

The

OLD RUN

Journal of the Middleton Railway Trust

No. 203

June 2009

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**Middleton
Railway gets
Quality Assured
accolade**



**Middleton
freight
train
renaissance**

Old Run

No.203

June 2009

EDITORIAL TEAM:

Editor: Howard W. Bishop,
23 Mountain View, Ballaugh,
Isle of Man IM7 5ER, British Isles
T: 01624 897287
E: hwb@wimanx.net

Assistant Editor: Andrew Gill,
18 Tinsill Drive, Leeds LS16
7DH. T: 0113 2300033.
E: d.andrew.gill@btinternet.com

Photographic Editor: Andrew
Johnson, T: 07749 228272
E: middleton@amjohnson.co.uk

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Editorial

Summer is here! And the railway's operating season is well under way.

It is good to note several areas of progress at Middleton. Not least the award of Visitor Attraction Quality Assurance by the English Tourist Authority.

In addition we welcome the return to service of several items of our goods rolling stock after a period of refurbishment and renovation. Thanks must go to those who were instrumental in making this happen and to those whose hard work and enthusiasm has paid off.

Howard W Bishop,
Editor

The deadline for the next issue is 15 August 2009

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Front cover

On Good Friday, 10 April 2009, working members ran a trial freight train comprised of recently renovated goods vehicles, in preparation for the operating of passenger freight trains in June. Here **Hudswell Clarke 0-6-0T MSC 67 1369 of 1919** couples up with the train after running round at Park Halt.

(Ian Dobson)

The 4th April saw us reopen for business after the winter break for track maintenance. It was not quite as tight a schedule as we had experienced the previous year, but the weather was not as kind to us either. There was one last-minute hitch when one of the switches on the main running line was damaged during a shunting operation. It was a bit of a panic to get this replaced in time for the opening, but in true Middleton style the necessary effort was put in to ensure we did.

The following weekend, Easter weekend, saw a first for the Railway when a group of young student volunteers from other Railways, in the UK and Ireland, came together to work as a "party" at Middleton for the whole week. Their main focus was to get another one of our goods wagons looking as though it was cared for: this they did with flying colours. It is hoped that this will be repeated later on in the year when, with warm and light evenings, (well you can but hope) we can put on more of a "social welcome" for these willing helpers. Not only does this bring willing hands to Middleton, but these young people go away with a great experience, which in the long-term can only bring good to our Railway.

Talking of bringing things to our Railway, there are two events in the pipeline, which probably won't get mentioned elsewhere in here. On Sunday 19th July there is a bus extravaganza at Elland Road football ground, when it is hoped to run a shuttle service by vintage bus from there to the Railway. For further information please visit the website <http://www.typpg.org.uk/event.html>. Then on Sunday 13th September the Neville Hill depot in Leeds is holding an open day. This is jointly sponsored by East Midlands Trains and Northern Rail, who both use the depot. It is intended to run a free bus service from Leeds City Station to Neville Hill and return, but also run a total of four round trips to Middleton Railway. Full details of this event have not yet been made public, so if it is not quite like this in the final offering, apologies.

We have already this year played host to the Swiss Railway Society, the Industrial Railway Society and Inside Track Tours. You will also see elsewhere in *Old Run* that we are now a "Quality Assured Visitor attraction", this puts the Railway in the *elite* of the Country's tourist attractions and also brings a great sense of pride to all who volunteer. On the subject of volunteers, I would like to extend a very warm welcome to all those of you who have joined as new volunteers, and are reading this for the first time. I sincerely hope you will all enjoy volunteering at Middleton.

I must just take a little space here to mention the disappearance of our station cat *Smokebox*. This was all a bit of a mystery with all sorts of rumours flying around as to who may have *borrowed* her. I think this was all answered when our CCTV captured the theft of the cat's house from in front of the Engine House by persons unknown. We can only assume that the two disappearances were caused by the same person and we have notified the police accordingly. The Smokebox Club, which now has nearly 100 members will continue, but as the Middleton Minors' Club. The change will be made gradually over the next three months.

I have tried to stay well clear of the doom and gloom of the nation, but I must just mention that we appear to be going against the trend for the time being. Our income so far this year is up on budget: let's hope it stays that way. We have also noticed that people's spending habits have changed quite dramatically, but we feel we have adjusted our marketing to make the most of the cash that is available for disposal. It is not going to be an easy year by any stretch of the imagination, but I feel we have the necessary measures in place to ride out the storm, and at the end of the day be stronger for the experience.

Enjoy your Railway.

Andrew Gill

Chairman

tOR

Well here I am, one year on. This time last year after a rather cold Santa turn firing to Martin Plumb, I was accosted by our CME, Steve Roberts, asking if I would take on the role as Traffic Manager.

Having wanted to become more involved with the railway for a while I jumped at the opportunity. I officially started my duties in January 2008 just after my 21st birthday. Obviously at this time we were in the middle of relaying the track and extending the platform at Park Halt, and as a result I did not have a great deal to do in my new role. However, this did give me a chance to be briefed by Martin (the previous Traffic Manager) on how he had organised events and to collect any paperwork that may be of use to me. Most importantly he taught me how to use the roster computer and its "advanced" features. (Lesson 1, see below)

Come the start of the operating season in Easter, I found myself the first real work. Other than the "ordinary" steam and diesel days, we occasionally get some special charter trains along with the special event weekends. The first big event for me was the 250th anniversary of the Act of Parliament allowing the Railway to be built. I turned my thoughts towards the event, but then I fell off *OLIVE* and broke my ankle. The less said about that the better (Lesson 2)

The 250th event in early June went without hitch with us receiving some good coverage in the media, including a "bird's eye view" of the all line tour that was later shown on ITV's "Northern Skies" program. By this point I had recovered and was able to resume duties on the footplate, enjoying my first turn as a driver.

More specials came and went. The children's gala was good fun, although I don't think it's the traffic manager's responsibility to get covered in water or a face full of cream pie! (In fact I didn't mind, it was good fun and well worth seeing the smiles on the kids and their parents' faces!) In July we had a railcar charter, where one participant was so impressed he wrote us a cheque for £1000. (Lesson 3)

Another event with a difference was a choir concert in the Engine House by members of Leeds Parish Church. For this event I was asked if we could break away from normal and run a steam loco on the Saturday service along with a special train after the concert. I rostered the loco and got a crew, with myself as driver, and started to look forward to the event. At this point I would like to mention Jenny Cowling, who sang solo with the choir. She gave a fantastic performance and I was envious for several reasons:

I have never been able to sing. You may think as a musician I should be able to sing at least something basic. However, I have heard machine tools that make a better sound than I do.

The choir and audience managed to stay dry. Those who attended the concert may remember this day being a very, very wet day. Normally I have no objections to working in the wet, but on this day I couldn't help thinking I hadn't helped myself. Guess which little, green, cabless locomotive I decided to roster. Yep, myself, Hayley and Dan spent all afternoon getting soaked on *Sir Berkeley* in the middle of July. After the last service train we had to stable the locomotive on the front of the Engine House while the concert was on before running a

special train for the attendees. Hayley/Dan I apologise for my bad choice of locomotive. (Lesson 4 and 5)

The next big event was our September gala. The first thing I will say on this echoes our Chairman's comments in the last issue of the *Old Run*. Well done on such a fantastic event, it's a tribute to EVERYONE'S hard work. I was sent the accompanying photograph after the event by Richard Linkins (Johns Linkins dad) showing the platform as viewed from the footplate of *Sir Berkeley* on the Saturday of the gala. I have never seen the railway so busy!

After the gala we had Halloween and Santa Specials: these seemed to go down well and be well loaded, again a success to all involved.

So what's next? I'm still learning various bits as traffic manager, and at the time of writing this am at the planning stages for various bits of the 2009 events. The *Hunslet Homecoming* in June will feature an ex-BR class 05 D2578 returning to Leeds to star at our diesel gala, and I hope that this will be a success.

The main lesson I have learnt as Traffic Manager, is that EVERYONE has to work together. It doesn't matter what job you are doing, from selling the tickets, to writing the timetable, to driving the engines. We have had a fantastic year, and I hope that we can all work together as a team to build on that success and make 2009 and 2010 even better.

Continued on next page



A crowded platform at Moor Road station on the occasion of the 250th Anniversary Gala celebrations in September 2009
(John Linkins)

What are the rules by which to operate?

Always have a good support crew. I must thank Martin for the amount of help he has given me, reminding me how to use the system, or repairing the mistakes I make!

Always smile as it could be worse! Looking back on my rather quick fall to earth I still find it amusing that my first reaction on hitting the floor was "Silly muppet - look what your doing!".

Always work as a team. This gentleman was so impressed by how well we could pull together as a team and make things happen, like extra runspast for the keen photographers. This is not limited to just a few people however. Everyone must work together across all the departments to make something happen. The trains can't run without the engineers or crews, or without the shop staff to sell the tickets and make the teas. Everyone is as important as the next, and this ensures that the railway runs smoothly.

Always be prepared. You never quite know what is going to come at you, so it pays to be prepared for all circumstances. I always have a second pair of clothes in the car, but on this day I had already changed them by early afternoon and was wet through again. So I think this lesson should be, "Always be prepared, and then prepare yourself again".

Ingenuity is the key to success. Whilst we were sat on the Engine House during the concert, Hayley decided to build us a rudimentary shelter using a tarpaulin tied over the weatherboard and bunker of Sir B. This gave us a nice cosy space to sit and cook dinner. Good thinking batman!

tor



**Man-
ning
Wardle
0-6-0ST
Sir
Berke-
ley**
passes
South
Leeds
High
School
on 1
January
2009

*(Andrew
Johnson)*

On Sunday 26th April 2009, the Railway was visited by an anonymous inspector from the English Tourist Board. The criteria for the inspectors is that they have to have been involved in tourism for at least 25 years, so they are “experienced” you might say.

Thanks to the running of the VAQAS courses for our “front of house” staff, by our two trained instructors David Guest and Cedric Wood, the Railway has been approved with flying colours!! It was not just the way we treat visitors that counted, we do that very well, it was the cleanliness of the building, the presentations in the Engine House, the way the shop and café are set out, the quality of the service, the whole inviting ambience of Middleton Railway.

A BIG thank you to all on duty that day in the Engine House, to the Train Operations team and to all the backroom team who keep things running smoothly, and not just on that day, but to ALL the volunteers who keep things going week in, week out; you are the Quality Assurance!

Visitor Attraction Quality Assured Scheme



The Quality Assured Visitor Attraction scheme points you to some brilliant days out at close to 850 quality-assessed visitor attractions across England ranging from museums to zoos. Attractions are assessed for the standard of customer care they provide for the visitor. The scheme focuses on the standard of the welcome, hospitality and service, the attractions presentation as well as the standard of the toilets, shop and café, where provided.

tOR

Winter soon passes and we are into the operating season once more. Doesn't time fly when you are enjoying yourself? With regard to the loco fleet, things have generally gone according to plan but we had a slight hiccup on this last weekend (10th May) when 2387 had to be failed due to excessive foaming of the boiler water which, in turn, created problems with the vacuum ejector.

1601 MATTHEW MURRAY. Work on 1601 progresses apace. The boiler inspector looked at the de-tubed boiler and given it a clean bill of health. The new tubes are on order and are expected soon. This boiler was built in 2001 and closely followed the original boiler in its design details. Experience in use has shown that it is difficult to wash out, especially around the front of the firebox. The opportunity has therefore been taken to add a mudhole at the front to make washing out easier. The outside of the boiler has been wire-brushed to remove any remaining paint and corrosion and has been given a coat of high temperature aluminium paint. The front of the smokebox was known to be thin, having already been patched a couple of years ago. This has now been removed and a new piece will be made using the old piece as a template.

Staff from Riley & Co visited Moor Road and machined the right-hand cylinder, which had a bad groove in it. This has revealed that the cylinder wall was getting quite thin and has, in fact, been machined away in places during this work. A 3/8" thick liner will now be shrunk into the cylinder once it has been made and machined to size. This will bring the cylinder bore back up to its original 12" diameter. It has been decided to leave the right hand side cylinder as it is in reasonable condition, at least internally! When the work

be covered in 'Belzona'. This will hopefully arrest any further corrosion on the top of the block caused by the acidic gases mixing with water in the smokebox.

The mechanical lubrication has received an overhaul, including the replacement of some of the pipework. Work is presently being carried out on the brake gear. The steam brake lever, which is a preservation era addition, was a dubious piece of work, being welded to the brake shaft. In addition, the handbrake lever was known to be moving on the brake shaft. After considering re-working the existing shaft it has been decided to replace it completely and a new brake shaft and steam brake lever have been made. The two end levers, which connect with the pull rods, have also been re-bushed to take up wear. This work is presently ongoing. Whilst all the above mechanical work has been going on, people have been busy cleaning down the frames and giving them a fresh coat of red paint. This sentence does not do justice to the amount of work that this has entailed, which again, is ongoing. Finally, a new Penberthy injector has been purchased. This will be used to replace the fireman's side injector, which will then be overhauled to act as a spare.

No. 67. Our Ship Canal tank successfully passed its annual boiler inspection and was the loco of choice over the Easter period. To be strictly true, it was the only steam loco available at that time! It has had a new set of fire bars cast and fitted. These are a slightly different size from the old bars and are a bit of a loose fit in the firebox, causing a lot more ash to drop through than previously. It is intended to modify the two outer firebars slightly so that the set of bars

**Steve
Roberts**

become a tighter fit. Presently available for traffic

No. 6 There is little to report in the way of progress with this loco due to pressure of work in other directions.

1210 SIR BERKELEY *Sir Berkeley* passed its first part of the annual boiler inspection – the visual examination – with no problems but our Inspector was not as happy when it came to the steam test. Both the front right and left corners of the firebox wrapper plate were leaking small amounts of steam at their lap joint with the throat plate and he required that these be attended to before he would issue the necessary paperwork. Inspection of the area indicated that there was evidence of tool marks along the lap seam and it is evident that this area had caused problems when the boiler was built. Whilst the seams were visible access to them was not the best due to the proximity of the wheels and frame. However, after a couple of false starts, a small, bent caulking tool was made which enabled the joint to be sufficiently caulked to stop the leaks and the Inspector eventually pronounced his satisfaction on a subsequent examination in steam. The new brake adjusters fitted some time ago have now been fitted, enabling proper adjustment of both sides of the brake gear. Whilst re-packing one of the steam valves, it became obvious that something was not quite right with the gland nut. On further dismantling it was discovered that a threaded insert had been fitted inside the nut at some time. The brazing holding this in place had failed and the insert had become loose. A new gland nut has now been made and fitted. Presently available for traffic.

No.11 No progress due to pressure of other work.

2387 BROOKES No.1 The injectors were sent to South Coast Steam at Portland for overhaul at the beginning of the year and

were returned to us just before Easter. When these were first fitted there were various problems with leaking joints and it was a couple of weeks before everything was satisfactory. The overhauled injectors are now working well the loco no longer losing steam and dripping water everywhere. The loco has been in regular use for the last few weeks but blotted its copy-book on 10th May when, as mentioned earlier, it failed due to priming. It has now had a water change and, hopefully, this will be sufficient to see the loco through to the end of its present boiler 'ticket', which expires in June.

No.14 The owner continues to make progress with this loco. He brake hanger brackets have now been fitted to the frames and various other works on the brakegear carried out.

Fowler 3900002 Work continues on this loco on most weekends. The cab sides have now been riveted up but the roof still awaits this work. New lubrication pots are being made for the axleboxes to replace those that have been missing for a long time.

Fowler 4220033 The re-tyred wheelsets were returned to Moor Road during March and were cleaned down and repainted.. The loco had to be jacked up slightly higher than previously to accommodate the, now slightly larger, wheels. Re-fitting wheelset is never as easy as taking them out. Inevitably, the loco is never lifted truly vertically and likewise, is never lowered truly vertically. This generally means that the axleboxes do not engage with the axlebox guide horns when the loco is lowered and moving 34 tons of locomotive slightly sideways to correct this is no easy task! However, the work is now accomplished and the loco is once more sat on its own wheels. Following on from this, the hornstays have been refitted, as have the brake pull rods and the loco is essentially complete once more. New brake

blocks will now have to be cast as the old blocks are a poor fit on the new wheel tyres. The next major job on this loco will be the fitting of a vacuum brake system

1786 As mentioned in the last Old Run, this loco has been repainted in a maroon livery. It has returned to its place of display in the Engine House but has recently had a service and thorough lubrication in preparation for use on the forthcoming Diesel gala.

138C, D577, D631, 5003, 7401 and D2999 are all serviceable and used as required. All other locos are stored, either on display in the Engine House or awaiting overhaul.

Coach 2084 Much work has been carried out on this coach over the winter period. The timber end panels, which were generally rotten, have been replaced with steel ones. Other various remedial works were carried out to the rest of the bodywork but no significant rot was found. The coach has had a full external repaint and has had the cream upper half of the body repainted internally. Unfortunately, time precluded the application of fresh paint to the lower maroon panels of the interior.

13 ton Open Wagon B490310 Following the making and fitting of a new side door to this wagon and a full repaint in standard Bauxite livery this vehicle is now complete and operational once again.

Lowmac No progress with the vehicle presently stored at the far end of the headshunt.

LMS Van M85133 Little progress to report other than further cleaning and painting of the frames.

LNER Van E165745 This van has been donated to the Whitwell Station Project

13T Open wagon B420703 A party of young enthusiasts from other railways descended on Middleton immediately prior to Easter and it was decided to give them a separate project to undertake. After some discussion, it was decided that it would be good to overhaul this wagon, which has been slowly deteriorating for many years now. It was duly brought into the old workshop and stripped of all timberwork, which was largely rotten. Work then commenced on the long and laborious task of cleaning down and painting of the frames. Some minor platework renewal was also necessary. The vehicle had originally been vacuum braked but this equipment had been removed many years previously. A new vacuum pipe was made and fitted and a brake cylinder taken out of storage and fully overhauled before fitting to the wagon. New 'Armstrong Oiler' pads were fitted to the axleboxes to replace the rather rotten originals. These were some that we had acquired over twenty years ago from British Coal when the wagon shops at Allerton Bywater were closed down. The new timberwork for the floor and body arrived just after Easter and has gradually been drying out. The floor has now been largely fitted and work will soon start on cutting and fitting the side planking. Four new corner plates have been cut and bent to replace to rotten originals. Incidentally, B420703 is not the wagon's true identity. We do not know what this was! It is believed that the vehicle is a BR-built version of a Southern Railway open wagon but we are not definite on that fact. If anybody is better able to help us identify this vehicle, please get in touch.

Work has been ongoing in partitioning off the old workshops to create a woodworking shop and a paintshop. These activities have been carried out for some time in this building but the creation of dust by the various woodworking machines was not really compatible with trying to obtain a good paint finish on our vehicles. We have also largely cleared the area over the oil store. This had been used for storage, largely of materials and equipment that we were very unlikely to ever need. We have taken a long, hard look at all this equipment and got rid of a lot of items. The area didn't stay clear for long as the many patterns previously stored in the LNER van have been moved to here. We intend to build some shelving in this area, which will better enable us to store this material, much of which is historically valuable. Continuing with our clean up, we have also had a clear out of items stored in and around the old workshops. This has produced some useful things that we didn't know, or had forgotten, we had and also much that would be of no use to man nor beast. We have yet to tackle our upstairs stores area, which will be a major task, but one that we really need to do. We have, for too many years, hung onto stuff that is really nothing but junk.

It was part of the grand plan for the development of Moor Road site that a water column be provided at the north end of the platform to enable locos to take water whilst running round trains, rather than have to go to the water tank by the ashpit. The underground pipework for this was laid in whilst we were re-developing the yard and there it has lain ever since, unconnected to the water tank at one end and without a water column at the other end. This is about to change. The old 2" outlet from the water tank has been removed and replaced with one 4" diameter. A 2" outlet from this has been tee'd off to enable locos to take water whilst on the ash pit but a 4" pipe has now been made and fitted to connect the tank with the buried water pipe. A tee off from this pipe has also been provided so that a water pump can be installed for boiler washing purposes, something that we haven't had since we re-developed the yard. Provision of the water column itself is still some way off but it is hoped that it can be progressed over the summer months, all other jobs permitting!

tOR

Photographs accompanying this article can be found on the next page

Industrial Railway Society visits Middleton

The Industrial Railway Society (IRS) held their annual general meeting at Middleton Railway on the afternoon of Saturday 25 April 2009. The car park was full to capacity and before lunch special trains ran hauled by **Peckett G20 class 0-4-ODM No 5003 of 1961 Austins** and **Brush/Beyer 0-4-ODE P91/7856 of 1958 No 91**.

The IRS is the leading organization in the United Kingdom devoted to the study of all aspects, and all gauges, of privately owned industrial railways and locomotives, both at home and overseas. Collieries, opencast coal pits, steel works, gas works, peat bogs, Ministry of Defence depots, engineering works, docks, electric power stations, etc., are all covered by the Society. Locomotives include: steam, diesel, petrol (gas), battery, and electric locomotives, standard gauge, narrow gauge, tunnelling locos, ex-British Railways locos and underground locos. More information can be found at <http://www.irsociety.co.uk>



Re-tyreing of wheels of Fowler 422033

Top: Wheel with old
tyre removed ready
for fitting

Right: Heating the
new tyre



Lower: Lowering
onto the heated tyre.
The lumps of metal
are weights to bal-
ance the wheels so
they are vertical.

(all: Steve Roberts)



Atmosphere?

Graham Findley waits for the “right away” on the footplate of MSC No. 67 on 9 November 2008. More unusual shots like this required by the editor! (Alex Bateman)

Some of you may have noticed over the last year, the growing fleet of tidied-up wagons residing in Bannisters' siding. I know this is not everyone's cup of tea, and that some think I'm mad that I enjoy working on them, but I personally think they are part of our history and should be preserved in the same way as exhibits in the Engine House.

This all started last year with the completion of the repaint of Diesel railbus *OLIVE*, when one of the flatbed wagons was moved into the workshop for a "tidy-up". This tidy-up resulted in the whole underframe being cleaned and repainted, along with the fitting of a vacuum through pipe and a brand new wooden floor. This was added to the 16ton mineral wagon, completed some time before, and the brake van, to make a nice little freight train for use at galas, etc.

One of the latest trends at steam railway galas has been to have a goods train running while also carrying passengers in the brakevan for a supplementary fare. To do this it is a requirement that the train is vacuum fitted and, with this in mind, I wondered if it could be done at Middleton, especially when you consider that the railway was a colliery railway, so freight feels more at home than passenger trains. After some thought we realised that the "dogfish" ballast hopper, the new flatbed and the brake van could be used together to create a short freight train suitable for passenger carrying. This was trialled at last year's September gala and seemed to be a success, making some extra money in supplementary fares when running on the Balm Road branch.

However, the dogfish was in "as received" state, carrying 1990s engineer's yellow and grey. To me this looked very out of place with our fleet

of locomotives. A few of us expressed an interest in repainting it, with one member agreeing to sponsor the paint, and it was decided we could proceed. Aided by the good late-September weather, we started to clean and repaint the vehicle in Bannisters' siding and, within a few weeks it was complete in Engineer's Olive Green. Now we had a train that was a little more appropriate in colour.

Also in the workshop around this time was the 'PALVAN' that had arrived with the new, to us, Fowler diesel. It had been decided that this van would make an ideal PWay stores vehicle as the old van was in bits for a rebuild. Work centred on a new door, some wooden panel replacement and a new roof, along with refitting the wagon's vacuum brake equipment. Focus then turned to the interior with shelving and racks made for the interior along with finishing into BR bauxite livery. It became clear at this time that there were a few people who actually enjoyed working on the railways wagons (I will unashamedly admit it, even though it makes me the butt end of a few jokes) and thoughts turned to other vehicles.

For several years a BR 13-ton steel open wagon had been sitting in the bottom of the yard containing the cab and tanks for the Y7 loco. It had been given a new floor a few years previously, but still required a new door, brake equipment and painting. The wagon was moved onto the pit road by the workshop and cleaning and painting commenced. As this moved on, a new door was measured, made and fitted, along with some straightening to the opposite door and fitting of the vacuum gear. Again the vehicle was finished in BR Bauxite livery to compliment the PALVAN. At the time of writing this is as far as has been achieved.

Andrew
Hardy

We now have five freight vehicles fitted with vacuum brakes allowing passengers to ride in the Brake van at galas. This is about as much as can be used at any one time as the loops at Park Halt and Moor Road will only accommodating this.

So what's for the future? The only other vacuum fitted wagon on site is a BR 5 plank wagon. This vehicle is currently in the workshops having been the star of a "working week". Over Easter, we were host to a group of young railway enthusiasts from other railways such as RPSI, Great Central, and Spa Valley. They stayed in Leeds for a week and spent five days working on the wagon's frames, replacing some metal work, cleaning, painting and fitting the train pipe. At the end of the week we steamed No 67 and ran a day of freight trains using the above wagons to allow the guests to have a footplate ride and take photos as a thank you for their work.

Since then work has continued with the vacuum cylinder being fitted, along with the linkage and brake pins (my first experience of using a lathe to make something). Work has also started on laying the floor.

Also in the workshop is the LNER van, known to us as the "Tool Van". This is progressing and is awaiting some riveting and painting before the floor starts. Personally, I would like to see the railway's two tank wagons returned to running order. Firstly the Shell Mex/British Petroleum 14-ton wagon

and then the Leeds Forge tank wagon, the latter being quite historic and relevant to the city. Also in the long run I think the LMS brake van would make a nice addition to the working fleet. However, none of these is equipped with vacuum gear so we would need to find another excuse to use them.

I have personally learnt a lot working on these wagons and know others have as well. If you fancy getting involved there are always things to do, and thanks to all those who already have given up some time (willingly or unwillingly) to help us have a demonstration freight train that we can be proud of. I know that some of you are looking forward to seeing it behind the visiting 05 in June, watch this space for photos!

Summary of the working wagon fleet used in demonstration trains:

LNER Ballast Brake Van, built 1940, Black Livery, un-numbered and vacuum fitted.
Flatbed, Middleton Colliery livery, through piped.
PalVan, ex-WD, Bauxite livery numbered B769924, vacuum fitted.
Dogfish Ballast wagon, Olive Green, numbered DB993425
BR 13-ton steel bodied open wagon, Bauxite livery, numbered B490310
BR 16-ton mineral wagon B227009 (on loan from NRM) unfitted.

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Photographs accompanying this article appear on pages 16 and 17



**Hudswell Clarke
0-6-0T MSC 67
and freight train
on a damp, dark
10 April 2008**

(Tom Parham)



Tim Veacock

Freight
renaissance



Andrew Johnson



Andrew Hardy

t train
sance



Andrew Hardy

Having returned to live in the Isle of Man three years ago, I was interested to make a re-acquaintance with a number of products of the Hunslet Engine Company that had found their way to the Island since we left there in 1970. Here they are described, with accompanying photographs.

Groudle Glen Railway's Hunslet locomotives

Towards the end of the 19th century the Isle of Man was at the height of its tourist boom. The Groudle Glen Railway is a two foot narrow gauge railway opened in 1896, by Richard Maltby Broadbent an enterprising businessman to take visitors from his Groudle Hotel to the sea on the nearby headland. It has been suggested that the Groudle was the first 'small' tourist railway to be built, though there were other narrow gauge tourist railways which preceded the Groudle, one of which, the Volks Electric Railway at Brighton still operates today.

The Groudle was operated by steam locomotives, built by W.G.Bagnall Ltd of Stafford. They were 2-4-0T *Sea Lion* and *Polar Bear* assisted from 1920 by two four-wheeled battery electric locomotives built by Wingo and Rogers Ltd (t/a British Electric Vehicles) of Southampton, being the first battery electric locos used on any British narrow-gauge passenger railway. *Sea Lion* still runs at Groudle although *Polar Bear* is now based at Amberley.

After a chequered history, from the time of the second world war the Groudle Glen Railway ran spasmodically until it finally closed in 1963. The Railway's restoration began in January 1982 by a group of volunteers

(who became the *Isle of Man Steam Railway Supporter's Association*) and reopened in May 1986. Two Hunslet diesel locomotives were acquired. Along with one of the original steam locomotives, *Sea Lion*, and one of the two battery electric locomotives, *Polar Bear*, these Leeds-built diesel locomotives can be found at the delightful Groudle Glen Railway, "the line that goes uphill to the sea"! In 1998 they were joined by a new steam locomotive, a full-size, accurate working replica of an 0-4-2T Bagnall locomotive supplied in 1911 to the Gentle Annie Tramway, Gisbourne, New Zealand, named appropriately *Annie*, and built by Groudle volunteer Richard Booth.

These two identical diesel machines were built together by the Hunslet Engine Company of Leeds in 1952, on behalf of Robert Hudson Ltd, light railway dealers. Works numbers 4394 and 4395, both were supplied to the Tilbury Contracting & Dredging Co. Ltd. In 1957 they were resold to the Twickenham Sand & Gravel Co at Feltham, being transferred in 1960 to work a new rail system at gravel pits near Farnborough, Hampshire. After that railway closed in 1969 they were put to work at Doddington House, near Chipping Sodbury, where they acquired their pseudo-steam locomotive cabs, chimneys and domes. Both were purchased by the Groudle Glen Railway in 1983.

Since arriving at Groudle they have carried the names *Dolphin* and *Walrus*. They are 0-4-0 diesel mechanicals, chain driven to each axle, with Gardner 2LW motors; two speed transmission for each direction of travel operated by hand clutch, giving a maximum tractive effort of 2730lbs and a top speed of 7 mph. They weigh 5 tons 15 cwt and are equipped



Hunslet's Island idyll

Groudie Glen Railway
locomotives

Top: Hunslet Hudson 0-4-
0DM (4394 of 1958) *Walrus*

Right: Hunslet Hudson 0-4-
0DM 4395 of 1958) *Dolphin*

(Howard Bishop)



Isle of Man
Railway No.
18, Hunslet 4
-wheel diesel
mechanical
locomotive
(HE 9342 of
1994) *Ailsa*,
stands in the
loop at Colby
station on 7
April 2009
with a works
train as it
waits for the
steam-hauled
passenger
train to pass
(Howard Bish-
op)

Views around the Moor Road yard and workshops on 7 February 2009. Top to bottom: Hunslet 4wDM 1786 of 1935 *Courage*, Fowler 0-4-0DH



4220033 of 1965 *Lois*, and Peckett 0-4-0DM 5003 of 1961 *Austins No 1* hauling out *Sir Berkeley* and *Brookes No 1*

(Ian Dobson)



For your care, and the consideration of all

During the closed season people have been drifting in and out of the Engine House through the front door, in overalls and boots, this must now cease, please! **PLEASE**, if you are working in the Workshops and are wearing boots and dirty overalls only use the front entrance if you have a good and valid reason. We know on occasions this is necessary, but please ensure your boots are wiped "before" you enter the building and also that your hands have been wiped.

If we can't keep the public areas clean, by way of our own volunteers making them dirty, then we will have to bring in "contract cleaners". If you do this it will only mean less money available for restoration purposes. **PLEASE**, do your bit and think before using the front door.

Those of you who wish to use the shop facilities may do so by using the side door of the Engine House and then using the "door bell", that will be installed on the doors leading into the café, to attract the shop staffs attention.

New rules have come into force concerning the kitchens, one on the ground floor next to the shop, the other on the first floor. The first floor kitchen is a "food preparation area" and is "out of bounds" to all but authorised personnel. You may be committing an offence if you enter this area without the authority of the duty catering manager. The ground floor kitchen may only be used if there is a "qualified" member of staff in attendance. This applies at all times, even if the building is closed to the public. If in doubt ask!!

NO crockery that is used for the customers may be used for casual staff use. Sorry to be so dogmatic, but if we abuse the regulations we leave ourselves open to unlimited fines, not just the Railway, but the directors, and, the perpetrator(s). Some crockery

will be left for staff use in the downstairs kitchen, this will be clearly marked. Under no circumstances must customer crockery be used.

If you have been working on the train as a Guard or TTI, please, if you use the Engine House toilets clean the sink after you have used it. If you don't, another volunteer has to. It is appreciated that the toilet facilities in the Engineering block are not the best in the world, not entirely the Railways fault, but with a little bit of thought they can be kept better. If the waste bin is overflowing, please go and empty it into the commercial bin next to the Engine House. There is no shame in this, if the Chief Mechanical Engineer and the chairman can do it, so can you! Toilet rolls and cleaning materials are available in the Engine House

Railways, and in particular steam ones are dirty by nature. We all love to get dirty, even the girls, but do remember that our visitors, in their best clothes, like a nice clean environment so please just think "clean" when moving between buildings.

Those of you who don't venture out on train operations and stay in the workshops may not be aware of some of the opportunities available in the Engine House, take a look some time (when you are clean) and talk to the volunteers working in there. Almost all of the Engine House staff have been trained on the Welcome Host courses to assist them in giving the visiting public a good experience. If you would like to do this go talk to anybody in the ticket office. If you haven't been trained, then please don't congregate or loiter around the platform area, it gives the wrong impression to our visitors.

There are lots of does and don'ts here, but hopefully they will make your time at the Railway safer and more enjoyable in the long run. We all come to enjoy ourselves, lets hope we can achieve that throughout 2009.

Did you work in Britain in the 1950s and 60s?

If so, I'd really love to hear from you. I'm currently undertaking some research into a possible television series and book about the working lives and communities of our disappearing generations. I work for a small family run independent production company based in Leeds. The television productions we are best known for, are the long running, prime time BBC2 industrial and architectural history series with the late Fred Dibnah.

Did you work making ships, trains, engines, cars, machinery, nuts and bolts, pressing or rolling metal, in the mills and factories, down the mines, at the docks? People from all of these professions and many more are exactly the people we want to speak to. It's the stories of your work, life and times that we want to hear and feel should be preserved.

The reason for this research is that we feel it's vitally important that a record is taken of the social and oral history from a generation of people who sadly will not last forever. It is essential not only for future generations but for the history records of Britain that these times and people are not forgotten.

We're looking for people who would like to tell the story of their earlier lives and of the community they were part of. The jobs you had and what they entailed; social and family life, whit walks, courting rituals, the hardships and the pleasures in life, pit bands & miners galas, the decline of industry and the affect it had upon your community, your memories of Britain in the 1950s and 60s.

People who were in their teens, twenties and thirties, in the 1950s and 1960s, who can still remember and tell the tales of what it was like in a thriving and industrial Britain. When job stability, family and community were cornerstones in life and children were free to play out on the streets.

Britain was once a proud manufacturing nation and envy of the world, but unfortunately many of the industries that were once thriving have now either died out completely or are on the verge of extinction. Britain also used to be a land with a wide variety of differing accents and dialects. Although many do still exist they are being watered down by every new generation - we want to get these older accents and dialects recorded to avoid them being lost forever.

If you think that you, or someone you know would like to contribute to this ambitious project please do not hesitate to contact Kathryn on: 0113 249 3001 or kathryntvftn@yahoo.co.uk

By 'eck, it's changed a bit!

**David
Bushell**

By'eck,it'schangedabit!By'eckit'schangedabitBy'eck,it's

I was about 13 or 14 years old, if I remember correctly. It was just after the motorway tunnel had been built, but the M1 (now the M621 for youngsters) had not yet progressed much further into Leeds. Hunslet Moor was still there and Tulip Retail Park was a project for a long distant time. It was the early 70s. What am I rambling on about?

It's early December 2008, and I am taking my grandsons to Moor Road to ride on a Santa train. In the early 1970s I used to visit the Middleton Railway as a volunteer, staying for about 10 years until other things got in the way. Hence the title above. Am I at the same place? What a change has taken place!

Back in the early 70s there were no workshops, no Engine House, nor much else at Moor Road. When I first started attending there was just a basic sleeper platform and, a few years later, we obtained the luxury of a small container to base the shop in. Moor Road was quite a desolate place back then, with its two large old gateposts in situ, but not much else. The main 'workshops' were located in Garnet Road in Clayton's yard. For the benefit of younger readers this is now a light industrial estate and no trace appears to be left of the old yard and the railway sidings.

Whilst I am in rambling mode here are some names from that era – I wonder how many are still going strong? Jim Lodge, Pete Nettleton, Dave Watson, Sheila Bye (in the shop) Graham Parkin, Derek Plummer, Tom (in the shop), Steve Roberts, and a lad called Woolfie, along with many more names that I simply can't remember.

So what are my main memories from that time? In no particular order – Freight trains-Travellers-Fish and Chips and greasy oil-Model railway

stands and exhibitions- Wickam permanent way trolley.

Freight services were run in the evenings during the week for Robinsons and for Kings. It was mainly scrap in 16-ton unbraked mineral wagons as I recall, and a variety of diesels were used on the service down to the interchange sidings with British Railways at Balm Road. I remember on one occasion that a couple of wagons became derailed on their way into Dartmouth yard just after the turnout points to the 'main' line. No panic! The wagons were rerailed, using lots of packing, jacks, brute force and lots of swearing from all involved.

Travellers were a common sight back then, especially near the Park Halt end of the line. Today the scenery has changed quite dramatically, especially south of the motorway tunnel. Where the South Leeds sports centre now stands, back then was just pit heaps from Broom Pit, which had not long closed, and it was typical ambush terrain for Travellers who would lie in wait, armed with various bricks and debris ready to throw at the train. The Great Northern Railway bridge was still intact over the railway and also Parkside rugby ground was still hosting Hunslet's rugby league games at that time. There were no run round loops at either station, so the method of operation was that the locomotive propelled its wagon and brake van from Moor Road up to Park Halt, and pulled it back down again.

As I became more experienced in the workings of the Middleton Railway I progressed from grease monkey to train guard to loco fireman and driver. The one locomotive that

By'eck,it'schangedabit!By'eckit'schangedabitBy'eck,it's

I remember vividly was the VB Sentinel. I enjoyed working on that loco. The duty of train guard required very good eyesight and nerves of steel back then. The train was made up of the loco an open wagon and the brake van. The guard rode in the leading veranda of the brake van and was the driver's second pair of eyes, looking ahead for any obstructions on the track. If a stop was required the use of the red flag and whistle usually did the job but in an emergency the guard could operate the brake wheel to apply the brake blocks on the brake van. You used to get various people walking in the 'four foot' and bricks placed on the track by the travellers, and I remember one occasion where even a length of the track had been removed by persons unknown!! Today's method of operation is far removed from those days nearly forty years ago.

The Wickam permanent way trolley was an intensively-used piece of kit back then. All that was left was the wheelset and the base, the body having been removed many years ago. It was invaluable as a permanent way trolley and must have covered many miles on

and unbraked and it was hard work pushing it fully laden up the gradient towards Park Halt, but it was a lot quicker coming back down, the only means of stopping being a couple of shunters' poles wedged between the wheels and the frame. If that did not work the law of physics took over and I will leave the rest to your imagination!

I enjoyed my time at Middleton immensely, and made some very good friends whilst I was there, and it also set me up for my working life on the 'Big' railway where I am still employed. Sadly due to work shift patterns and other considerations I can no longer devote any time to the Railway, but I salute and congratulate the current crop of volunteers for their splendid efforts in keeping the Railway running.

One final thought! If I were ever to go on the TV programme *Masterchef* my recipe would be Fish and Chips soaked in grease and engine oil!

Some things simply do not change.

tOR

An undated photograph taken on the original Moor Road platform in probably the 1980s
(MRT Archives)



Locomotive statistics for 2007 and 2008

The following tables show the number of turns completed, and miles travelled, by the locomotives that were used to operate trains at the Railway during 2007 and 2008.

The number of turns, which has been taken from the computerised roster, includes some non-passenger turns such as 'Thunderbird' rescue duties, weed-killing, tree-pruning and permanent way trains but excludes turns completed at other railways.

Mileages are generally based on 17½ miles for a timetable A duty, 25 miles for a timetable B duty and the entries in the drivers' logs for other duties such as special events. In the case of occasional omissions, I have had to resort to some guesswork and, in order to avoid dealing in small change, I have rounded the total mileage for each locomotive to the nearest mile. The fact that the total number of miles for 2007 and 2008 both turn out to be 2159 is nothing more than an amazing coincidence!

Steam Locomotives	2007 Turns	2007 Miles	2008 Turns	2008 Miles
MSC No. 67	30	629	18	390
2387 <i>Brookes No. 1</i>	15	296	19	409
1601 <i>Matthew Murray</i>	13	235	24	432
1210 <i>Sir Berkeley</i>	14	142	11	205
Not recorded	7	175	-	-
Total:	79	1477	72	1436

Diesel locomotives	2007 Turns	2007 Miles	2008 Turns	2008 Miles
D2999	17	240	7	89
Wickham DB999507	10	103	10	136
138C	9	95	3	39
7051 <i>John Alcock</i>	-	-	12	138
577 <i>Mary</i>	5	88	11	164
631 <i>Carroll</i>	3	38	1	18
DB998901 <i>OLIVE</i>	3	33	5	46
5003 <i>Austins No. 1</i>	3	12	15	91
1786 <i>Courage</i>	-	-	2	2
Not recorded	5	73	-	-
Total:	55	682	66	723

Martin Plumb

LAUGH? WE COULD HAVE CRIED

Recently, whilst walking down the centre of the Engine House at Moor Road, my friend and I passed a father and son. The young boy stopped to look at one of the several steam locomotives on display, and to read the interpretative board alongside it.

His father noticed him lagging behind. "Come on", he scolded. "We didn't come here to look at trains."

Just a few of the funny things we've heard over the years.....

Please don't take offence if you've said them!

- ...it says there that under 3's are free - how much is a 2 year old?
- ...is the diesel engine run by electric?
- ...if a round trip takes 45 minutes, how long before we are back?
- ...how do you steer the train?
- ...that steam coming out of the funnel is very dirty
- ...how many boxes of firelighters do you use to light the engine?
- ...has the next train departed yet? (*whilst standing beside the engine*)
- ...what time does the 2 o'clock train leave?
- ...can you turn the smoke off please?
- ...where's the ignition switch?
- ...if I buy a single ticket can I come back here?
- ...why is the driver so dirty?
- ...where does a single ticket take you to?
- ...are the carriages covered in? (*whilst standing on the platform beside them*)
- ...can I have two black coffees, both with milk?
- ...is that a well engine? How does an ill one look?

Special events 2009

6 & 7 June Diesel Gala

4 & 5 July Model Railway Show

August Wednesday trains

19 & 20 Sept Autumn Gala

31 Oct/1Nov Ghost trains

5,6,12,13,19,20 & 24 Dec Santa's special trains

1 Jan.2010 Mince Pie Special trains

TUESDAY SOCIAL EVENINGS AT THE ENGINE HOUSE MOOR ROAD

2 June 2009	Andrew Johnson—A journey from '0' gauge to broad gauge
7 July 2009	Geoff Nettleton's miscellany
4 August 2009	Dave Bapty—Transport on DVD
1 September 2009	Andy Hardy—Gems from the archives
6 October 2009	Brian Orange—NELPG overhauling the K1
3 November 2009	Richard Winfield—Switzerland etc 1970s
1 December 2009	Christmas quiz—not too difficult!

Rural “awaybreaks” in tranquil Holbeck and Hunslet?

A friend from Sheffield tells me that the Tourist Office in those parts no longer likes mention being made of coal mining around Barnsley. I have seen *Pennine Barnsley* leaflets showing young girls on ponies in a suitably rural upland background: not a pithead or workingmen’s club in sight (let alone “Uncle Arthur” and the NUM offices!)

During a family Christmas gathering in Leeds, I found a 1909 history book* in which Hunslet and Holbeck received rather earlier versions of the “rural delights” treatment, as follows:

South of the Aire the main hamlets were Hunslet and Holbeck. Hunslet ... was remarkable under the early Stuarts [17th century] ... for its ‘quiet cleanliness and repose’, and even till the end of the eighteenth century Hunslet Lane, the main road to London, was lined with many ‘genteel houses and pleasant gardens’.

Holbeck, at the same period, is being spoken of as ‘a pleasant village, possessed of no claims perhaps to rural seclusion, yet still surrounded by verdant fields and thriving poplar plantations, and enjoying an atmosphere uncontaminated and salubrious; only one human habitation interrupted the continuity of the prospect between the village and Leeds’.

Having seen over Christmas progress in the developing of what the city planners call “Oakwood Village” up towards Roundhay Park, I gather that a modern day “Holbeck Village” is also progressing. Will old Matthew Murray get a look in there?

A C Price, *Leeds and its neighbourhood – An illustration of English History*, Oxford University Press, 1909.

On a visit to the bookshop at the Crich Tramway “village” last year I have pinned down two articles on tramcar days at Middleton in the *Tramway Review* (the historical journal of the Light Railway Transit Association). I appreciate that this was not the happiest time at the Middleton, but the historical information may be of interest.

The first article is *The Middleton Railway Tram Preservation Scheme* by Andrew Simpson, in TR no 201, Spring 2005, pp 27 to 39. That includes a potted history of each tram which spent some time at Parkside.

The second article is *Leeds: The preservation story* by C C Thornburn, in TR no 212, December 2007, pp 52 to 70. That takes the broader view of the survival of Leeds trams, whether they went to Parkside or not.

I hope to visit Moor Road - and even do something active - at various times during 2009. However, I fear that the “Swindon Jesuits” have now got a grip on me, so that I am on the rota of museum stewards at the Didcot Railway Centre. One small advantage is that, unlike the Welshpool and the Middleton, Didcot is only 20 minutes drive away! However, I cannot yet recite all the names and matching numbers of the GWR *Hall* class.

Dr Henry Gunston
Wantage
Oxfordshire

ALL IT COSTS IS YOUR SIGNATURE!!

If you haven't sent in a completed Gift Aid form yet, please do so without delay. 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.

----- **CUT**

MIDDLETON RAILWAY TRUST LIMITED GIFT AID DECLARATION

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

I am a UK taxpayer, and want Middleton Railway Trust Ltd to claim back the tax on all donations and membership payments I make from 6 April 2000 until further notice:

Forename/s.....
Surname.....
Address.....
.....
Post code.....
Telephone.....
Email.....

Signature..... **Date**.....

Middleton Yahoo group

Members may be interested to learn that there is a dedicated Yahoo group, specialising in Middleton Railway matters. Membership is open to anyone, by logging on to www.yahoogroups.com and entering middletonrailway in the search box. As well as special events, you can read about matters pertaining to special trains, lectures, and other activities. Membership is free to all and you can use the group to send and receive messages and express your views about Middleton Railway—past, present and future. Photographs can also be posted for viewing by group members. This is not an official site of the Middleton Railway Trust Ltd. (Ed.)



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

SOCIAL EVENINGS

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

Social evenings programme

16 December 2008
20 January 2009
17 February 2009
17 March 2009
21 March 2009

20 May 2009

Christmas auction and buffet.
President's holiday snaps! A revue of past year
Steam on Indian railways- John Holroyd
Annual general meeting—with a natter and grumble!
Norman Box's road haulage by steam presented by
Frank Strange of the Road Locomotive Society
Pie and pea supper at West Riding Small Loco Society,
Tingley

CAPTION COMPETITION

**"How's that for a vertical hold?"
AND
"....98....99....100 - Coming, ready or not!"**

Both submitted by Martin Plumb (Thanks, Ed.)



DEAD-

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
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Telephones: 0113 271 0320 (office & fax.) 0113 270 6162 (shed)
E-mail: info@middletonrailway.org.uk www.middletonrailway.org.uk

President

Gerald Egan 3 Warren Avenue, Knottingley WF11 0ET: 01977 672126

Vice-Presidents

N A Brampton, J K Lee B.E.M.

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Secretary

A J Cowling 2 College Street, Sheffield S10 2PH 0114 268 3812

Treasurer

S Holdsworth c/o Middleton Railway, Moor Road, Leeds LS10 2JQ 0113 271 0320

Council Members

J A Cowling	2 College Street, Sheffield S10 2PH	Council Secretary	0114 268 3812
D Cook	1 Primley Park Drive, Leeds LS17 7LP		0113 2693129
D Guest	Lindisfarne, 3 New Croft, Horsforth, Leeds LS18 4TD		0113 258 0521
A Hardy	c/o Middleton Railway, Moor Road, Leeds LS10 2JQ	Traffic Manager	07812 933058
B Jenkins	9 Whitley Road, Thornhill, Dewsbury, WF12 0LP		
E Lanne	33 Marriott Grove, Wakefield WF2 6RP		01924 255452
J Linkins	c/o Middleton Railway, Moor Road, Leeds LS10 2JQ		
A Parsley	c/o Middleton Railway, Moor Road, Leeds LS10 2JQ		
S J Roberts	12 Pinfold Rise, Aberford, Leeds LS25 3EN	Chief Mechanical Engineer	0113 281 3626
C Wood	4 Elm Grove, Huntington, York, YO31 9HD	Commercial Manager	01904 633906

Other Officers

Sheila Bye	15 Leylands Lane, Bradford BD9 5PX	Hon. Archivist	01274 543574
Sue Gill	c/o Middleton Railway, Moor Road, Leeds LS19 2JQ	Membership Secretary	
D Plummer	44 South Broadgate Lane, Horsforth, Leeds LS18 4AG	Exhibitions Manager	0113 258 1851

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Adult Membership	£14.00
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E-mail addresses

Administration (Chairman/Secretary)	admin@middletonrailway.org.uk
Bookings (Advance Travel Reservations)	bookings@middletonrailway.org.uk
Engineer (CME)	engineer@middletonrailway.org.uk
Engineering (various engineers)	engineering@middletonrailway.org.uk
Finance (Treasurer)	finance@middletonrailway.org.uk
General Enquiries	info@middletonrailway.org.uk
Membership (Membership Secretary)	membership@middletonrailway.org.uk
Old Run (Editor)	oldrun@middletonrailway.org.uk
Staff Rosters (Roster Clerk)	roster@middletonrailway.org.uk
Traffic Manager	trafficmanager@middletonrailway.org.uk

Winter scene at Moor Road on 7 February 2009. Hunslet 0-6-0ST 2387 of 1941 *Brookes No 1*, Manning Wardle 0-6-0ST 1210 of 1891 *Sir Berkeley* and Peckett 0-4-0DM5003 of 1961 *Austins No1* brave the snow during a shunting operation. *(Ian Dobson)*

