

THE

OLD RUN

No. 199

June 2008

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

Old Run

No.199
June 2008

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Editorial

Welcome to this edition of *Old Run*.

The 250th Anniversary Year of the Middleton Railway is well and truly under way now, and in this issue we continue the saga of the history of the Middleton Railway. We also feature the launching of our special year with the visit Lord Mayor of Leeds (Councillor Brian Cleasby) and the unveiling of the cosmetically restored Hunslet 0-4-0St locomotive *Henry de Lacy II*.

Observant readers will have noted that the next issue of *Old Run* will be the 200th number! In this we shall be continuing with the 250th Anniversary theme. But readers are also invited to send in any special article or photograph they wish to have included in this special edition. Please send them in within the next four weeks and ensure we have a bumper edition.

Howard W Bishop,
Editor

The deadline for the next issue is 15 Aug 2008

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Front cover

Hudswell Clarke 0-6-0T (HC1369 of 1919) attaches to the passenger train at the start of Santa special trains on 9 December 2007.
(Andrew Johnson)

As I write this column the Railway has just had its first official event to launch our 250th Anniversary year. On 14 May 2008, we were visited by the Lord Mayor of Leeds, Councillor Brian Cleasby and The Lady Mayoress, Mrs Jocelyn Cleasby, for the unveiling of the cosmetically restored Hudswell Clarke 0-4-0ST locomotive *Henry de Lacy II*. We also had the pleasure of some Year 6 pupils from St. Stephen's C of E School in Kirkstall, who helped the Lord Mayor with the ceremony.

During the first quarter of the year the volunteer situation has been a bit volatile, with two Council members being in hospital at the same time. One made a reasonably quick recovery and the other, Cedric Wood, is making progress after a heart by-pass operation. To complicate matters even further our Traffic Manager broke his ankle on site and was seen being loaded into a West Yorkshire ambulance "thunderbird". I am pleased to say he did reappear and is now hobbling around, full of his usual enthusiasm. You can't keep a good man down!

The Railway has also seen some new volunteers, some young, and some not so young, but the main thing is they are new volunteers, and very welcome they are indeed. I do hope that any of you reading this will persevere and eventually find your own little niche at Middleton.

Many events are planned over the next six months, and I hope as many of you as possible will be able to support some, if not most of them. A huge amount of thought and effort has gone into the planning and organising: let us hope it is all worthwhile.

The Engine House is continuing to improve, with updates to some of the display boards, and additions to the displays themselves. Additional "notice board" space has been provided which will now give us the means to display other organisations' advertising material, and also satisfy the request from schools to have a presence. In the centre of the Engine House can now be seen a rather large, mobile display,

resembling an old-type railway snow plough. Whilst being a bit of a funny shape it does give us a further eleven metres of vertical display space, and as they say "watch this space"!

One thing that has been requested by many members is the utilisation of the Balm Road branch at Galas. I am pleased to be able to report that we now have in stock, replacements for the four stolen check rails, and a replacement for the stolen point lever. Work has already commenced; trees and shrubs have been cut back and the track bed has been sprayed to clear the weeds and grass. One major ongoing problem is the frequent dumping of rubbish on the track by "some" local residents. I am working with three Housing Associations on this problem, but as yet there is not much improvement, but we will keep trying.

The Railway has suffered a break-in at the Engine House Shop and Café area, when an amount of stock was stolen, together with a large amount of associated damage. Metal thieves have also been at work, but thanks to the co-operation of local residents, one gentleman who "borrowed" some of our rails is being prosecuted. This is a nationwide problem, and although we have been targeted, we have not suffered as much as some organisations. Thanks to our local Crime Prevention Officer the Railway's property is now marked with "smart water". This is a marking liquid which will glow under ultra-violet light, and everything we mark can be scientifically traced back to us.

We continue to make inroads into our association with the local community, and I think we are slowly getting our rewards for this. Let us hope we can continue to make this progress, on all fronts.

Andrew Gill

Chairman

tOR

**Andrew
Gill**

Middleton Railway is 250 years old

Part two (continued from the OR 198 (March 2008))

**Howard
Bishop**

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The Middleton Railway, Leeds, celebrates 250 years of unbroken service in 2008.

Although some waggonways had been built earlier, the Middleton Railway was the first railway to be constructed under powers from an Act of Parliament, its Act receiving royal approval on 9 June 1758! It was the first Act of Parliament to authorise the building of the Railway.

Built to transport coal from the Middleton collieries to the City of Leeds, the Middleton Railway played a crucial part in the start of the Industrial Revolution and its estate manager John Blenkinsop and engineer Matthew Murray began the railway locomotive industry that continued in Leeds until 1995.

The Middleton Railway has never closed since its inception. In 1960 it was the first standard gauge railway to be taken over by volunteers, who have operated freight and subsequently passenger services from that time to the present day.

There will be two major celebrations at the Middleton Railway in 2008:

7 and 8 June 2008 – Gala Weekend, celebrating the 250th Anniversary of the passing of the first Act of Parliament in June 1758, authorising the building of the Railway.

20 and 21 September 2008 – Gala Weekend, celebrating the 250th Anniversary of the first train and opening of the line from Middleton colliery to Leeds on 20 September 1758.

Other events will take place during the year, and will be announced in due course.

This is the second part of the article commemorating the 250th Anniversary of the Middleton railway, part one appearing in the March 2008 issue of this journal.

On the following pages is a record of the significant dates in the life of the Middleton railway together with contemporaneous events that have occurred from its inception until the present day.

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SIGNIFICANT DATES IN THE LIFE OF MIDDLETON RAILWAY

- 1706 Ralph Brandling establishes coal mine at Middleton, Leeds
- 1728 Coal-loading staithes built on River Aire at Thwaite Gate
- 1751 Charles Brandling inherits Middleton estate
- 1757 Waggonway proposed from Middleton to Leeds to reduce the price of coal
- 1758 9th June – first Act of Parliament establishing a railway (at Middleton, Leeds) becomes law, designated '31 Geo.2, c.xxii, 9th June 1758'. The Act mentions iron rails, but also says a "waggonway", usually having oak rails topped with renewable strips of beech wood.
20 September – first waggon load of coals, taken by Middleton Railway to Leeds Bridge.**
- 1787 Branches now exist to Leeds Pottery and to Foundries at Hunslet Carr, and Hunslet Moor.
- 1802 29 June – Charles John Brandling, son of Charles Brandling, succeeds to Middleton estates on death of his father. More pits sunk in Middleton
- 1808 John Blenkinsop aged 25, Felling, Durham, appointed colliery manager at Middleton
- 1811 10 April, Blenkinsop patents the rack and pinion drive, to propel a steam locomotive for use at Middleton.

CONTEMPORANEOUS EVENTS

- 1699 Aire and Calder Navigation established
- 1706 War of Spanish Succession - English, Dutch, and German troops defeat the French
- 1751 For the last time, New Year's Day is legally on March 25 in England and Wales
- 1758 Seven Years' War in process in Europe
- 1760 King George III becomes king.
- 1763 Britain defeats France in Seven Years War.
- 1770 Construction of Leeds - Liverpool Canal starts**
- 1775 American War of Independence # commences
- 1783 America achieves independence from Britain
- 1792 Round Foundry, Leeds established
- 1802 Coalbrookdale loco**
- 1804 Richard Trevithic builds steam locomotive at Pen-y-Daren, South Wales**
- 1807 25 Mar—Slave Trade Act abolishes slavery in British Empire
- 1811 Prince Regent assumed role of monarch

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SIGNIFICANT DATES IN THE LIFE OF MIDDLETON RAIL- WAY

1812 27 June – Locomotive 'Salamanca', built by Matthew Murray of Fenton, Murray and Wood of Holbeck, Leeds, takes first train of coal from Middleton Colliery to Leeds. Train carried on cast iron rack rails and stone sleepers. Three further locomotives built.

CONTEMPORANEOUS EVENTS

1812 War of 1812 USA v UK
Napoleon begins retreat from Moscow
Peninsular War in Spain – battle of Salamanca

1813 George Stephenson attends the first run of the first Kenton & Coxlodge loco, built to the Murray/Blenkinsop design.

1813 Thomas Hedley builds first locomotive Wylam, Northumberland, the *Wylam Dilly*

1814 George Stephenson builds his first locomotive, the *Blucher*.

1815 French under Napoleon Bonaparte defeated by British at Waterloo.

1816 Leeds – Liverpool Canal opens

1820 George IV becomes king.

1825 George Stephenson builds *Locomotion nos. 1 and 2*.
27 Sep - Stockton & Darlington Railway opens

1828 Timothy Hackworth builds *Royal George* locomotive.

1829 George Stephenson builds *Rocket* locomotive.

1830 15 Sep – Liverpool & Manchester Railway opens: first intercity line to use steam locomotion.
King William IV becomes king

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SIGNIFICANT DATES IN THE LIFE OF MIDDLETON RAILWAY

1835 Blenkinsop/Murray locomotives ceased working at Middleton Railway.

1881 Change of track gauge from 4'1" to standard gauge on link up with the Midland Railway at Balm Road. Locomotives converted to new gauge

1890 Coal pits above Town Street, Middleton closed by now. Railway cut back to nearer Middleton Town Street (coal continues to be sent up the incline to Middleton, and so are bricks when the council estates are built, and the link to Town Street was not closed until 1948)

1899 Middleton linked with newly built Great Northern Railway line.

CONTEMPORANEOUS EVENTS

1834 22 Sep - Leeds & Selby Railway opens first Leeds station at Marsh Lane first train was hauled by Fenton, Murray & Jackson's *Nelson*.

1837 Victoria becomes Queen

1840 11 May - North Midland Railway opens from Masborough to Hunslet Lane, Leeds

1844 10 May - Midland Railway formed from North Midland, Midland Counties and Birmingham & Derby Jct Rlys

1846 EB Wilson & Co Ltd established
June 30 - Leeds City station opens
July 1 - Leeds and Bradford Rly opens

1848 Sep 18 - Leeds Central station opens

1850 Oct - Leeds Wellington station opens

1851 Leeds Hunslet Lane station closes

1852 Leeds, Bradford & Halifax Rly opens

1854 Bradford, Wakefield & Leeds Rly opens

1860 Hudswell Clarke & Co established

1864 Railway Foundry, Hunslet established

1869 Leeds Marsh Lane station closes

Apr 1 - Leeds New Station opens

1901 Edward VII becomes King

Middleton Railway is 250 years old (continued)

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SIGNIFICANT DATES IN THE LIFE OF MIDDLETON RAILWAY

CONTEMPORANEOUS EVENTS

1914-18 First World War

1921 Three of the five Middleton pits close.

1923 Big Four Railway Companies formed (LMS, LNER, GWR, SR)

1925 12 Nov - Middleton Light Railway (electric tramway) opens

1938 Leeds stations renamed Leeds City

1939-46 Second World War

1947 Middleton Fireclay Co becomes separate company. Middleton Colliery and Railway becomes part of National Coal Board.

1947 1 Jan - Coal industry nationalised - National Coal Board formed

1948 1 Jan - Railways nationalised British Railways formed

1958 "NCB announces it is to abandon pre-Stephenson Railway"

1959 British Railways makes rail connection via Great Northern spur.

1959 28 Mar - Middleton Light Railway (electric tramway) closes

1960 20 June - Middleton Railway becomes first standard gauge line with services operated entirely by unpaid volunteers. First passenger train runs.
1 Sept - Volunteers operate first freight trains, linking British Railways with local firms.

1962 Railway becomes a charitable trust

1966 Jun - Leeds Wellington station closes
Nov 7 - Leeds Central station closes

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SIGNIFICANT DATES IN THE LIFE OF MIDDLETON RAILWAY

C O N T E M P O R A N E O U S E V E N T S

- 1967 July. Rail traffic from Broom Pit ceases.**
- 1968 16 May 1968** –last shift worked at Broom Pit.
- 1969 30 June** – first passenger train runs over whole of line to Park Halt
- 1970 21 March 1970** – **Middleton Railway Trust takes over entire railway line.**
- 1971 Oct** - Middleton Railway Trust acquires registered charity status.
March - track severed to build motorway tunnel.
- 1974 Middleton Railway** becomes a limited liability company
- 1977-79** Opencast coal extracted from sites of former Middleton pits.
- 1978 All Middleton Acts repealed following closure of Middleton colliery**
- 1983 Railway's HQ** moves from Clayton's yard to Moor Road, and small work shop built.
Last commercial freight train transfers for local firms to/from BR
- 1984 Moor Road station** built and opened.
- 1986 April** -Ballast trains received from BR to MRT
- 1990 22 Jun** -Last incoming freight received from BR (EM2S bogies to Middleton Railway)
25 Jun - Last outgoing freight (empties) to BR

1967 April 29 – Leeds Central station closes

1974 Local Government reorganisation: Leeds City Council formed (previously Leeds Corporation)

Middleton Railway is 250 years old (continued)

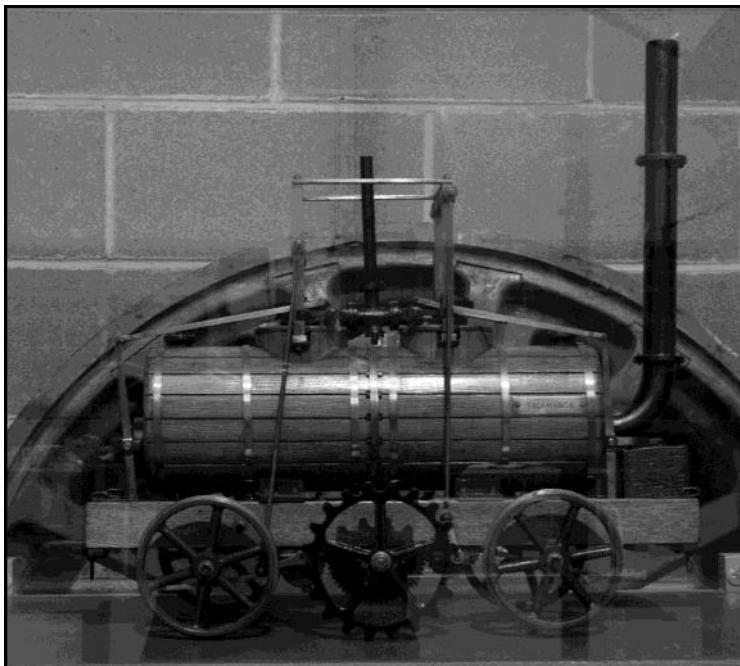
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SIGNIFICANT DATES IN THE LIFE OF MIDDLETON RAILWAY

C O N T E M P O R A N E O U S E V E N T S

- | | | | |
|------|---|------|--|
| | | 1994 | 1 April – British Railways privatised |
| | | 1995 | August - Hunslet Engine Co works Jack Lane, Hunslet closes |
| 1996 | New workshops commissioned at Moor Road. | | |
| 2002 | HRA John Colley National Award given for restoration of locomotive <i>Matthew Murray</i> . | | |
| 2003 | Middleton Railway becomes a Registered Museum
Leeds Civic Trust honours Railway with a Blue Plaque in recognition of its historical importance. | 2003 | Friends of Middleton Park formed |
| 2005 | National Heritage Lottery Fund awards grant to house the Leeds Locomotive Collection, archive and education centre. Work commences on Moor Road site.
Passenger services suspended to enable new road bridge to be built over line by Leeds City Council and remodelling of Moor Road yard | | |
| 2006 | Easter - Passenger services resume | | |
| 2007 | 14 April – Grand Opening of Engine House | | |
| 2008 | 9 June - 250 th Anniversary of the authorisation of the Middleton Railway
20 Sep – 250 th Anniversary of first train in 1758 to run from Middleton to Leeds | | |

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As seen in the Middleton Railway's Engine House, a superb scale model of the **Blenkinsop/Murray rack and pinion steam locomotive *Salamanca*** built in 1812 at the **Round Foundry, Leeds**, one of four similar locomotives which were the first commercially successful steam railway locomotives in the world. It was capable of hauling 90 tons of coal at a time from Middleton to Leeds Bridge

Acknowledgments

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Alfred McAlpine puts



A surprise move took place on Leap Year Day 2008, when the Moor Road station platform was moved to the carpark and outside the gates, (2) traffic control and dumper bringing hot asphalt, (3) the dumper having excavated the temporary chippings, and (5) the finished platform.



Middleton in the black



orm received an unexpected coating of tarmacadam! These shots show (1) action in
alt on to the platform, (3) the platform receiving its first coat of asphalt, (4) the dig-
surface being rolled. For a full report see the following page.

Photos: Andrew Gill



Alfred McAlpine puts Middleton into the black

Andrew Gill

They say that if you don't ask you don't get. Well, as most of you who have visited Moor Road over the winter will have noticed, there has been a lot of activity involved in building two bridges over the motorway just north of our Railway.

Mindful of the fact that our new station platform had only a temporary loose chipping finish, and it was always the intention to provide a permanent surface to it, an approach was made to the contractors Alfred McAlpine to see if they could help. This resulted in their public relations director visiting us and declaring that he was extremely impressed by what we had achieved and by the very high standard of workmanship (his words). Looking around for inspiration, and in search of a small project they could help us with, quick as a flash I suggested that our platform needed finishing off with tarmac. The public relations man went away looking worried, saying he would get back to us.

True to his word, within 2 hours he was back on the telephone agreeing that the

work could be carried out. So before 8.00 a.m. on the 29 February the operation commenced. To enable the digger to access the platform it was necessary to remove a section of the wooden fencing on the ramp, and this left only four inches to spare! The fencing has been replaced using brackets that will allow the fence to be removed again if a similar exercise is required.

The contractors refer to tarmac as "the black", hence the headline above. Between the start of negotiations and completion of the work Alfred McAlpine was taken over by Carillion who happen to own Tarmac. The work was carried out as part of the community programme of Alfred McAlpine and honoured by Carillion on their takeover of McAlpine. The work was completed by combined McAlpine and Tarmac staff to a standard equal to our own, and we are extremely grateful to all the companies concerned. Thank you very much!

The photographs on pages 12 and 13 complete the picture. Readers will also observe that the passenger shelter has received its tiled roof and is nearing completion also. ***tor***

Special events 2008

7 & 8 June	250th Anniversary celebrations of the original Act of Parliament authorising building of Middleton Railway on 9 June 1758
21 June	Leeds Parish Church Choir - concert in the Engine House
5 & 6 July	Model Railway Exhibition
19 July	Leeds Railway Walk (see page 30 for details)
August	Trains running every Wednesday in August
20 & 21 Sept	Gala Weekend celebrating the first train from Middleton to Leeds on 20 September 1758
Sept	Railway/Folk Evening with the Dales Folk Group, Richmond, Yorks
1 & 2 Nov	Ghost trains
6,7,13,14,20,21 & 24 Dec	Santa's Special trains

Other events could be announced later: check the website!



ABOVE; Ex-WD 2—8-0 8F No. 90642 propelling empty coal wagons for filling at Broom Pit, from the Great Northern Beeston branch around the spur onto the Middleton Railway. The Middleton main line runs under the viaduct at top left of the picture, taken looking north in 1965 by Derek Plummer (*MRT Archives*)



LEFT: The scene on 16 Sep 1973 taken looking south from Dartmouth branch junction, towards the same location. Train being propelled from Moor Road (then Tunstall Road) to Park Halt (*Nick Tozer Railway Books, Huddersfield*)

Lord Mayor launches 250th

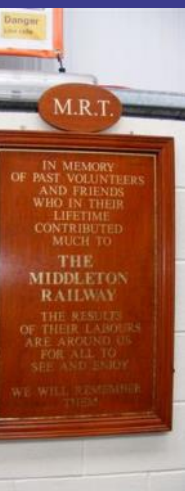


Photo capti

n anniversary celebrations



3



ons on page 18



6

Lord Mayor launches 250th Anniversary Year-

The Lord Mayor of Leeds (Councillor Brian Creasby) launched the Middleton Railway's 250th Anniversary celebrations on Wednesday, 14 May 2008.

Accompanied by the Lady Mayoress, the Lord Mayor was greeted by Chairman Andrew Gill and other members of the Railway.

Also in attendance were members of the staff and pupils of the Kirkstall St. Stephen's C of E School, who assisted the Lord Mayor in the unveiling of the restored Hudswell Clarke 0-4-0ST (HC1309 of 1917) *Henry de Lacy II*, now looking resplendent in gleaming Crimson Lake livery lined out in black and gold.

It was particularly appropriate for the School to the present as it is situated near the site of the old Kirkstall Forge, where the locomotive spent all its working life until withdrawal from service in 1968, and its presentation to the Middleton Railway.

The occasion also saw the erection of a memorial to former volunteers and friends of the Middleton Railway. It reads: *In memory of past volunteers and friends who in*

their lifetime contributed so much to The Middleton Railway. The results of their labours are around us for all to see and enjoy. We will remember them.

Photographs on pages 16 and 17 show the happy occasion:

1. The Lord Mayor of Leeds (Councillor Brian Creasby) with Chairman Andrew Gill and members of the Kirkstall St Stephen's C of E School having unveiled the restored *Henry de Lacy II*.
2. The locomotive's works plate.
3. *Henry de Lacy II* resplendent in its new livery.
4. Boarding the train hauled by Hunslet 0-6-0 diesel 7051 *John Alcock* (H1697 of 1932) with crew of Peter Nettleton and Sue Gill.
5. Memorial board erected in the Engine House.
6. Train leaving Moor Road.

tOR

Lord Mayor launches 250th Anniversary Year-

House of Commons Early Day Motion congratulates Middleton on its 250th Anniversary

Local Member of Parliament John Battle, supported by four other MPs (Peter Bottomley, Betty Williams, Martin Caton and Lynne Jones) on 2 April 2008 tabled an Early Day Motion in the House of Commons, as follows:

That this House congratulates Middleton Railway on the 250th anniversary of its foundation in 1758; notes that the Railway was the first to be constructed under powers from an Act of Parliament in 1758 and has remained in continuous use over at least part of the network ever since, and thus has a claim to be the world's oldest working railway; commends the volunteers who devote significant time and energy to keeping it operating; and wishes them success in the anniversary celebrations planned for 2008.

***OLIVE* to the rescue!**

Middleton Railway would like to formally thank the EM2Locomotive Society for the short term loan of the batteries from *OLIVE*, their vehicle.

A film company requested the use of Hunslet Diesel 1697 *John Alcock* at very short notice, and the locomotive, having been in the paint shop all winter, had not yet been fitted out with new batteries. To enable the filming to take place the batteries were borrowed from *OLIVE*.

Many thanks EM2LS, from the Chairman of the MRT.

Major winter works at Park Halt (se



e following page for write-up) (Photos: Peter Nettleton)



At Park Halt, the southern terminus of the line, the run round loop and north turnout has been relaid. The wooden sleepers of the existing track were life expired and the rails were worn out. At the same time the platform at Park Halt has been extended. All this had to be carried out during the closed season, from January to mid-March.

Pictures 1 and 2 show work on site on 9 February. The old turnout and loop have been lifted and the ground prepared for the new track. The first parts of the turnout have been placed in position and the rails are adjusted to gauge before fixing down to new sleepers.

Picture 3. The following week, the rails of the new track are cut to length so that they can be connected to the existing platform track. The saw is powered by a small petrol engine. Cutting the rail takes the saw about five minutes and drilling the two holes for the fish-plate take around ten.

Pictures 4 and 6. With the new track in place the “dogfish” hopper wagon travels slowly through the run round loop laying ballast so that the track can be levelled.

Picture 5. Preparation is made for the slings from the crane to be attached to the new section of track so that it can be craned into position to complete the run round loop.

Picture 7. The north points have been relaid, and Dave Cook gets to grip with the complicated task of putting together the points rodding in correct manner to ensure that the locking mechanism and stretcher bars all work as they should.

Picture 8. Having dropped the ballast in place in the loop, the task of lifting and packing the track takes place. Note the levelling boards. These are

used to ensure the track is both level and at the correct camber.

Picture 9. Whilst all the track lifting and relaying has been going on the platform has been extended. This entailed making and fitting new platform edging and moving the concrete platform ramp to its new position. Then new tactile concrete coping flags are laid on top of the existing platform wall to provide a modern, level surface on which passengers can walk. In the background ballast is being packed under the sleepers to raise the track to the correct level. Finally the track is slewed to give the correct clearance to the platform and more ballast is dropped in to hold everything in place.

We have included this article and the associated photographs on pages 20 and 21 as a tribute to all those volunteers who worked so hard during the three winter months to ensure that the work was completed on time. As one of the team exclaimed, “I’ve just recovering from a day at the Railway. Had to change every single item of clothing when I got home, soaked to the skin!”

On 15 March, Andrew Gill our Chairman wrote, “The Park Halt platform is now complete, including 10 tons of scalplings hand laid today. The main running line through the platform is almost completed for level, but the loop has yet to be finished off. There is about two days work left up there, one day fettling, one day tidying up, and we open next Saturday!”

We offer our team of “civil engineers” our heartfelt thanks for their labours during some of the coldest and wettest months of the year.

IOR

It would have been good to report positively for this issue of *Old Run* but, unfortunately, this is not the case. We have had quite a crop of motive power problems since the start of the season, and on several occasions we have been reduced to just one serviceable steam locomotive.

1601 MATTHEW MURRAY - Further work on the valve events has now improved things and the coal and water consumption are noticeably reduced. However, it is still not as good as its older classmate, *Sir Berkeley*. 1601 failed during April with a blown main steam pipe joint, a recurring problem since the locomotive was returned to steam. Interestingly, the locomotive's former owner visited the line recently and, in discussion, he said that this particular joint had been a problem when it was in service on the Kent & East Sussex Railway in the late 1960's. To try and effect a once and for all cure, the steam pipe has been removed, and both the firebox end cone joint and the smokebox end flange have been removed and refitted. A perceived problem with the original pipe was that both ends were rigidly fixed to the pipe so it was difficult to effect a seal at both ends. A new cone has been made, similar to the one used on *Sir Berkeley*. This incorporates a groove, about $\frac{3}{4}$ " wide, into which copper wire was then wound. The interstices of the copper wire were then filled with solder to provide a relatively soft seal. The cone was then fitted to the pipe and the pipe expanded. Once the pipe was in place, the smokebox end flange was fitted and the pipe expanded into this. Time will tell if we are successful, but we are optimistic!

Matthew Murray has also had a problem with the mechanical lubricator drive. This failed and, in turn, the flow of oil to the axleboxes ceased. Fortunately, it was noticed, and there does not seem to be any lasting problem. Whilst this was being attended to, some work has been done on the brake gear. This is causing a bit of head scratching as the brakes have reached their limit of adjustment yet there is plenty of life left in the brake blocks. Some damaged pins have been replaced and the locomotive is scheduled to return to service imminently.

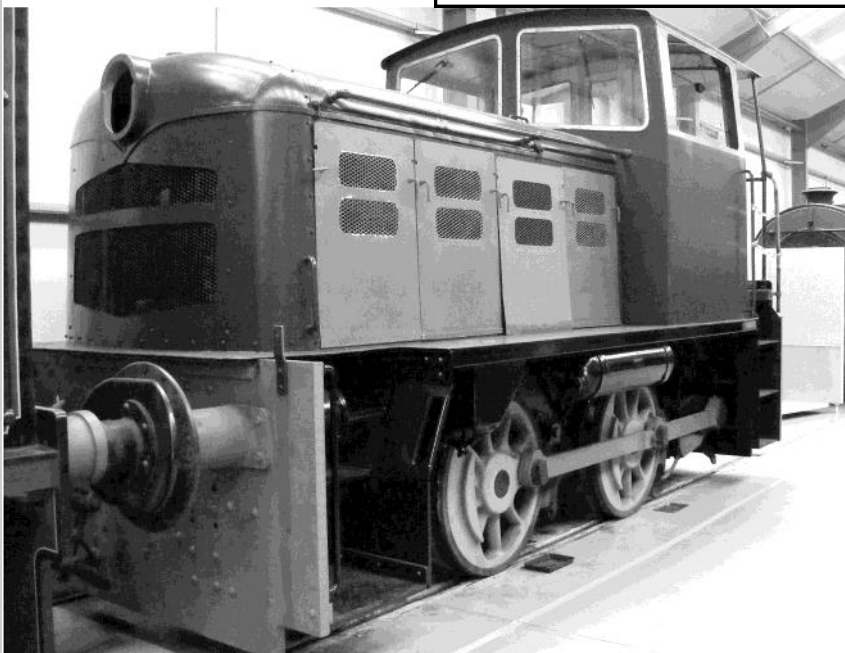
No. 67 - Whilst working passenger services, the locomotive suddenly lost it's beat - the sound the exhaust makes at the chimney. Investigation soon found a piece of piston ring on the top of the tank! Subsequent dismantling of the cylinder covers and removal of the pistons revealed that one of the piston rings had broken in the left hand cylinder. Further investigation revealed other problems, probably dating back to Manchester Ship Canal days. The only real cure for this is to sleeve the cylinders, a not inexpensive task. This work is presently being investigated and is likely to cost about £6,000. It will include boring out the cylinders to make them round and true, making a pattern for the cylinder liners and having two cast. These will then need accurately machining, after which they will be shrunk in liquid nitrogen before inserting into the cylinders. They then may need further machining to make them round and true. In addition, six new piston rings are required and the piston head will require machining to suit the new size. All this work means that 67 is unlikely to see service again before the end of August, at the earliest, as the liners can't be made until the cylinders are bored out, and the piston rings can't be made until the liners have been bored out.

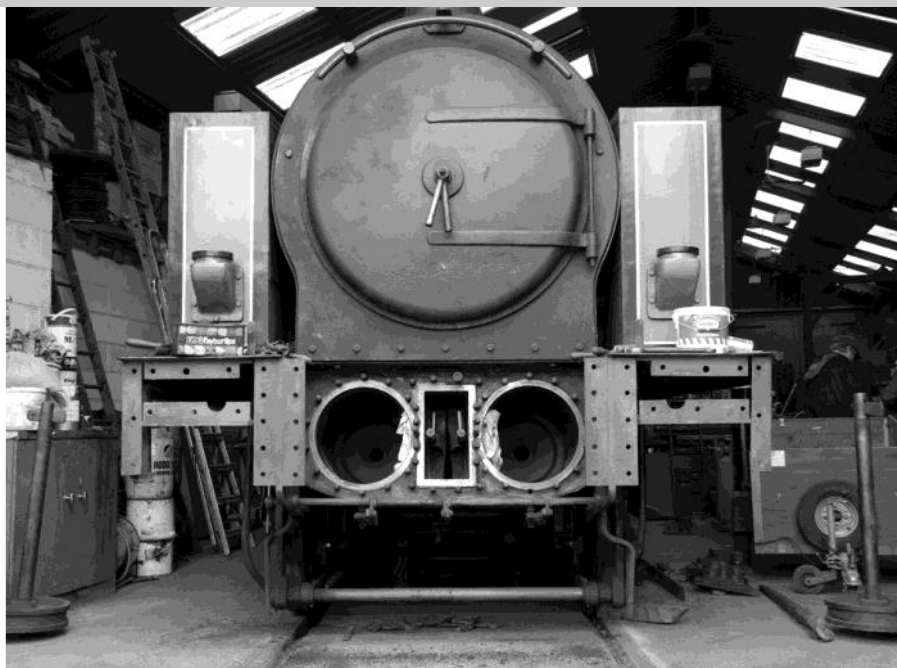
No. 6 - No real progress has been possible these last few months..

1210 *SIR BERKELEY* - Passed its annual boiler inspection with no problems at the end of April. It immediately went on holiday to the Midland Railway Centre at Butterley, where it was used on their vintage train. Its use was not without problems but these were entirely of the Midland Railway Centre's own actions. *Sir Berkeley* returned to Middleton on 7 May and was in use on Middleton service trains on 11 May. At the time of writing it has just left for the Railfest at the NRM, York.

2387 *BROOKES No.1* - Brookes has been the only serviceable locomotive at times and has been used when required. Injector problems continue to plague this locomotive, or to be more precise, leaking clack valves, which are integral with the injector in this design

BELOW: Fowler 3900002 bodywork has been rebuilt and awaits repainting, and stands in the Engine House on 14 May 2008 making way for urgent work on No 67 in the Workshop





No.14 - Nothing to report.

Fowler 3900002 - Progress is steadily being made. Whilst little is apparent on a week-to-week basis, comparison over a longer period shows significant progress.

The Greenbat - No further progress to report.

D2999 - Presently out of service awaiting the purchase of a new set of batteries.

7401 - Lettering is now complete and, following an insurance inspection, the locomotive has returned to service. New batteries are required as it is presently using a set from *OLIVE*

D1345 - Nothing to report. Its owner is taking a well-earned breather before embarking on the required work on this loco.

ABOVE: **Hunslet 0-6-0T MSC No.67 (HC1369 of 1919)** in the workshop on 18 May 2008, showing the cylinders stripped down for urgent engineering work as described in this article on page 23
(*Andrew Gill*)

Fowler 4220033 - Work has been temporarily suspended on this locomotive due to a shortage of space in the workshops and it has been moved into the Engine House.

OLIVE - This Railcar came into the old workshops for a repaint immediately after Easter. At the time of writing this work is virtually complete, outstanding attention being required to the lettering on the west side.

138C, D577, D631, 1786, 5003, and the Wickham are all serviceable and used as required. All other locos are stored, either on display in the Engine House, or awaiting overhaul.

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**Manning
Wardle
0-6-0ST
(MW1210
of 1891)
*Sir Berke-
ley* crosses
the dam
at Ham-
mersmith
at the
Midland
Railway
Centre,
Butterley's
Vintage-
weekend,
during its
visit there
on 5 May
2008**

*(Andrew
Johnson)*



CELEBRATING 250 YEARS OF CONTINUOUS OPERATION

**MIDSUMMER MUSIC
A CONCERT GIVEN IN THE ENGINE HOUSE
OF THE MIDDLETON RAILWAY, LEEDS
by
THE CHOIR OF LEEDS PARISH
CHURCH**

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**WITH GUEST SOPRANO SOLOIST
JENNY LEADBEATER**

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(please enclose SAE)**

RETIRING COLLECTION

Question: What equipment does a Guard carry around in his bag?

Answer:

Weekly and Periodical Notices;
Red and green flags;
Bardic handlamp (A rotor containing white/red/green coloured lens, with a spare bulb);
Spare carriage and 21 key;
3 pointed draper screw driver (for the bog locks);
'Out of order' and 'defective door' labels and suchlike stuff;
Fares Manuals;
Routeing Guide;
Great Britain Passenger Railway timetable - if they can get hold of one!
Working timetables and amendments;
Detonators if working loco-hauled stock - not required on units because they are available in every cab;
Traction manuals;
Rule Book, AC electrified lines book, sectional appendices - although most don't bother with these;
High Visibility Vest;
Guide to announcing - but the announcements are so pompous nobody bothers;
Padlock and key;
Pocket timetables, marketing leaflets and complaint forms (useful for deflecting irate passengers);
Notebook and pens;
Yellow tape;
Various report forms;
Train Log Book;
SPORTIS - ticket issuing machine.

And of course the most important items :-)

Flask or tea bags, sugar, milk and brew can;
Sandwiches;
Reading material;
Cup and Spoon.

Note that this varies from TOC to TOC and from Guard to Guard; some carry everything, some risk carrying nothing but most carry a selection!

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YOUR RAILWAY NEEDS YOU !!

Can you spare a day or two each month?

We are in urgent need of new volunteers to train as
**Guards, shop and booking office staff, general assistants in the Engine House,
caterers, and those with skills such as joiners and engineers**

If you like to see the happy faces of our visitors and passengers
then come along and have an enjoyable day yourself

**Call in on a Wednesday morning or a weekend and speak to the
volunteers on duty, or telephone Andrew Gill on 01624 897287 or by**

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

Jun 3	- David Monckton, format and title to be advised
Jul 1	- TO BE ADVISED
Aug 5	- TO BE ADVISED
Sept 2	- David Cook, 250 th anniversary of the Middleton Railway
Oct 7	- David Monckton, the big railway pre 1981



**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.*

The social evenings programme will resume in the autumn (details in the September issue of *Old Run*)

On Wednesday, 21 May, members of the Middleton Railway were delighted to welcome members of the Traction Engine Club to an evening at the Middleton Railway, including a steam train ride followed by a buffet with cold meats, pies, pickles, cheeses and sweets, and drinks afterwards.

The Club's annual Steam Rally takes place at Harewood on 24 and 25 August 2008.



Graham Findley suggested this caption for the photograph taken of Mike McPeake on board MSC No..67 at the Spring Gala on 22 April 2008
(Graham Findley)



If you have a suitable caption for this picture, again taken by Graham Findley on 22 April 2008, please send it to the editor

(Graham Findley)

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Regarding the longest train and/or heaviest load, I remember taking a train from Clayton's that contained a complete gasholder/gasometer in kit form and was an export order heading for Birkenhead docks.

It was loaded into a mixture of bogie bolster/tube/plate and 10 ton 5-plank wagons, 15 to 18 wagons approximately all told, and weighed somewhere in the region of 250 tons gross.

The train was worked by *John Alcock* With me driving and about six others acting as brakemen and crossing attendants, and was assembled on the rugby ground straight and over the tramway crossing. We had to put the vacuum braked wagons together at one end. When the leading vehicle reached Moor Road crossing the locomotive was on the tramway crossing (i.e. the full length of the present day yard, plus some more!). As the train crossed Moor Road all the wagon brakes were dropped and allowed to trail (not pinned down) and this held the train for a safe run down Balm Road branch.

A last surprise was still to come. The BR yard inspector asked us to push the whole train through into the BR sidings off Balm Road! This was not normally allowed.

Was this Middleton's longest and heaviest train?

Norman Fearnley
(Operating Superintendent,
1963 to 1965)
Armthorpe
Doncaster

**DEADLINE FOR NEXT
ISSUE – 15 AUG 2008**

Leeds Railway Walk

**Saturday, 19
July**

On Saturday 19th July 2008, The Leeds Railway Walk will take place leaving Moor Road at 2:00 pm under the guidance of Kris Ward.

Visitors may wish to ride on the 13:00 train, the first on a Saturday, before commencing the walk into Leeds, taking in the old Middleton Railway route and various relics of the Leeds Locomotive Industry.

This walk is part of the Middleton Railway's 250th anniversary celebrations.

Correction

In OR198 (January 2008) page 4, a reference was made to Napoleon Bonaparte in 1758, whereas this should have read Louis XV.

The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

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Registered Company No 1165589 Registered Charity No. 230387
Registered Museum No. RD2114

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ESSENTIAL MAINTENANCE

UPPER: :Andrew Hardy oils round Hudswell Clarke 0-6-0T MSC No.67 (HC1369/1919) on 9 March 2008. LOWER: Graham Parkin carefully finishes off the lettering on Hunslet 0-6-0 DM No. 7051 (H1697/1932) *John Alcock* on 9 March 2008 (Both: Peter Nettleton)

