

The

OLD RUN

Journal of the Middleton Railway Trust

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A new perspective
Middleton's new museum



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Editorial

Here we are, less than twelve months from the demolition of the old station and building, and the start of the removal of the old track, and the building of the new track and station! And already we can appreciate and see the tremendous efforts made by our volunteers as well as the progress made by the various contractors in the construction of the interpretative centre and exhibition hall and their appurtenances.

So we record again in this issue of *Old Run* in words and pictures some of the highlights of the past three months, and look forward to seeing trains running shortly, visitors enjoying the new facilities, and lots of members of the Trust helping to make our Railway a going concern again. Full marks to all who have made two years' progress happen in less than twelve months.

Oh, and we hope you like the more modern style of font and layout now being used.

Howard W Bishop, Editor

The deadline for the next issue is 30 April 2006

Front cover

Andrew Parsley, in charge of Manning Wardle 0-6-0ST No. 1601 of 1903, Matthew Murray moves into the head shunt before running round the train at Park Halt station in September 2004.
(HWB)

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Especial thanks to those who have provided copy for **this issue**. © Middleton Railway Trust Limited

From the Chairman

The next few weeks will see our Railway rouse itself from its year-long slumber, have a bit of a scratch, yawn and try not to look in the mirror, until it remembers that it has had a bit of a facelift, when hopefully it will do so and like what it sees. It is to the eternal credit of all of the Middleton Railway volunteers who have contributed in any way, shape or form, that less than a year from when the 'last' trains ran, we stand not too far from the threshold of running our 'first' trains.

Unsurprisingly, because we need to start earning money to pay our way again, the firm intention remains that, come what may, we will open our doors to the public at Easter, by when at least, we intend that the basic facilities in the new building will be operational and there will be interesting things for people to see in the building and around a yard, which will no longer resemble a building site. Subject to HMRI approval, trains will run, and subject to the available facilities, these trains will be steam powered as before: if not, the diesels and railcars will be in the limelight for a while.

There, that sounds nice and positive and easy, and if your glass is half full it is what is going to happen. If your glass is half empty then the little voice in the back of your head will say let's leave it until later in the summer, or Christmas, or what about next year just to be sure? My glass remains half full, because I never like following the line of least resistance and doing the easy thing and, from what we have achieved so far, I have every faith that enough of you reading this feel the same way and will continue to help make it happen.

Lottery Projects such as ours are usually based on a three year period from the date when the Grant is awarded. It is only because we could not achieve our new building and track layout by constructing them piecemeal at a more leisurely pace that we embarked on the course we are following. A major benefit of doing it all in one go is that we are getting an awful lot more for our (and the Lottery's) money than if it had been done otherwise and, by building up and maintaining momentum, we are getting there at a rate that would be widely broadcast as spectacular if we were one of the 'big' preservation societies with all of the resources at their disposal. However, we are The Middleton Railway and we have the habit of just quietly get-

ting on with doing the job in hand in our usual capable and understated way because that is what we are good at, and there is no real need for all of the fuss and trumpet blowing that some feel to be necessary.

Lest you think otherwise, the minute we open our doors it is not all over and we have not finished; rather we have reached a very significant milestone on our three year journey. There will continue to be lots for all of us to do as we progressively add all of the bits and pieces we want, and need to do, to give our visitors a good day out and make them want to come back again and again: but, and this is the important bit, we will be through the worst of the upheaval and hard slog and there will be time to begin to start enjoying our hobby again.

So, back to the slumber theme. In the old days many companies would employ a 'knocker upper' to ensure their staff attended work on time. We are shortly going to revive this practice in a modern context by contacting all of those volunteers

who rostered themselves in any capacity over the last few years, to give them the opportunity to 'come-on-down' and resume their hobby in our new surroundings. If you find that you have not been 'knocked up' by Easter and you want to help, give me a ring (number on the inside back cover) and I will point you in the right direction.

The bricks and mortar and rails will all be there, but much more importantly it is the people who really count and, **if you are reading this, then we think you are important to us and have something to offer, and we want to see you at Moor Road again in the near future.**

David Monckton

The story so far, part 4 David Monckton

Roll on Easter! Christmas and the New Year are happily a fading memory and we are heading rapidly for the anniversary of that day in March 2005 when we heard that we had won the Lottery.

Progress with the various aspects of the 'project' continues at a good pace so that, as I write this at the end of January, the position is that two of our three big Contracts are finished reasonably on time and within budget. These are the 'Groundworks' and the 'Superstructure' for the main building. The third Contractor has finished all of the walls to the Admin Block, the concrete First Floor is finished, so are the timber roof trusses and the roof has been slated. The incoming telephone and mains electricity supply have been moved and for the first time we have a gas supply to the site. The big contractors' cabins have gone, along with most of their materials and rubbish - so long as you arrive early you can park your car in half of the car park but we will be hanging onto the 'portaloos' for a bit longer - just in case. Inside the building you can see the shapes and sizes of all the rooms, plastering in some rooms has just started and the plumber and electrician have got going with their work. The stairs are in and the lift will be installed at the beginning of March. The scaffolding came down a couple of weeks ago and we can see the distinctive new public face of The Middleton Railway - does anybody know the right time? An upgrade of the approach to the new building is about to start, which will involve a new ramp up to floor level plus some paths and steps and a bit of a garden area. The old 'road' within our boundaries will be resurfaced, and we are intending to lay a new gravel finish in the car park.

One unfortunate consequence of this progress has been the careful removal of a length of the twentieth century railings immediately in this area - despite their condition there is no intention that these will go anywhere near a skip, and we have a record of where they were before they were taken down. If any member would like to step forward and take responsibility for (organise and do) the conservation of these together with the remaining standing railings I would like to hear from you.

Beyond the other end of the new building it is now a case of spot the missing track, rather than where has it all gone? The new layout is all but complete, with mainly the odd bit of siding to finish, and quite a lot of jacking and packing to do before the public service begins. I, for one, cannot wait to see and hear steam engines at work again in our new yard, but the biggest obstacle to be overcome before this happens is the construction of the new locomotive servicing pit and watering facilities. The platform walls are all but finished, and the space in between filled to the brim with spoil, the coping slabs to the running edge have been obtained, the coping to the back edge is being concreted and the new timber fence to the back edge is well on its way. The passenger and operating staff ramps at the North end still need to be formed and point rodding installed. However, there is still a fair bit of fettling to do to all of these, and the platform, before we will be allowed to let passengers near to them, but we can now see the light at the end of the tunnel (when there isn't a bonfire burning). It is great to see how once our 'multi-tasking' volunteers get the hang of how to do new jobs they have not encountered before - they just get on with it!

Amongst all of this positive news it is sad to report that we have been struck by a series of mainly petty, but no less annoying, thefts which the effort and cost of putting right far outweigh the value of items taken. These revolve around the crude removal from steam locomotives of copper pipe and fittings plus a bit of electric cable plus a tap from the end of a pipe plus a lead slate from our new roof - probably by the same individual who was so impressed by

our new facilities that he has come back at least three times. The Contractors have lost a couple of ladders and a drill and on a different occasion a couple of weeks ago our venerable mini-digger went missing. Sadly there are two types of people in this world, and a project such as ours attracts both - for the time being we must take it on the chin and get on with the job as quickly as we can to reach the stage where our vulnerable items can be better protected and our unwelcome visitors will lose interest and move on to easier pickings.

As before, if you cannot come to Moor Road to see what is going on, and you have internet access, then why not tap in www.middletonrailway.org.uk and click onto Andrew Johnson's Construction Pages for his illustrated personal view of our progress at Moor Road.

Away from Moor Road the talkers are still talking, the beggars are still begging, and the results of their equally important efforts are going to be there for all to see in due course.

So watch this space!



Sun streams into the southern half of the new Exhibition Hall, resplendent in new floor paint, 6 January 2006. This gives a good idea of the large and bright and airy area available for static displays and circulation by visitors.
(Andrew Gill)

A new perspective



Free from its cocoon of scaffolding the impressive Middleton Railway's new headquarters building is revealed!

The view for people passing along Moor Road, Hunslet. Here are a few notes for the technically minded. Constructed in early Victorian style, similar to the Hunslet Engine Company's building in Jack Lane, the stone work surrounding the door and windows is of magnesium limestone from Highmoor Quarry, Tadcaster (as used in York Minster and Selby Abbey). The inscription on the entablature above the doorway reads, "MIDDLETON RAILWAY" in Times New Roman style font. The façade is topped by a magnificent railway clock. The clock was made by Jones of Derby, who coincidentally own William Potts and Son of Leeds. They are one of the few 'large' clock-makers left in the UK and do a lot of work for Morrison's Supermarkets and Marks and Spencer. The style is one of their 'standard' designs which David Monckton, our architect, thought had the right Victorian feel. They also provided most of the stainless steel fittings (but not clocks) to the Eurostar Terminal at Waterloo Station, London.

Photographed on 25 January 2006.

(HWB)

Middleton's new museum

Ian Smith

Our fine new Resource Centre has now been completed - at least externally. There is, however, much to be done in fitting out the building and also in the creation of our museum area, which will tell the story of the Leeds' locomotive building industry and The Middleton Railway.

Much work has gone into the creation of our displays. The Collections Committee have met on several occasions to discuss this important part of the project. What follows is a description of the things we hope to provide for visitors over the next two years of the project.

The Introductory Gallery

This will be the first area our visitors will enter. To their right will be the ticket office, shop & café area, much improved from our previous facilities at Moor Road, but almost straight in front of them will be a narrow gauge locomotive. This is intended to be a centre-piece of this area and is there to inform our visitors that many smaller locomotives for both home and abroad were built in Leeds.

The main aims for this gallery are centred around the "Tales of the Middleton Railway" presentation, which is being prepared by Sheila and Colin Bye, ready for the opening. This esseven-minute presentation features a number of our members speaking about different aspects of the Railway's history from 1758 to the present day, illustrated with contemporary photos. It's intended to give our visitors a flavour of our extensive history.

From the presentation, visitors will be able to go into the next area, where we are developing

displays illustrating each of the major locomotive builders of Leeds. Also in this area will be a model of a Hunslet 0-4-OST, loaned to us by the National Railway Museum, plus a "kiosk" - a computer presentation giving details of The Middleton Railway, its history and locomotives, plus time-table information, and also information about local events.

Another key display in this part of the building is *LEEDS - LOCOMOTIVE BUILDERS TO THE WORLD*. Here will be seen a display sponsored by *Steam Railway* magazine, which will show a map of the world with a number of photographs of Leeds-built engines, with indications of where in the world they worked.

Visitors will then go through mock-ups of the Boyne Engine Works gates. These formed the entrance into Manning-Wardle & Company, and thence into the main exhibition hall

Attention all train operating staff!
The train roster should now be available on line on the Railway's website, and in the Fred Yeoull Building. Please enter your name as soon as possible for 2006

Middleton's new museum (contd)

formed the entrance into Manning, Wardle & Company, and thence into the main exhibition hall.

The Exhibition Hall

Our main displays will be in this part of the building. Not all will be ready for the opening in June, although we hope most will be under way by then. The most obvious displays will of course be the locomotives themselves. At the time of writing, it is hoped that at least 11 of our locomotives will be displayed in this hall, along with the National Railway Museum's 16T mineral wagon. The aim here is to create a time-line showing how the different builders developed their locomotives over a certain period of time. Locomotives which are likely to be displayed are JF39000002 which, when restored will have the name *ALDERMAN J P REGAN*, the first mayor of Halifax, after whom it was named whilst in service at Halifax gasworks.

We will have HE1786, LMS 7051 plus the NRM 16 tonner. They together will illustrate the sort of train worked by the Railway in its first 10 years as a preserved line. Beyond the fire exit DSB 385 & the Greenbat will finish the line-up on the right hand road as you enter the Display hall.

On the left hand road, it's intended to display *MIRVALE*, followed by *HENRY DE LACY II*, then *MARY*, which should sit directly opposite 7051 to illustrate the difference in approach between rival builders Hudswell [*MARY*] and Hunslet [7051]. Then will come one or two of the "working fleet", which will rotate on a weekly basis as they are required for service. Thus *MATTHEW MURRAY*, 67 and *BROOKES No1* will all be displayed from time to time.

The more astute reader will realise that there could be space for more locomotives, and they'd be quite correct. We are currently in negotiations with a number of other museums for the loan of some "key" locomotives for display. However, at the time of going to press we are unable to say exactly what we will be displaying - but we hope to announce our "new arrivals" in the very near future!

Another major exhibit for the Display Hall will be the *Locomotive & Wheels* display. This will comprise the old boiler from *SIR BERKELEY* with the driving wheels/motion/cylinders from *NEWCASTLE* an early Manning-Wardle 0-6-OST. It is hoped that we may be able to "motorise" the wheels & motion to allow them to be demonstrated much along the lines of *ELLERMAN LINES* at the NRM, but this will be dependant on both funding and resources.

In the same area as the "boiler" exhibit, on the right-hand side as visitors enter, will be the "Erecting shop" display. This will comprise a large photograph of the Hudswell-Clarke erecting shop at the turn of the century, coupled with an old lathe and some patterns to show how locomotives were built in those far off days. We have access to some recordings of people who worked at Hudswells and we hope to utilise those at a later date, to tell people what it was like to work there using a DVD presentation to show illustrations as these men talk.

The final major exhibit here will be on the left-hand side of the building as visitors enter. Here, we are looking to display some mines locomotives, including a rack locomotive, to illustrate Leeds' immense contribution to that industry. Also on display here will be a wooden mock up of a "Blenkinsop" wheel & track to show how things have developed from the

Concluded at foot of next page

Other steam - an occasional series

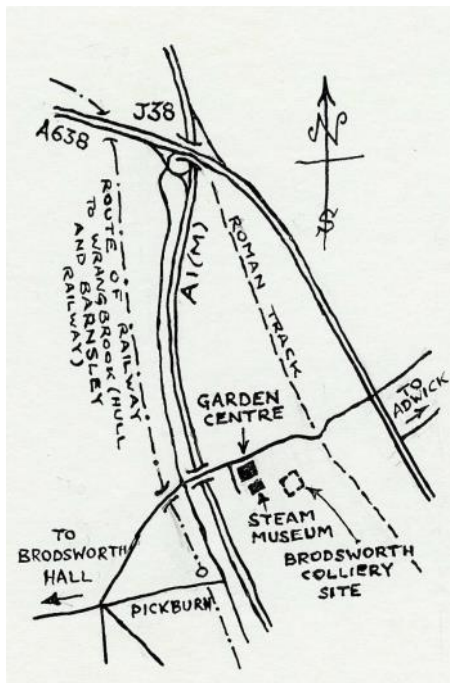
Geoffrey Streets

Live steam engines have a particular attraction, and there are many variations and adaptations of the basic principles. Yorkshire has a number of museums, and one is to be found five miles north of Doncaster, at Markham Grange Steam Museum.

Several mills engines and some nautical engines can be seen working, the largest being a 700 hp tandem condensing engine by Pollitt and Wiggell of Sowerby Bridge in 1909 for Wash-pit Mill, Holmfirth, with the steam available from the supply of the adjacent Markham Grange Nurseries.

The extensive nurseries include a shopping mall and cafeteria, all open seven days a week. Markham Grange Steam Museum is a new, privately owned museum, primarily dedicated to preserving and exhibiting stationary steam engines. Housed in a specially constructed building, there are usually eleven engines in steam every Wednesday (from approx. 1000 to 1600 hours) and at Bank Holiday weekends. The telephone is 01302 330430, and website www.mgsteam.btinternet.co.uk

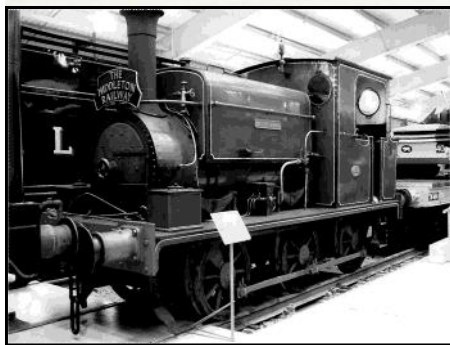
Nearby is the site of the very deep Brodsworth Colliery. To the west is Brodsworth Hall (English Heritage tel: 01302 722598) with 15 acres of gardens and woodlands.



Middleton's new museum (contd)

early 1812 rack locomotives to the very sophisticated Hunslet rack machine. This display may not be ready for the opening, but will be available by the end of the year.

There has been much work carried out to prepare these exhibits and all those concerned hope that we will have created something which will interest our visitors and have them visit more frequently in the future! □



Manning Wardle 0-6-0ST No. 1601
Matthew Murray on display at the NRM's
Locomotion at Shildon, 25 May 2005

Moor Road transition continues

Work in hand on the platform fencing on 6 January 2006.

David Cooke and Howard Bishop are seen working away in winter sunshine during the afternoon

(Andrew Gill)



Packing and levelling of track in the platform road on 17 December 2005 with Graham Parkin, Peter Nettleton, Andrew Plumb and Brian Hall. Dave Cook, Neil and Phil Carmichael are working on the platform (HWB)



Above: David Monckton and David Wraith carefully remove for restoration the ancient iron railings on 24 December 2005 (HWB)

Left: The last track to be laid! The siding taking shape alongside the former Bannister Bros. works, 6 Feb. 2006 (Andrew Gill)

(

Matters mechanical



On 8 February 2006, in the workshop, thanks mainly to the work of Peter Nettleton, our coach is seen sporting a new side, complete with panelling, and is awaiting someone to help apply an undercoat and finish coat ready for the coming operating season

(HWP)

Bill Turnpenny engaged in milling a brass moulding to form a new bearing for Manning, Wardle 0-6-OST No. 1210 of 1891 Sir Berkeley, 17 December 2005

(HWP)



Steve Roberts' regular column will return in the next issue

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AND
IT COSTS NOTHING BUT
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If you haven't sent in a completed Gift Aid form yet, please do so. It's worth pounds to us!

For every £10 you pay in membership subscriptions or donations to the Railway the Inland Revenue will pay us £2.80—and backdated to the year 2000. Please use the form below without delay.

MIDDLETON RAILWAY TRUST LIMITED
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Please complete this form to make your Gift Aid Declaration, and return it to the Treasurer, Middleton Railway, Moor Road, Leeds LS10 2JQ.

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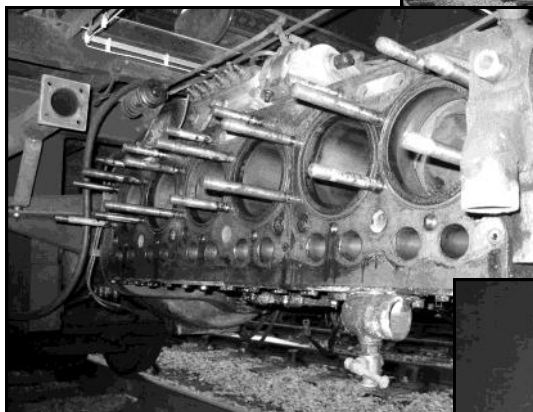
Wickham Railbus update

Graham Parkin

The Wickham Railbus DB999507 (Lab 20) has been outstationed at Llangollen Railway since early last year. OR187 (September 2005) featured it after arriving there on 30 May and in action on 16 and 17 July.

Whilst away from Middleton it has lost its "whiskers" and received yellow cab ends, and has undergone major engine repairs.

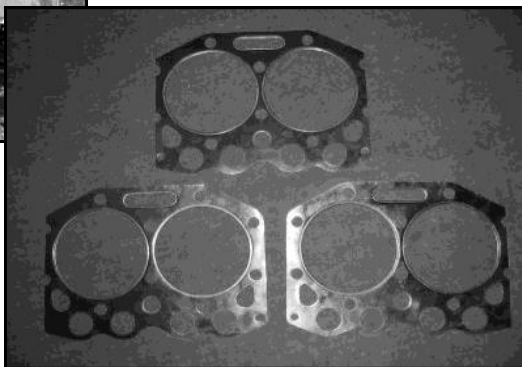
The engine was dismantled for repairs. It had been known for a while that it was suffering from high



out to remove uneven wear and new over-size piston rings have been obtained. The opportunity has also been taken to thoroughly clean and overhaul all removed components. □

Photos from top:
In Pentrefelin Yard on the Llangollen Railway

crankcase pressure and low compression. Examination of 3 pistons revealed that one was blowing by quite badly which was almost certainly the cause of both low compression and high crankcase pressure. As a result of the piston blow-by there was slight grooving on the cylinder bore. A second cylinder liner was also found to have similar damage however this is not as severe. The 2 damaged cylinder liners were removed. Replacement liners have been manufactured and once these are delivered the rebuild can take place. The worn piston ring grooves on 2 pistons have been machined



- 15/9/05
Engine block with cylinder heads and 3 pistons removed - 29/10/05
New hand-made cylinder head gaskets - 25/1/06
(Graham Parkin)

More information can be found at
www.wickham-railbus.org.uk

WANT TO HELP WITH OUR NEW EXCITING VENTURE?

Volunteers are still needed for work in all areas. Help is needed with the many jobs involved in getting the Moor Road site ready for operation.

There are front line and back room jobs to be filled for the opening of our new facilities in 2006. There are openings for assistant curatorial staff to man the Resource and Visitor Centre and Exhibition Hall and to act as hosts to visiting schools and other groups, families and individuals. Full training will be provided.

Use your skills and experience and contact a member of the Railway's Council (details on page 31) or turn up on a Wednesday or a weekend for information.

2006 trains

Subject to completion of heavy engineering works, the intention is to re-open at Easter 2006. The accuracy of the timetable cannot be guaranteed should the work run over. Check our website www.middletonrailway.org.uk for details or ring 0113 271 00320. CHECK BEFORE TRAVELLING.

Trains are planned to operate from Saturday 15 April on Saturdays from 1330 (diesel traction) until 1620. Sundays and Bank Holiday Mondays from 1100 (steam traction) both at 40 minute intervals unless marked otherwise.

Sundays 7 and 14 May. Walks in the Woods: studying the flora and fauna of Middleton Woods

Tuesday 13 June and Thursday 22 June. School trains—special timetable applies.

Weekend 24 and 25 June. Hunslet Festival—special trains services and timetable.

Weekend 23 and 24 September. 'Everything Goes' Gala with special timetable and special trains.

Weekend 28 and 29 September. Halloween Trains—special timetable.

Weekends, 2 and 3, 9 and 10, 17 and 18, 23 and 24 December. Santa Trains for the public. Pre-booking obligatory on 23 and 24 December. Special timetable.

Wednesday and Thursday, 6 and 7 December. Schools Santa Trains. Special timetable. Pre-booking only.

This information correct at time of going to print (see first paragraph above)

Scenes of the new a



Clockwise, from top left: The imposing façade of the new headquarters building as seen from Middleton Railway; Ex-Wakefield Power Station Thomas Hill 138C of 1965, the first locomotive to test the platform fencing; View of the Lecture Hall showing picture window looking out over the Exhibition Hall and track to the Exhibition Hall, whilst Peter Nettleton drives the crane up the line. All taken 25 Jan 2014.

t the end of January



or Road, after the scaffolding has been removed; Steve Roberts fitting the personnel door to the
at the track inside the new Exhibition Hall, at 1500 hours on 29 January 2006.; Dave Cook inspects
tion Hall; Andrew Gill puts away the platelayer's trolley at the completion of laying the point work
January 2006 except as indicated above. (Photos: 2 , 3 and 5 Andrew Gill, others HWB)

Middleton as she was

Tom Apperley

Now that Moor Road is in danger of becoming built up enough to warrant city status in the near future, I thought nostalgia for the "good old days" would be in order!

The Apperley family discovered the Railway around 1970. My daughter and brother helped shovel out muck which by no stretch of one's imagination could be called ballast from wagons in various parts of the system, my wife helping with scything down willow herb and on more than one occasion "naughty weed" up and down the line: all this under the watchful gaze and barrage of missiles from the local Mafia. We had reached the mud platform at the Park one sunny evening when Margaret was hit by a

An avenging angel waving a scythe, more active than the grim reaper

sizeable pebble. There was a banshee screech and the rest of us watched in amazement as an avenging angel waving a scythe, and certainly more active than the grim reaper, disappeared into the woods, in dangerously close proximity to six scruffy and pale-under-their-grime, yobbos. We met her coming back lamenting the fact she had not caught up with them. When



we later became "sales" and did our trading from a cupboard in the brakevan, we were often mildly shaken - the brakes were not too good in those days - and watched in awe

Everything conveyed to the line each passenger day in carrier bags

as the engine crew took off in similar spirited fashion, waving large spanners. Sales, but no shop, and everything conveyed to the line each passenger day in carrier bags, to be dispensed from a cupboard on the train - *Henry de Lacy*, coal wagon with handrail for the more intrepid passengers, but a proper railway's brake van. My maternal gramps, William Gardiner could recall taking out the 7 foot rail and making *God's Wonderful* a pathetic narrow gauge!

The only building anywhere was a Grade 1 listed wobbly and definitely Flogit-worth hut in Robbies where the Nettletons, Lodges and chippies worked minor miracles. Since the income from such an inauspicious venture was less than substantial, we went off. Under the paternalistic guidance of Middleton's logistician, one Derek Plummer, we appeared at every model railway exhibition and traction engine rally in the Ridings. Harewood was civilised with portaloos. At Masham the field has always been used by cows the day before, and sitting in the beer tent was not wise!

Although the volunteers were fairly weatherproof, the sales stock was not. When the Bareham family became inveigled, it could be kept in their caravan overnight: staff used a less than rain-proof two man tent. So the great Middleton erection yards were born. At Treetops we built (a) a

trailer, which was too heavy and had to be pruned by sawing inches off the sides, replacing some of the $\frac{3}{4}$ inch marine ply with $\frac{1}{4}$ inch ply until we had one which *did not need brakes*; (b) stock boxes for the ever increasing amount of stock (I was in frequent acrimonious correspondence with "the Committee" of the time because I never paid anything into the general account but simply spent it on Caton's Drawings, Broggies, Shire books, sparkling locos, trailers (?) and last but not least corrugated plastic sales stand, which latter meant that stock and staff could stay in view in spite of the rain.

These were days when great planning meetings took place at "Treetops" and an Ian Smith, who was so slim that he disappeared when turned sideways, often appeared, but was hated by our

Wilbur Awdrey came to Leeds and stayed with us in order to name Henry as "Thomas"

dog Kim. Enter Ian, dog barks, Ian leaps into the arms of an Amazonian MRT lady: lovely memory!

My dad was a very good photographer, and came from Stroud, Gloucestershire, complete with 35mm and "proper" cameras to make pictures of Middleton locomotives. Jim Lodge had all the locos towed out one by one in Robbie's yard and posed against a grassy bank so that, and I quote, "They wouldn't be confused with the rest of the scrap there".

Dad was a great friend of the Revd Wilbur Awdrey who came to Leeds and stayed with us in order to name Henry as "Thomas" and he charged Middleton absolutely nothing for the privilege! He was a lovely man, and part of the team-ministry at Stroud. Susan still treasures the auto-graphed books he gave her, and I loved the way his books sold, even to the non-ferroequinologists.

We soon found that, if we could take a layout to exhibitions, we could take our Sales Stand free! Enter my future son-in-law Robin Taylor and Frank Brown, with an N-gauge layout, which on one famous occasion at Sheffield Town Hall, broke all records with borrowed rolling stock, and had a loco pulling 48 coaches nose to tail around it! We also had a re-hash of the Middleton with dream sequence (Plasticard) shop and sheds and a 3-way automatic layout which even had *Sweet Pea* (pushed by a van - aah!) *Henry* and *Sentinel* (available as Plasticard kit from the Sales Stand) Many years later I met the Stand at places like Transperience and the Mining Museum when I took the Colour Museum Stand out.

SHOP! CME Jim Lodge, that nice little Pete Nettleton, et al, found us a 6-ton ex-LMS container, fitted counters, a ticket office and AT LAST a fixed site to store stock. We could sell food, including cheese and bad

That nice little Pete Nettleton.... found us a 6-ton ex-LMS container

breath crisps, favourite of the engine crews, and from which we could observe Jim Lodge carefully pilot a train straight through the Middleton Railway gates (did I mention that brakes were a bit of a problem?). Three ply,



Continued from previous page

three inch thick vandalproof walls, and padlock of bank vault dimensions. Unfortunately it stood on a trestle over a gap filled with broken bottles and barbed wire, but through which the travellers' children tunneled right up through the to pinch our crisps and bickies. The solution? Jim Lodge and friends covered the floor with old gas holder plates from Robbies and made us impregnable from below. This was fine as long as the sales staff flung wide the six feet of huge doors and stood back whilst the shop exhaled the sulphurous pong. Mice? We bought plastic dustbins and when the hawks appeared the mice went.

To further our move into the future, we did our own Middleton Model Railway Exhibition in Horsforth Town Hall (Saturday only and not financed by MRT). We fly-posted posters, my brother and I pasted in the back of Dave Watson's car and poor Margaret was pushed out to stick them on windows of empty shops and lamp posts. In spite of everything being against us, in ONE day was raised enough money to pay for the raw materials for the platform at the shop end, and went to see it pour off the lorry. Unfortunately, Margaret became ill and we had to withdraw gracefully, but we were invited to the

opening of the station buildings in the early days of the REAL buildings at Middleton. Margaret was delighted with the toilets. In our days the nearest were either at the café in the park or the vandalised ones in the gardens at the station end. We made do and *His and Hers bushes*, and looked out for stinging nettles!

Thanks for some really great times. Derek dodging beer barrels falling off a lorry when we were going to Sheffield Model Railway Exhibition in a hired van; Jim Lodge wondering how to use the white metal

extractors dad made him without whacking them with a hammer; Joe Lee soothing a local copper who called when coal was pinched from our staithe; collecting old cookers alongside the tracks for weighing in as scrap; the guy with an LNER chime whistle on his traction engine which stopped it in its tracks; Fred Dibnah actually buying something from our stall at Harewood; wondering about Fred Youell's car springs and finding chairs (railway, not picnic) in the boot; and on and on.

Keep up the good work, and I only hope you all get as much pleasure in the new buildings as we did in the *bad old days*!

□



MRT Archives

Details of the photographs accompanying this article:

Page 18 View of the Moor Road Station site in 1974, taken by Sheila Bye. Train about to be propelled up to Park Halt [all southbound trains were then propelled as we had no loops for the loco to run round]. The platform was constructed from redundant wooden sleepers, with a converted wooden rail transport container placed on it as a shop/ticket office. Until the advent of the shop, we frequently arrived with the first train of the weekend to find that the platform needing rebuilding, as local youths had dismantled the stack of sleepers since the previous weekend.

Page 19 Our engineers at work in the cramped conditions of the old wooden hut in Dartmouth Works yard, probably in the early 1980s, photograph by Steve Roberts. The chap on the right looks like Graham Parkin. Only fairly small items could be worked on in the hut: large scale work had to be done outside, in all weathers! The staff 'messroom' was at one end of the hut, with benches around the walls and a stove to warm up cold hands and hot soup.

Page 20 Building a new, extended platform at Moor Road in 1976, to replace the sleeper stack, photograph by Keith Hartley. When the new platform came into use, the old sleepers were removed and the container shop was replaced[?] by two containers knocked into one long hut, to make a much larger shop/ticket office.

Walkies with a purpose?

On Sunday 19th July 1981 17 members of the Yorkshire Area of the Deltic Preservation Society took part in a 8.5 mile sponsored walk from Leeds City station via a 'historic rail trail' to the Middleton Railway where a special train - hauled by *John Blenkinsop* - was provided for the walkers. Over £200 was raised for the loco appeal by this first DPS sponsored walk and the Society has organised several walks since.

As three of the original walkers - including myself - are now DPS Directors (and another is heavily involved in the DPS website) it was felt that the 25th anniversary of this event should not go unmarked. Please therefore note your diaries for **Sunday 16th July 2006** when we will hopefully recreate the original route and see the many transformations that have happened in the last 25 years! (Most of them are probably at the Middleton Railway in the last 12 months!) We will start from Moor Road and end there with a special charter at the Railway (which may or may not be fully crewed by DPS/MRT members) and hopefully a barbeque.

As I have a foot in both camps I would like to invite any MRT members who may like to take part in this event and walk for *The President's Appeal* rather than the DPS to contact me at 21 Harper Grove, Idle, Bradford, BD10 8NX or e-mail Editor@thedps.co.uk for a sponsor form. I would like this event to be used as a fundraiser for both organisations (I know some people are members of both like me - so you have a choice; what luxury!). I will be seeking people to perhaps provide a commentary for the walk for those who want to take in the historical railway sites of Leeds? The final route is still to be devised, but a shorter, family-friendly route is likely for those who can't walk as far as 8 miles or so! Once the Railway is up and running again at Easter, Sponsor forms will be available from the shop. Anyone who wishes to help with the organisation of the walk and possibly test-walk some proposed routes please get in touch.

Ian Dobson

Every Little Helps....

Our faithful old JCB has worked hard over the last couple of years, and we have generally managed to keep up with the mechanical repairs. However, moving railway lines, ballast and old brickwork have taken its toll on the tyres. A few of us are now pretty good at puncture repairs and tyre fitting.

We had collected a number of these old tyres that were scattered around the yard, and these days, you have to pay to get rid of them. We had to buy yet another new tyre this week, and I went to the Hunslet Branch of ATS Euromaster, who, very kindly offered to dispose of all of these tyres for us free of charge! ATS have saved us some cash and also helped us to clean up the site!

David Wraith

On the 23rd November 2005.....



ABOVE: Pouring concrete into the base of the Exhibition Hall (HWB)



ABOVE: Work continues on the inside as well as the outside—working on Sir Berkeley are L to R, Phil Holt, Howard Bishop, Bruce Inman, and Stan Holdsworth. (Neil Carmichael)



LEFT: The impressive scene looking from Moor Road, during the craning in of the flooring and stairs of the Headquarters Building in course of construction (HWB)



ABOVE: 25 January 2006, and Neil and Phil Carmichael are pouring concrete into the formers at the rear of the new platform (HWB)

LEFT: View across the top of the overbridge facing west, showing the line of the new road to be constructed over our main line, 19 Nov. 2005

(Chris Nicholson)



An afternoon in Armley

Henry Gunston

Having been given Alan Bennett's recent book *Untold Stories* for Christmas, I decided on New Year's Eve to seek out two streets in the Armley area where his family once lived. Crispin Place, between Tong Road and the site of Wortley West Junction, was the home of the Peels (his mother's family). Halliday Place, south of Stanningley Road, near Gotts Park was home for him and his parents. These streets are not yet tourist destinations - no Civic Trust Blue Plaques, or charabancs of tourists like the "Last of the Summer Wine" addicts at Holmfirth! My travels also took me past two of the other highlights of Armley - the church of St Bartholomew, perched high on its hill, and the architectural extravagance of the Library building. Then came a third highlight - Armley Mills Industrial Museum, which I last visited some years back.

Before reaching the railway shed at the museum, I came to a display on the theme of "Models". Of special interest was a model of the Blenkinsop-Murray locomotive, captioned *Made by Matthew Murray in 1811 as a prototype for the locomotive used at the Middleton Railway* (Exhibit code LEEDS M.S. 1999.5). I will discuss the detailed history of this model with Sheila Bye and report back. The work of the Leeds Model Company was also featured, and there was a model by them of the LNER Sentinel-Cammell steam railcar *Nettle*. There was also a fine model (built by an enthusiast) of *Nellie*, the Hudswell 0-4-OST (HC 1435 of 1922) which worked the Esholt Sewage Works, Bradford

.First sight inside the locomotive shed was a fine old sign: *NO SKYLARKING ON PLATFORM OR TRAINS*. ("It were a good clip round the ear in those days, lad. None of this ASBO nonsense!"). Twelve Leeds-built loco

motives were on display - some "painted up" and others unrestored. Five were of standard gauge, and two of Aldwyth, a Manning Wardle 0-6-OST (MW 865 of 1882), was noted as *one of the oldest surviving Leeds-built locomotives*. Having been built within four weeks of order for the contractors Lucas-Aird, it later worked at various Government and military sites, as the plate *RAF LOCOMOTIVE No 111* on its smoke box door indicated. It is very smartly restored in yellow-lined green livery. The other steamer was *Elizabeth*, one of the last "standard" Hudswell 0-4-OST with 14in *Nellie*, mentioned above, *Elizabeth* worked at the Esholt Sewage Works.

First of the non-steam locomotives was a Greenwood & Batley four-wheeled centre cab battery electric (GB 1210 of 1930) which worked power stations at Luton and Croydon. Then came two diesels. Fowler 0-4-ODM (JF 22060 of 1937) worked for Capper Pass and Sons of North Ferriby, and a former War Office Hunslet 0-4-ODM (HE 2390 of 1941) used to work at the Trecwn military site. Other locomotives lurk in the yard "out the back" - some in a sad state. Two recognizable standard gauge diesels were Fowler 0-4-ODM (JF 22893 of 1940), which worked at Fort William, and *Southam No. 2* 0-4-ODM, a Hudswell (HC D625 of 1942) which worked at Southam Cement Works. □

I pass the railway regularly and note the progress. Delighted to see the clock go up.

You must all be quite excited and exhausted.

Frances Jones, Friends of Middleton Park

Dear editor, I must say.....

Congratulations on, and thanks for, the latest Old Run, received today. I think it's one of the best ever and I read it from cover to cover. It is a super blend of past, present and future, and really gives the feeling that Middleton is sparking with life and going places fast, despite the apparent hibernation of the last few months.

With regard to Norman Fearnley's photographs on pages 24 and 25, I am sure that Steve Roberts is the lad with his back to the camera, but regret I can't put any names to the rest. This would be about the time that we had Leeds Modern School Railway Society (of which I was one of the founders) and which brought quite a number of lads - Steve included - to Middleton, so it wasn't all George Dyer and his mates from Cockburn High!

Looking forward to seeing you all soon at the newly rejuvenated Middleton.

Malcolm Hindes, Leeds

THE ABBEY LIGHT RAILWAY

If you haven't visited the Abbey Light Railway at Kirkstall, Leeds, it is well worth a visit.

Operating days are on Sundays and Bank Holidays from 1300 to 1700. This 2 foot (60 cm) gauge railway can be found to the right hand side of the Allders store on Kirkstall Bridge Road, and runs to the Abbey and back.

There are some interesting locomotives, including Leeds-built ones by Hunslet, Greenbat and Hudson.

The Abbey Light Railway was founded in 1976. It is a family run operation supported by volunteers to restore and maintain vintage narrow gauge locomotives and rolling stock. There is a well equipped machine shop capable of carrying out heavy repairs and construction of new equipment.

They are currently building their own Kerr Stuart "Wren" class steam locomotive.

May I offer some light on the caption for the photo on Page 30 of OR 188? The picture shown is not, as suggested by Norman Fearnley, the arrival at Middleton of No. 54.

There are several reasons for thinking this: I joined in 1962 and Sentinel did not have the "rear end" adjustment made by shunting an overhanging plate wagon in the yard! There were only 2 places on Middleton with a curved top wall next to the line - a) part of Old Run Road near the colliery if my failing memory serves me correctly, near to the site of the existing platform and— b) by the Moor End Branch line.

The Moor End Branch left the main line just south of Beza Street crossing and was then elevated behind a raising wall to Clayton's Moor End Works. This line was not present when Sentinel was delivered, as I was one of those who assisted in the laying of the line. The site of the photograph is on the corner of the old building as the line went to the works gates just to the left of the photograph behind the wall. My memory tells me there were some lime pits of sorts here which we had to remove to be able to lay the track through. A very messy job!

John Alcock stands on what became a way down past Clayton's to the old footbridge that crossed the bottom loop. The building in the background was one of the Beza Street development units built in the late 60's earl 70's and was used I believe by Marston Radiators. I think they assisted with the repair of one of the diesel radiators at a later date.

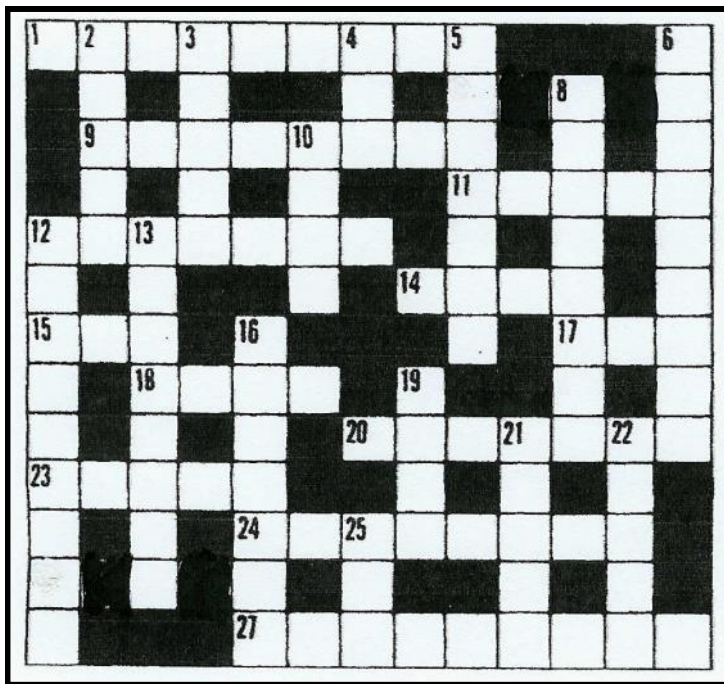
The picture on page 25, of the Moor Road crossing, also brought back memories; I have a copy of this somewhere given to me at the time, late 1960's I think judging by the attire.

David Hebden, Woodlesford, Leeds

**Deadline for the next issue-
30 April 2006**

JUST FOR FUN!

by Mitre



CLUES ACROSS

1. Our Railway's name is taken from this village (9)
9. Awarded to signify your qualifications (8)
11. *Not Brookes No!* on its own – with rolling stock (5)
12. Engineer Murray (7)
14. Class of diesel locomotive (4)
15. Girl's or lady's name (3)
17. Initials more to do with 'plane than train arrivals (1,1,1)
18. Road terminus (4)
20. Mythological winged horse – would have made a good name for a locomotive (7)
23. Objects of excessive devotion (4)
24. Burrowing creature not found in our new concrete sleepers or steel beams in display hall (8)
27. Pit owner whose first Act started it all (9)

CLUES DOWN

2. Darjeeling & Himalayan Railway is here (5)
3. Motive power base (5)
4. Boy's or man's name (3)
5. *Rowntree No. 3* might have carried this continental name by now (7)
6. Essential when wet on board *Sir Berkeley* (9)
8. Could be a name for those who laid the new rails at Moor Road (8)
10. Baking place (4)
12. What we get at end of Balm Road branch (9)
13. New track layout and platform achieved by concerted this (8)
16. Required by steam locomotive when it stalls repeatedly through lack of steam - **anag.** (4,3)
19. Chokes ballast in summer (4)
21. Ring-shaped coral reef enclosing lagoon (5)
22. Opposite of man (5)
25. Collective for female germs in animals (3)

(Solution on page 31)



Personnel personal profiles

Bill Turnpenny

One of those quiet, genial but unassuming individuals, William Albert (Bill) Turnpenny is the sort of guy who does not seek the limelight. Not for him the public roles of engineman, or train staff: he prefers to use his knowledge and skills as a qualified engineer to good effect in the confines of the Middleton Railway's workshop at Moor Road.

Since 1985 he has been found most weekends, beavering away as he engages in fitting, turning, milling, and pretty well doing everything to do with engineering, in order to restore steam locomotives to running order, so that they can once again be seen in action working trains to Middleton Park.

Born in Shipley, Yorkshire, in July 1946, Bill still lives within a short distance of his place of origin. "As a small boy in the early 1950s, we used to travel from Shipley to Leeds to visit relatives. It was on these journeys that I often saw Henry de Lacy II in action at the Kirkstall Forge", he says.

He attended the Salt Grammar School in Shipley, and afterwards found employment as a machinery maintenance fitter in a textile factory until 1966, when he transferred to working as a shift spectrographer at Alcan Enfield Alloys. From 1973 to 1987 Bill

worked as a skilled fitter at Renold Fluid Power. During this time Bill studied with the Open University and obtained a Bachelor of Arts (Hons) degree in Technology. Further studies resulted in a Certificate of Industrial Relations at the University of Leeds, and a Post-Graduate Certificate in Education at Leeds Polytechnic.

In 1988 Bill transferred from practical engineering to teaching his subject as teacher of technology in a secondary school, and he remains in this work today.

Bill served as the Chair of Eccleshill Mechanics' Institute from 1987 to 2004. He is married to Barbara and they have a son

who is a software developer. In his spare time Bill enjoys walking in the Yorkshire Dales and on the Howgill Fells.

Bill says that his hopes and aspirations for the future of the Middleton Railway are:

"In the short term, to see the building developments completed and train services resumed; in the medium term to see locomotive No. 6 back in working order; and in the long term to see progress with the Railway's extension to Middleton Park, as well as continuing with the preservation of Leeds's railway heritage". □



Times past

part 2

with Norman Fearnley



These three photographs, all believed to have been taken around 1965, show diesel locomotives on the Middleton Railway.

Below: Our own Hunslet 0-6-ODM 1697/1932 *John Alcock*, crossing Moor Road.

On previous page, top: BR 0-6-0 diesel No. D2323 on loan to Middleton Railway; and bottom: Hudswell Clarke 0-6-0 diesel on test at Middleton Railway. (Norman Fearnley)



Now 'er's
a funny
thing!

Andrew Johnson reports for duty as guard to find that the local gremlins have been at work again!

(Peter Nettleton)

CROSSWORD SOLUTION

Across:

1. Middleton
9. Diplomas
11. Train
12. Matthew
14. Peak
15. Ida
17. ETA
18. Moor
20. Pegasus
23. Idols
24. Woodworm
27. Brandling

Down:

2. India
3. Depot
4. Tom
5. Nestles
8. Trackers
10. Oven
12. Mainlines
13. Teamwork
16. Blowups (Polswub)
19. Weed
21. Atoll
22. Unman
25. Ova



**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.

21 March AGM (members only)

18 April Ken Horam, Barrow Hill Round house

17 May (WED) Pie & pea supper evening at the West Riding Small Locomotive Society's premises at Tingley.

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**Deadline for next issue  
30 April 2006**

## An idea for our official opening?

Andrew Johnson sent in this clipping he found recently in the *Darjeeling Mail*, published by the Darjeeling Railway Society

### Biswakarma Puja Day

September 17th is "Biswakarma Puja" day and No. 791 was decorated at Kurseong. This is the day when all working tools, engines and the whole works are cleaned and decorated for the public to view. Blessings and prayers from a priest are given before offerings of fruits sweets etc. are placed on the altar of the God "Sri Biswakarma Baba". He is the incarnation of Lord Vishnu Pooja, seen as the God of tools, plant and machines, so that the following days throughout the year bring safety, happiness and prosperity. After the ceremony, all the people have a party, although the day is not officially an authorized holiday!



# The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

Registered Office: The Station, Moor Road, Leeds LS10 2JQ  
Registered Company No 1165589 Registered Charity No. 230387  
Registered Museum No. RD2114

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On the day the contractors handed back the railway following construction of the overbridge, Hudswell, Clarke 0-4-0 No.D577 of 1932 driven by Brian Hall and NER brakevan test the newly laid track, at 1449 hours on 30 Nov. 2005  
(Andrew Gill)



**History is made!**