Child	1557	1709	2184
No. of presents used	1562	1738	2184
No. of mince pies used/sold	1848	1920	2153
Quantity of wine dispensed (litres)	144	135	153

Operation of these Santa Specials involves a lot of time and effort from a considerable number of people. I'd like to express my appreciation to all those who helped make it a success, from the present wrappers to the loco drivers and, of course, the several 'Santas' without whom we couldn't run these trains.

Steve Roberts

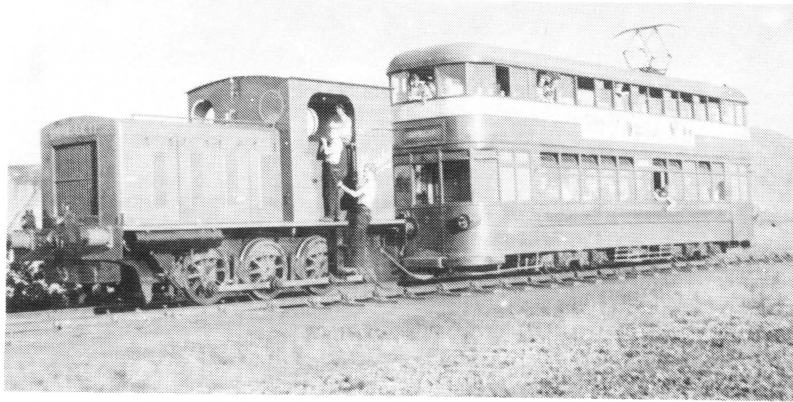
SHOP STAFF - 1991

Although Easter still seems a lifetime away, now is the time to start planning for the new Season. As always, volunteers are required in all departments and one area of our activities where we are always short of help is in the Shop. Every operating day we need two people to staff the Shop and ticket counter, and extra staff will help relieve the workload on the regular stalwarts.

This work is ideal for the Mums, Wives and Girlfriends of the fellow members, but the men are by no means precluded! On normal weekends, it involves attendance from 12.30p.m. to 5.15p.m., although Bank Holidays and special events normally have a 10.15a.m. start.

If you think you could spare some time, even if it is just one day a year, to help in the Shop, then please give me a call ('phone number on the back page). Remember that the Shop is the Railway's prime source of income, and without its benefit we would soon be in difficulties.

Steve Roberts



One final nostalgic look at the past 30 years. Above: **John Alcock** hauls one of our first visitors' trains back to Burton Road, June 1960. (Photo: M.R.T. collection.) Below: **1247**, visiting from the National Railway Museum, hauls a train out of Moor Road Station, June 1990. (Photo: Mike Scargill.)



HISTORY ERRATA

As mentioned in the article 'Running The Old Run', it really is amazingly easy to read through and through some text and still miss the most obvious of mistakes. For those of you who have bought copies of the new Sixth Edition of the Middleton Railway History, here are one or two changes to note:

Page 3 - I copied details of the Conyers token from another publication. A photocopy of a "rubbing" of yer actual token at the Leeds District Archives having now been seen, for complete accuracy - as this is a quotation and ought to be accurate, the wording is on one side "FRANCES CONYERS OF MIDLTON IN YORKE SHIRE HIS HALF PENY 1669", and on the other side "FOR THE VSE OF YE COLE PITS". (V was often used instead of U at that time.)

Page 5 - *The Leeds Intelligencer* was published on Tuesdays, not Saturdays, as I well know and have no excuse for not noticing the mix-up. It was *The Leeds Mercury* which appeared on Saturdays. I must have read that passage over a hundred times before and after publication, and only realised just before Christmas that I'd put the wrong day. The 26th September 1758 was indeed a Tuesday.

At the bottom of the same page - Seal and Teal were, in fact, probably the same map maker - Jonathan Teal. The information and name Jonathan Seal were gleaned from an article in a vintage *Old Run*, which I found not long before the History went to print and didn't have time to check out, even though the two names seemed suspiciously alike. Now I've seen a photocopy of a later map in Leeds District Archives and, though the initial letter could be either an S or a T at first glance, comparison shows it to be identical to an indisputable T elsewhere on the same map.

Page 43 - The Avonside loco, **21**, was of course an 0-6-0ST, not an 0-4-0ST as stated. Actually, **21** was not in the loco lists of the Fifth Edition, and I copied its details - including the error - from another publication. However, this is no excuse: I should have noticed.

Despite this, the Sixth Edition does remain by far the fullest and most accurate to date, but if anyone has anything else to dispute, or further knowledge to add, or ideas for other sources, please let me know, as work on the Seventh Edition is already under way, though it probably will not be needed for a couple of years. Meanwhile, watch out for details of the new edition of the Stock Book, due soon!

Sheila Bye

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Wednesday 15th May	SCHOOLDAY TRAINS
Saturday 25th May to Monday 27th May inclusive	SPRING BANK HOLIDAY SERVICE
Tuesday 18th June and Wednesday 19th June	SCHOOLDAY TRAINS
Sunday 30th June	"FRIENDS OF THOMAS" DAY
Sunday 4th August	TANK ENGINE DAY
Saturday 24th August to Monday 26th August inclusive	BANK HOLIDAY SERVICE
Sunday 22nd September	GALA DAY
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