

# THE OLD RUN

Journal of the Middleton Railway Trust



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Spring 2000

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2000

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Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd, Middleton Railway Association or the Editor. Many Thanks indeed to the members who provided articles, reports and photos for this issue.

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*Front Cover : NER Y7 No 1310,  
strolling towards Park Halt with  
Driver Wilkinson on Sunday 14th  
May. Photo: Peter Nettleton*

## EDITORIAL

ALAN GILCHRIST

After spending nearly three years away from the railway due to starting my own company, I now feel that I have the time to contribute to the railway once again, by editing the 'Old Run'.

I have changed the submission dates for contributions to the magazine, mostly to fit into my schedule and to coincide with specific events at the railway, the new dealines are the 20th day of May, August, November, February. Hopefully, working with the printer, I hope to have the magazine on your door step by 20th of the following month.

I should also like to apologise about the quality of the last edition, the pictures including the cover picture were not to the usual standards that we have come to expect. Limitations of the printer and digital photographs were the problem, so we are actively looking for a solution to this.

The next edition, No 169, will be the 40th Anniversary edition for the magazine, hopefully we will be able to bring you this magazine with some colour ! or I should say the outside cover will be in colour, another first for the 'Old Run'

Alan

## FROM THE CHAIR

STEVE ROBERTS

When I was persuaded to take on the roll of Chairman I said, at the time that thought of the role of Chairman as one of honour rather than one of permanence and one which should be bestowed on other people. As such I suggested that I only wished to do the job for two years. This being the case, I ought to be stepping down at the forthcoming AGM. However, I have had my arm twisted by quite a number of colleagues and I have been persuaded to continue in office for at least a further year; all subject, of course, to being returned to the post at the AGM! One of the things that has led to this change of heart is the fact that we have two very good front men in the shape of Gerald Egan, as President, and Ian Smith, as a Vice-President. These two gentlemen take on much of what has been traditionally the role of the Middleton Chairman, enabling me to take a bit more of a back seat than would have been otherwise. I leave much of the work in their capable hands and try to concentrate on doing a job of chairing meetings and ensuring organisation exists. The former I have found quite easy though the latter has been quite difficult, at times (some would say all the time!)

We are organised, of that there is no doubt, otherwise we wouldn't have survived for forty years, but this organisation relies too much on unofficial actions rather than organised procedures and lines of authority and occasionally leads to friction when things are done 'without authority' even though the actions are essentially the right ones. This is something we (some will say 'I') have to tackle. I have long expressed a wish that we have a General Manager/Chief Executive/call it what you will to act as a lead person but the democratic members of Council have long fought against the appointment of such a person and the authority he would command. We would also have the difficulty in finding such a person to take on this all demanding role! Whether we have a General Manager, or not, we will have to look fundamentally at our organisation and see how we can best formalise it.

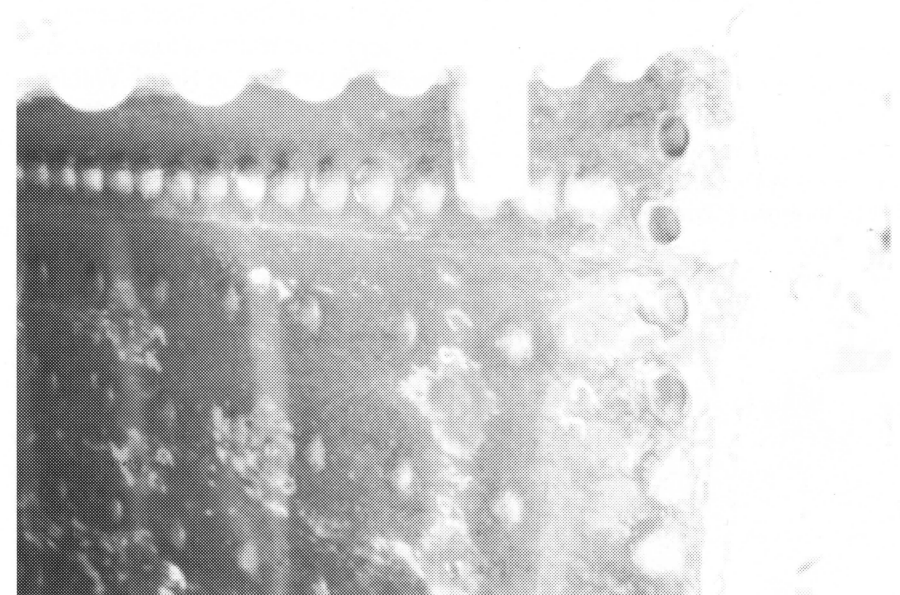
I rushed to get the last Old Run to press so that its lateness was minimised. In the end I was thwarted by workload at the printers and holidays of key Middleton personnel coinciding to maximise the delay. I can only again offer my apologies for the problems experienced with the last edition of the OLD RUN. I am sure that your new Editor will do his best to ensure that things get back to normal (and even get better) as soon as possible.



Top : Sponsored Train Pull held 20 May 2000  
 Bottom: Day Out with Thomas, 25 Mar 2000. Brookes No 1 (Thomas) arrives at MoorRoad. Both Photos Howard Bishop.



Top: Day out with Thomas, 25 Mar 2000. Photo : S Bye  
 Bottom : 67's Firebox showing wasted area at foundation ring with rivets removed Photo : S Roberts



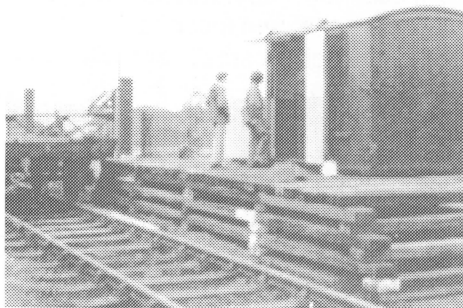


# TIMES PAST - 1970

10th Anniversary of Standard Gauge Preservation  
SHEILA BYE

In 1970, the Middleton Railway commemorated its 10th Anniversary as a preserved railway by having philatelic 'covers' bearing the famous outline of Blenkinsop's Salamanca locomotive, with the words '1758 Middleton Railway Trust' 'The World's Oldest Railway' '1960 - June 20th - 1970' 'Tenth Anniversary of Reopening'. The covers were posted on 20th June, the actual anniversary date, and received a special franking with a handstamp depicting a loco, description, date, and 'Leeds Yorkshire'. Most were also carried on the train that day, to receive a special 'Railway Letter' handstamp.

There was quite a deal to celebrate. During its first decade, the Middleton Railway itself had changed only a little. The route remained very much as it was in 1960, though, following closure of



the Middleton Broom Pit, more of it was now available for us to use. I had joined the preservation society because of an interest in local and industrial history, and the railway itself still looked substantially as I always loved it and had personally wished to help preserve it. In early 1970, there was still no tunnel, no station at Moor Road, the 'Great Northern' viaduct still straddled the line at Parkside bend, and the society's headquarters was still in Clayton's Dartmouth Yard.

The Hunslet Moor Coal Staith was still in [dilapidated] existence, but soon to be demolished. There were still old cottages immediately west of the modern Moor Road station site, and road traffic still ran across the tracks on Burton Road. Within the next two years, the hitherto short and insignificant Tunstall Road would be lengthened across a newly-built motorway, and the then redundant stump of Burton Road would wait another 10 years or so to become our carpark entrance.

There had been changes to the society and the services it provided.

*Left : The Station, Moor Road,  
20th Feb 1972*

*Photo : D T Plummer*

ed. The Middleton Railway Preservation Society, originally predominantly staff and students of Leeds University, had metamorphosed into a charitable trust, the Middleton Railway Trust, with an ever-decreasing portion of University members. Another notable change was that, after almost nine years of running almost solely goods trains, the venture

The colliery had closed in 1968, leaving the way clear for the line to the colliery site to be reconnected, and for a while trains ran much further than in 1960 - more or less their modern route from Moor Road to Park Halt. The quality of the track on which the service ran had improved a lot over that of 1960, due to a great deal of hard work, but it was still nothing like our mod-

*M1 Contruction Work - Looking  
towards the current Moor Road  
site on 31st May 1971  
Photo: J D Edwards*



which had begun by running the very first volunteer operated passenger service on a standard gauge railway had now resumed its passenger services. The weekend Visitors' Service had started in 1969, and operated throughout the winter that first year. This was quickly curtailed - without Santa trains, Thomas's New Year parties, or heated coaches, there was little joy for our visitors in mid-winter!

ern standard. Our original diesel locomotive, HE1697, later John Alcock, now 7051, had been joined by several steam locos and a few more diesels. A small clutch of huts had sprung up in Dartmouth Yard: a joinery hut, a paint store, and the large black-painted hut later erected at Moor Road and only demolished a few years ago. The latter was workshop and parts-store, with a mess-room at one end, and was

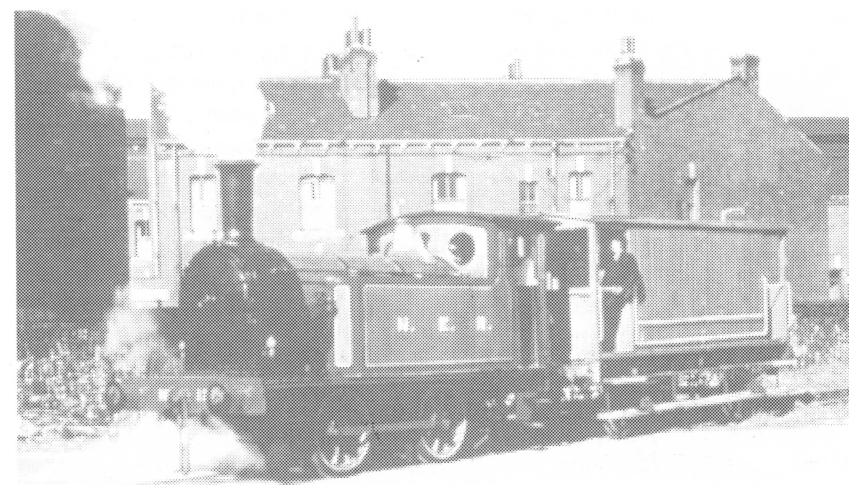


commonly known as the 'Bog Hut'. There were no toilets, and the only washing facility was the same stand-pipe in the Yard to which the hose was fitted for filling steam locos.

I think it was some time in 1970 that a youth clad in what looked like a milkman's uniform appeared at our garden gate down Longroyd View, asked if I was Sheila Young, and said he understood I might be interested in working as a guard on the Visitors' Service. He was wrong, but persuasive, and somehow talked me into going 'round to the yard' the following weekend. After two journeys observing, he watched me guard the next journey. That completed, my mentor muttered something about needing to go see Jim and started to climb down from the van. I reminded him that the next trip was due out, received a casual answer to the effect that I would be OK now on

my own, and was promptly abandoned with my tiny group of visitors. When the 'milkman' departed permanently a year or so later, and by default I became Chief Passenger Guard, I did try to ensure that the rare-as-hen's-teeth new recruits received a bit more professional training.

By 1970, the train was running to and from a small platform constructed from sleepers, built beside the track roughly where our more substantial Moor Road platform now stands, and usually rebuilt every Saturday morning, after our friendly local vandals took it apart during the week. During the next few years, first one and then a second wooden railway 'container' was perched on the sleepers and opened up as a shop-cum-ticket-office. At least this prevented the weekly rearrangement of the platform components, but the new 'sta-



*Above: NER Y7 No 1310 in 1970  
Photo : F W Hampson*

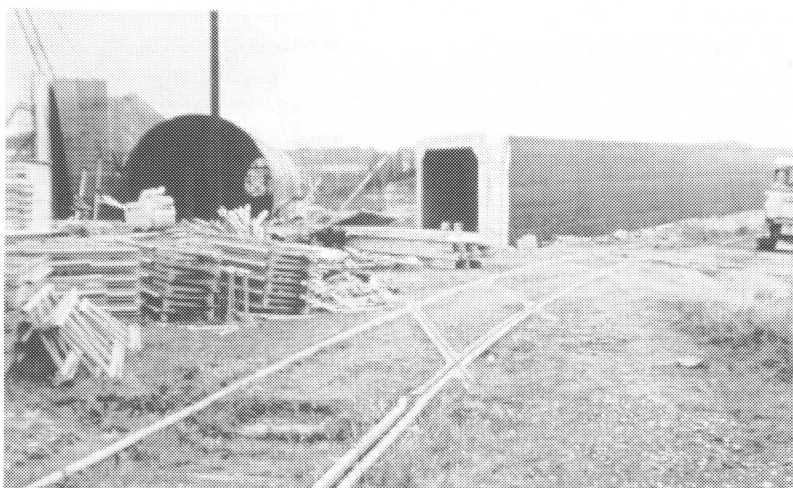
tion' had its own problems. Hitherto, tickets were sold on the brake van, along with 'pop', the railway's history booklet, and a few other items, but the new emporium on the platform had room to stock more pop, and crisps and sweeties as well. One Saturday morning, the shop was found to have gained a hole in the floor, through which a significant amount of pop, crisps and sweeties had made their exit in the company of some small but enterprising thieves, who had squirmed between the stacked sleepers and attacked the floor from beneath. After this, the shop acquired a sheet metal floor!

I think it was late in 1970 that the Visitors' [never to be referred to as 'Passengers'!] trains began to run from Dartmouth Yard to Moor Road, as work on the new M1 motorway link into Leeds approached our railway. The railway and pedestrian tunnel carcasses were set in place,

and work began on building the still existing, though rarely used, Dartmouth Branch. As there was no passing loop, the train was propelled up the line and hauled down the line - it being considered safer to run with the heaviest part of the train, the loco, at the downhill end of the train. Approached from the Yard, brake van first, the points to the old headshunt outside the Yard were a bit of a nightmare to an inexperienced guard. They were not padlocked, and few passing youths resisted the temptation to switch them [though often a following group switched them back into the right position!]. Due to the curve out of the Yard, it was not possible to see the position of the points until several seconds before the train reached them, leaving the guard to make a swift decision



*Sentinel departing Moor Road platform for Park Halt c1970  
Photo : S Bye*



*Photo : Looking from what is now Moor Road yard towards the tunnel and the tramway crossing just before its removal in 1971. Photo : S Bye*

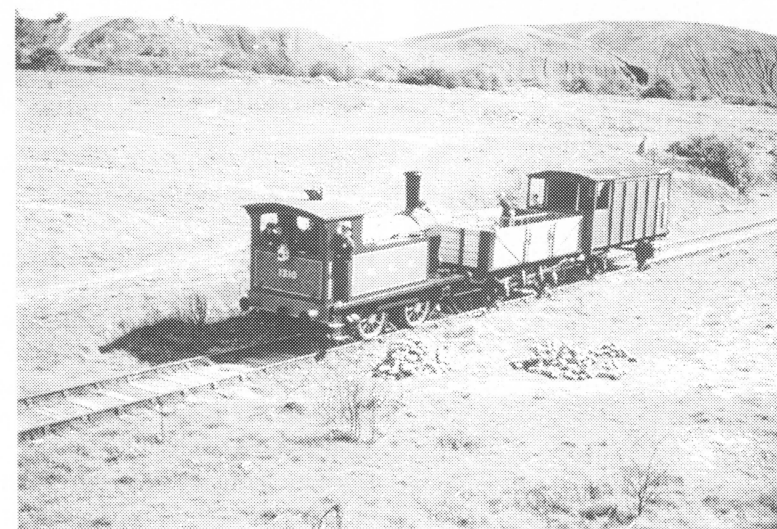
whether to whistle for an emergency stop. [Belated thanks to all those patient drivers who didn't get too annoyed when I made the wrong decision!]

The tunnel carcasses appeared during the winter of 1970/1, and once the new Dartmouth Branch was in place the old headshunt etc. vanished. It was still a short time before we could operate up to Park Halt again, however, as the opportunity was taken to follow Fred Youell's master plan to regrade the section of track south of the tunnel.

The M.R.T.'s dream during the late 1960's had been that there would be a depot and museum near the southern end of the railway, in some of the old colliery buildings, but by the early 1970's this was seen as completely unworkable due to the amount of vandalism perpe-

trated on the buildings, and the fact that we would have had to install full-time security guards to protect our stock, tools, exhibits etc. in such a lonely and vulnerable site. The Coal Board demolished the buildings, and we had to wait more than a decade longer before we had a real home of our own, but that's another story and readers must wait until the next issue!

This was the Middleton Railway as I remember it at its 10th Anniversary. Memory does not improve with age!



*Top : Y7 again, this time approaching the GN Bridge, returning back to Moor Road, the landscape has changed over the years.*

*Bottom : Windle returning to Dartmouth Yard after the train service had finished on a dull day in June 1976.*

*Photos : F W Hampson*

**EDITORS NOTE : The quality of the pictures in this article is not to the same standards as today's photographs, therefore the quality of reproduction may be poorer than expected.**



## PRESS RELEASES

### From Vintage Carraiges Trust .....

The 126 year old steam locomotive "Bellerophon" is visiting Belgium and the Netherlands between 29th April and 9th July.

The locomotive build in 1874 at Haydock Foundry in Lancashire will be visiting the Stoomcentrum Maldagem, Belgium and the Stichting Museum Buurt Spoorweg before its planned return back to the UK.

### From Vintage Carraiges Trust .....

The Vintage Carraiges Trust has just complete its 37th Filming assignment.

It supplied the 1924 'Chatham' Matchboard carraige which was used on continental boat trains for sequences in S.O.E, a four part documentary series due to be shown by BBCTV in August.

### TWINNING OF MIDDLETON

For various reasons, Stoomcentrum Maldegam were unable to be available on the "Fedecrail" weekend on 10th June, so the twinning is now to take place on the Gala in September.

## THOMAS THE TANK PRIZE WINNERS

Prize winners for the April Day Out with Thomas were:

### Winner

#### 'Thomas' Addict competition

Loren Boot, 43 Northwood Crescent, Idle BD10 9HU

### Winner

#### Ticket draw

Daniel Tuff, 40 Maitland Close, Ollerton, Bradford, BD15 7WL

### Winner

#### Colouring Competition

Hollie homas, 73 Pasture Avenue, Sherburn in Elmet, LS25 6LG.

### Runner up

#### Thomas Addict competition

Simeon Myers, 23 New Street, Pudsey LS28 8AQ

### Runners up

#### Colouring competition

Matthew Rennie, 5 Elmfield Parade, Morley LS27 0EJ

Oliver Tasker, 5 Chaste Street, Batley, WF17 8EQ

Michael Kirkland, 1 Morritt Avenue, Leeds LS15 7XP.

## LOCO NOTES

### Steve Roberts

These may be famous last words but things appear to be going relatively smoothly at the moment and we anticipate having a reasonable stud of working locos both this year and in 2001. We presently have four working steam locos with the likelihood that both 67 and 1601 will be in steam before the year end (just!). Next year should see these two newcomers in regular service, accompanied by 2103 and 1310. The following year (2002) is perhaps the subject of a bit more crystal ball gazing.

In theory, we should have the same four locos but the Y7 will be in its last year of its allotted ten and may not make it that far. (They seldom do!) Four steam locos is probably the minimum we like available these days and five is the optimum. This season will be the last for two of the present fleet, Cockerill 1625 and 1210 Sir Berkeley, both of which become due for ten yearly boiler overhauls.

**2103** has been in regular service since the start of the season and is performing satisfactorily. A new timber cab floor has just been fitted and looks quite smart. Timber floors are very necessary for safety reasons as the steel plate floor can become very slippery when wet and it is so easy for crew members to slip and

injure themselves. The smokebox bottom has been concreted to cure the problem of air leakage leading to relatively poor steaming. The success of this remains to be seen as it has only just been done and not yet tried in service. This little loco does have rather a lot of rattles and knocks when it is running and it seems that its mechanical condition is not as good as we thought. Some attention will therefore be necessary and will probably be carried out on bit-by-bit basis with possibly a full lift during the winter to attend to the axleboxes.

**1310** has, likewise, been in regular service since the start of the season and is performing satisfactorily. It is due for its annual boiler inspection shortly but no problems are anticipated. We had thought that the locos ten year boiler certificate expired in 2001 as this date has been displayed on the loco 'status' board in the shed for quite a long time. However, a recent audit has shown this to be in error and the loco is actually theoretically available until 2002, which is good news!

**1625** Following expiry of the locos annual boiler certificate in October the loco has been in store. However, it has been brought back into service for this season. Its ten year certificate expires in June but we have successfully sought and obtained approval from our Insurance Company (the 'Competent Person' in law) for an





*Above : New Firebox for Loco No 1601 Outerfirebox on 3rd May 2000 at Israel Newtons Works in Bradford. Photo: D Lovely*

extension until the end of the year. The loco successfully passed its thorough and 'in steam' inspections and is available for service.

The boiler of our Cockerill is in reasonable condition and, apart from a full re-tube, little other work should be required. It is quite conceivable that this loco could be put back into service relatively quickly and cheaply if necessary although the opportunity presented by a full strip down should be utilised to effect some much needed improvements to it to improve crew comfort and make it more reliable. Such things as moving the safety valves outside the cab, improving the injector controls and raising the firegrate spring immediately to mind.

**1601** The new boiler continues to take shape at Israel Newtons works. On a visit on the 12 May the outer firebox, consisting of the backplate, throatplate and wrapper plate, was virtually complete, apart from some minor details, and had been fully riveted and caulked. Work was progressing on the boiler barrel, the first strake of which had been rolled and was being drilled for fitting of the butt strap. By the time these Notes appear, it is expected that the barrel will be complete and fully riveted to the throatplate and work will be progressing on the firebox. The writer has visited the works on several occasions and is impressed by the quality of the work being done. The skill necessary to successfully and

accurately form the one piece throatplate, getting the dimensions correct and the bunged throat hole on the correct centreline, is quite something, especially as it is all done by hand and without the benefit of a set of flanging blocks to aid accurate alignment.

The removal of the boiler has given us chance of access to various parts of the frames, etc, that were previously inaccessible and had not been properly painted during its original overhaul. It has been decided to give the loco a complete repaint between the frames and this is proceeding, as labour allows. It is likely that 1601's livery will change to something akin to Great Eastern Blue but with white lining and black edging. However, a final decision has not yet been made. The new boiler is due to be delivered in October, if not earlier, and we will have to do quite a bit of work to fit it and get the loco into traffic. Fitting of a new boiler is no easy task. By the very nature of the job, it is likely that there will be much in the way of re-working of the various mating components such as cab, fittings and pipework, not to mention a new set of boiler cladding. There is a desire to get the loco into service as soon as possible, hopefully for the Santa specials, but this will require much in the way of 'burning the midnight oil' to achieve.

**67** We have, at last, found a bit more time to devote to the ongoing

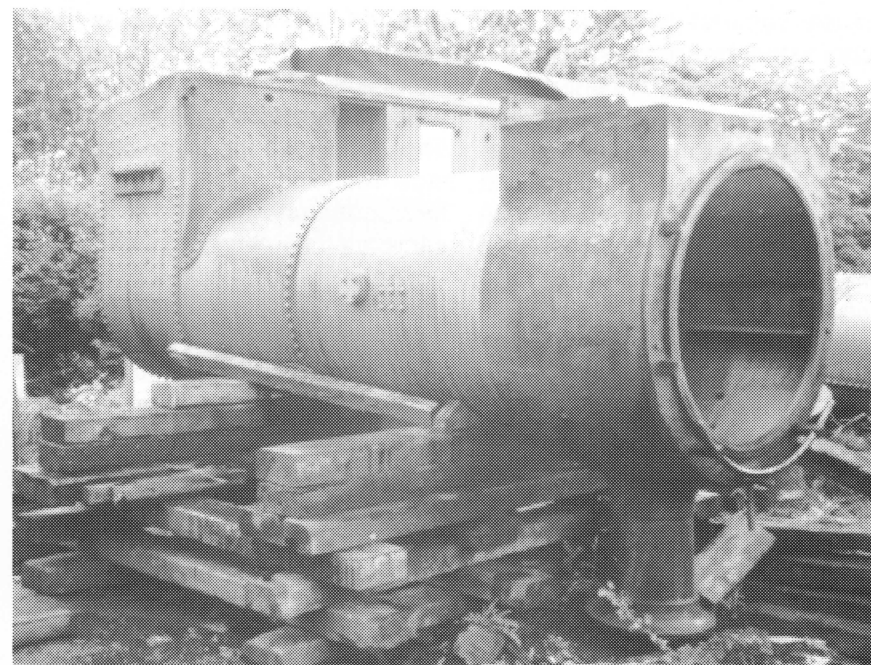
overhaul of the M.S.C. tank. The regulator shaft, which was seized in its bearing housing on the 'J' pipe, has been freed off and the length of shaft cleaned up to remove corrosion where it passes through the gland. The gland has been refitted, complete with new studs, as necessary, and repacked with non-asbestos packing.

The boiler was examined by the Insurance Company inspector at the beginning of May and the required repairs were agreed. We were somewhat surprised that two dry fractures of the lap seams were excluded from the list but the Inspector was of the opinion that, if they aren't leaking or causing any problems, leave them, especially as they are unlikely to get any worse. We are happy to go along with this as, should repairs become necessary in the future, these can be carried out fairly easily without recourse to lifting the boiler or other major preparatory work. For the moment, then, the required repairs consist of building up an area of wastage in the front right hand corner of the firebox and cutting out wasted plate-work adjacent to the two fusible plug holes and welding in suitable bushes. Not forgetting the inevitable re-tube, of course! To enable these repairs to be proceeded with the boiler was rolled over through 180° in a careful, planned exercise using our own crane. We had calculated that, with the tubes removed, the boiler weighed just over 4 tons

which was well within the capacity of our 5 ton crane.

In the event, it weighed in at 4.8 tonnes so it was a bit nearer than had been calculated! We do take the precaution of using a crane weigh to check all heavy lifts so we are not relying on the 'ignorance factor' so beloved of times past. (The writer thinks that this is the heaviest lift we have done with our own crane; unless somebody knows better, of course!) The roll-over was achieved by building a substantial sleeper crib and lifting the boiler sufficiently to insert a timber packing under the boiler slightly to one side of the centreline so that when it was lowered it rolled through a few degrees as it settled down. By this method and re-slinging after each lift, a safe, controlled roll-over was achieved.

On the chassis, some work has continued. We have abandoned an earlier decision to fit an oil box lubrication system to the axleboxes and decided to retain the original method of lubrication provided by an axlebox top reservoir and tail trimmings. It has been found necessary to remove the steam brake cylinder already fitted. This cylinder was a replacement for the original cylinder, which was stolen. Although of Hudswell manufacture and almost identical to the original, it appears it had originally been located in a vertical orientation and the water drip valve was not suitably positioned for



*Above : MSC 67's boiler inverted*

*Photo : S Roberts*

a horizontal application required for 67. The cylinder will be modified to better suit its new location.

The boiler cladding plates have been extracted from storage and await a decision on whether they are salvageable or require replacement. One item that will require replacement is the smokebox door which has previously been severally patched and is deemed to be life expired.

**1210** Sir Berkeley successfully passed it's annual visual and in steam inspections at the beginning of May. However, on the steam test

it was found that the exhaust pipe from the vacuum ejector was corroded through in the smokebox and this has had to be replaced. Some modification has been made to the pressure gauge pipework. Regulations require a suitable fitting to enable the insurance Inspector to fit his own pressure gauge for test/calibration purposes and such a fitting did not exist. The pipework has been modified to enable fitting of a test gauge and a suitable shut off valve has also been provided to enable this to be done with the loco in steam. This relatively simple job became a bit more of a task when the existing pipework and fittings were dismantled and it was discov-

ered that some of the threads were in poor condition, necessitating the manufacture of replacement fittings to rectify the situation. Such an event is fairly commonplace, especially with our aging loco fleet and we are well used to it. It does, however, mean that even the simplest of tasks can become protracted and involve more work than was planned, with one job leading to another.

**54** There is no news to report on the situation with the Sentinel which, as previously reported, is seemingly abandoned by those concerned with its overhaul at Quainton Road.

**2387** David Monckton's loco apparently performed its early season 'Thomas' tour of duty without problem. The loco returned to Middleton in time for our own gala at



*Above : Graham Parkin working on the hydraulic pump drive for Rowntree No.3 Photo: S Roberts*

the end of March and performed very satisfactorily. The opportunity was taken to do various minor jobs whilst it was residing at Moor Road. These included the fitting of a pressure reducing valve to the steam feed to the vacuum ejector so as to eliminate the need to constantly regulate the steam supply as the boiler pressure varied, grinding in of the injector delivery valves and the replacement of some gauge glass valve packings. It has once more gone on its travels and is unlikely to return before the end of the season.

**Rowntree No.3** Came into the workshops over Easter for a much needed repaint and minor repairs. The loco's paintwork had faded quite badly over the years, a fact that was all too obvious when a door was opened to reveal a contrast where the paint had been protected from the sun. Most of the paintwork has now been rubbed down and the first coats of paint will be applied shortly. Meanwhile, the opportunity is being taken to fit a hydraulic pump to improve oil pressure to the gear-box system. The oil pressure drops quite significantly as the oil warms up and it is hoped that this modification will overcome the problem without going to the lengths of a full overhaul.

As usual, 7401, 91, D631, D577, 138C and 1786 are all serviceable and used as required.

It is good to report that the 2000

operating season has got off to a superb start. Visitors numbers at the April Day Out with Thomas event were up by 31.8%. Over the Easter weekend the Easter Bunnies

## FROM THE MARKETING OFFICER

HOWARD W BISHOP

trains showed a passenger increase of 13%. And the Postman Pat's Specials in May gave a 57% increase in visitor numbers. All with a commensurate increase in revenue of course, which is very gratifying.

The year has already seen a number of interesting Charter trains. In January the Heritage Railway Association visited Leeds for their annual general meeting, and included a visit to Middleton. David Monckton's Hunslet 0-6-0T Brookes No 1 had the honour of hauling the HRA's one coach special. April saw visits from the Industrial Railway Society and the Ffestiniog Railway Society on the same day. In May a very unusual charter ran for the Institute of Incorporated Engineers (Yorkshire Region), when they held their annual general meeting on board a moving passenger train hauled by Hunslet 0-6-0 diesel No H 7051 John Alcock.

Now to mention two up-coming events. June 10 and 11 sees the

European Steam Festival, when it is anticipated that Cockerill 0-4-0T No C1625 Lucie will be rostered and fly the European and national flags in honour of the occasion.

Finally, the big event of the year is of course our 40th Anniversary Gala on the weekend of 17 and 18 June. An intensive timetable will be operated from approx 1000 hours until 1800 hours both days, with goods trains, passenger trains and all-line tours. Our own locally built Hunslet and Hudswell Clarke diesels will be to the fore, especially Hunslet 4 wheel No 1786 Courage which has received special permission of HMRI to haul passenger trains for the first time. Steam locomotives will be headed by visiting locomotive Hunslet 0-6-0ST No 2409 King George from



*Above : Heritage Railway Association special at Park Halt, hauled by Brookes No 1, looking suspiciously like Thomas !! on 21 Jan 2000. This is the first train in the 21st Century, the driver of this train was the also the driver of the last train on the 20th Century. Photo: Howard Bishop*





Top : An happy looking bus at the March Thomas event. Photo S Bye  
Bottom : Postman Pat and his Cat on May 13 2000 Photo K Hartley



Toddington.

And don't forget to visit the Middleton Railway's new exhibition to be staged at the Armley Mills Industrial Museum from 6th June to 2nd July 2000. In addition to our own work, the Museum is displaying their Middleton Railway artefacts including a scale model of the Blenkinsop/Murray locomotive Salamanca and sections of the original rack and pinion track.

## NOTES & NEWS

### IN THE WORKS

As reported in the last OLD RUN, our fork lift truck failed during February. Repairs have been protracted but the truck is now serviceable again. We have recently acquired a hand operated pallet truck which is presently being overhauled and put back into full working order. Pallet trucks are now considered to be lifting equipment under recently introduced legislation and this piece of equipment will have to be inspected and certified by our Insurance Company before being put into service.

We have recently done something quite rare for Middleton and invested money in new equipment in the shape of four 20 tonne hydraulic jacks for general lifting purposes. Another new purchase, so new that, at the time of writing it has yet to arrive, is a magnet drill, a snip at just less than £800!! We have wanted one of these for several years but have failed in our attempts to acquire one cheaply. Magnet drills are very useful when it comes to drilling holes in pieces of equipment (such as boilers) that cannot be taken to one of our drilling machines - provided the item in question is steel or other magnetic material, of course! The first tasks lined up for this new tool is drilling out studs in the founda-

## FORTHCOMING EVENTS

### Teddy Bears Picnic August 6th

See the bears, take the train to the park, Honey & Marmalade sandwiches for a picnic. Smartest Bear Competition

### Steam Extravaganza September 23 & 24

Goods Trains, Intensive service, visiting engines.

tion ring of 67's boiler, a task that will now be so much easier than it would have been with a hand held drill.

Work has recently re-started on completion of the replacement works compressor, something that we commenced nearly two years ago. The cooling fan motor has been repaired and two new brackets made to accurately support it (two of the four brackets still existed) in the fan housing. The cooling circuit has been satisfactorily tested for leaks. A Control panel is presently being built up and the project is slowly coming together. The compressor is intended to go

outside the workshop in a purpose built lean to adjacent to the diesel oil storage tank. Once this compressor is commissioned we can decommission our existing compressor (which came from Emley Moor Colliery many years ago) and release the space within the workshop for other purposes. We have a forge adjacent to the existing compressor and this has never been commissioned due, amongst other reasons, to lack of space to successfully operate. Perhaps this will be next on the list? We also have a machine hacksaw stored in this area that we could very much do with bringing into service.



*Above : Awaiting the next turn of duty, Sir Berkeley, 1310 and Joh Alcock sit on the run round loop at Moor Road on 19th May 2000*

*Photo : S Roberts*

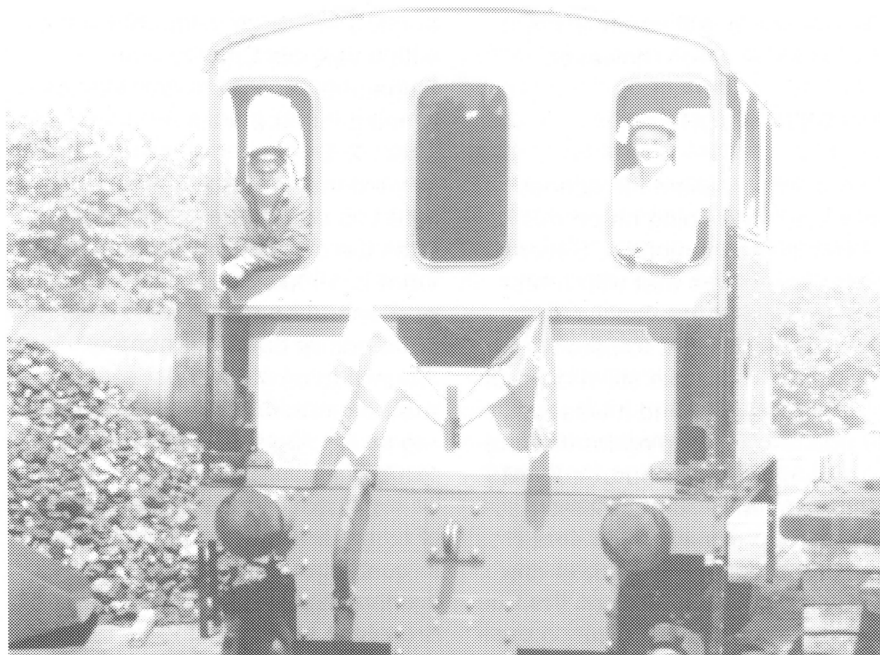
Tidiness is not one of our great virtues and a prime reason for this is that many items of equipment, tools especially, do not have a specific place of storage and are generally stored in boxes in various places. We have recently sorted out our quite vast collection of drills. Many of our lathe tools have also been sorted out but much still needs to be done to complete this work. A next major task will be to sort out the many hundreds of milling cutters that we have and provide sensible storage for them. When it is realised that some of these cutters would cost a couple of hundred pounds to purchase new it is easy to appreciate the true value of our tool stocks, which easily runs into tens of thousands of pounds. Then there are the hundreds of spanners and thousands (yes, thousands) of taps for cutting screw threads; we had sixteen drawers full when I last counted them.

## **CARRIAGE & WAGON**

Coach No. 1867 was completed just in time to enter service for the 'Thomas' event at the end of March. Its place in the workshop was immediately taken up by our LNER ballast brake van. Until 1986 this vehicle was in regular passenger service on the line, it being retired due to its worsening condition immediately on the entry into service of coach 1867. This van body is generally of timber con-

struction on a steel underframe although it does have some steel angle uprights and hoopsticks (onto which the roof planks are fastened). Much of the timber planking is rotten and both cantrail timbers and some of the other main timbers have split. When we brought it into the workshops we knew that the work would be extensive but we hadn't really done our homework and we didn't realise just exactly what we would be committing ourselves to! Basically, virtually every piece of timber is going to have to be replaced. The few good pieces of timber are unfortunately having to be destroyed in the process of dismantling. The vehicles overhaul is likely to be protracted as there is much work to be done. We are aware of the rapidly deteriorating condition of much of our wagon stock and these are the first steps in reversing this situation. This vehicle has been chosen in preference to any other as it is vacuum fitted and could, if necessary be put into passenger service as a substitute for either of the coaches.

Work also progresses on the overhaul of the 16 ton mineral wagon, the end of which is now, at last, on the horizon. Virtually all the corroded platwork has been cut away and much of the replacement steel has been welded into place. Once the steelwork repairs are completed final painting will not take long and it will be able to take its place in traffic as part of our freight train.



*Above : European Steam Weekend. Cockerill No 1625 flying both the national flag and the FedecRail flag*  
*Photo : K Hartley*

We have recently purchased 50 brake blocks for our coaches at a cost of some £400. These blocks came from the old Lancashire and Yorkshire Railway foundry at Horwich which is still in existence and produces much of the ferrous castings required for the railway system generally. Although these blocks are not standard they are still produced in quantity for certain 'Southern' electric multiple units still in service.

## **MUSEUM PROGRESS**

Work continues on the conversion

of the old workshop. Most of the soffit of the mezzanine floor has now been boarded in and concealed lighting installed in this area. The various redundant electrical switchgear is being removed from the walls as time allows. The next major task will be removal of the (still in use) steel lock-up cupboard in which we keep our portable tools and equipment. This will be dependent upon its replacement in the new workshops being completed and brought into use. Some progress has been made with this latter work; the various shelving units have been fitted and the door frame has been positioned and fitted. The door and locking mecha-

nism (which is quite complicated) has yet to be made, however.

## **THE EXTENSION**

Quite a lot of behind the scenes work has been going on on this subject in recent months. Several Council members met with representatives of Leeds City Council on 2 May and progress to date was reviewed. There are still many hurdles to overcome and it was made clear to us that funding for the project was going to be our responsibility. Various alternative routes have been explored in recent months in an attempt to minimise costs and maximise potential tipping revenue but there are considerable objections within the City Council to this approach. It seems likely that the original route will become the cho-

sen route. There is some objection within various City Council Departments to the extended line running into the woodland, albeit for about 200 yards, and it may be that any extension has to terminate outside this area. This is perhaps ironic as the original schemes put forward in 1990 showed the lines terminating at this point and they were extended at the behest of the Council to provide a focal point for the terminus at the café and boat-ing lake. At its meeting on 18 May, the Trust Council debated the situation at some length and agreed that we should continue to pursue the extension and investigate joint funding from various sources.

## **YARD DEVELOPMENT**

Some progress has also been made on this front. The basic scheme has been laid down for some time and work has now started on preparation of drawings to accompany a planning application for the works as a whole. The first phases, the museum and shop extensions, can be accomplished without recourse to track modifications but subsequent phases will have to be carefully planned to enable the Railway to keep operating.



*President Gerald Egan addresses the Heritage Railway Association's AGM in Leeds on 21 Jan 2000.*  
*Photo: Howard Bishop*



## And Finally.....



Above : The treasurer, Mr Holdsworth having a peaceful moment on gate duty at the Thomas event on 25th March 2000 Photo : S Bye

### Membership Subscription Rates

Full Trust Members	£8.50
OAP Trust Members	£5.00
Junior (MRA) Membership	£5.00
Family Members of Full Trust Members	£1.00 each
Life Membership	£125.00

**DEADLINE FOR NEXT EDITION - 20th AUGUST 2000**

Back Page : '1697' with Swansea & Mumbles No. 2 car on the ramp just south of the present tunnel site. Rag Week, June 1960  
Photo: The Middleton Archive

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