

THE

OLD RUN

No. 200

September 2008

£2.00

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

Old Run

No.200

September 2008

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Photographs by the editor, except where otherwise shown

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Editorial

Thanks are due to all those who have sent it material for the *Old Run* in the past few weeks. I am for once in the happy position of having too much copy for one issue, and some items have perforce had to be saved until the next issue. This is the 200th edition of *Old Run*, but sadly the request for special articles or photographs for this issue did not yield much fruit. We shall require more material for future issues.

In this issue we continue with, and complete the articles celebrating the 250th anniversary of the Middleton Railway. We also cover the children's and families' weekend, and the June Gala weekend which celebrated the passing of the 1758 Act establishing the Middleton Railway.

Howard W Bishop,

Editor

The deadline for the next issue is 15 Nov 2008

Contents

3	From the Chairman
4-11	Middleton Railway is 250 years old, part 3
14-15	Volunteering is good for you!
16-19	Middleton Railway's 250th Anniversary gala
22-25	Matters mechanical
26-27	Still earning it's keep!
28	Middleton shows the way again!
29	Our main line in the 1960s
30	Dear editor.....

Front cover

Saturday, 7 June 2008, and Manning Wardle 0-6-0STs 1210 of 1891 *Sir Berkeley* and 1601 of 1903 *Matthew Murray* haul the 1400 departure from Moor Road to Park Halt, during the 250th Anniversary Gala weekend commemorating the passing of the 1758 Act of Parliament, establishing the Middleton Railway as the first railway to be authorised by an act of parliament

From the Chairman

**Andrew
Gill**

From the Chairman From the Chairman From the Chairman From the

At the time of writing these words, we are now over half way through our 250th Anniversary celebration events, and so far we have had an excellent response to everything we have done.

As well as the public events we have put on a number of private hire events, plus some fairly large corporate functions. What is so pleasing about all this is the way we are working as a team, and a well oiled one at that! Not only is this making it more enjoyable for our volunteers doing the work, but also the visitors pick up on the healthy attitude we have now developed: "if we can, we will". (By volunteers I mean anybody on site as a volunteer, blue, white and any other colour collar workers!).

This came to fruition last month when quite out of the blue the Railway received a letter of thanks from a visitor, who had come with a private party, and with the letter was a cheque for £1,000. It is a good job we get moments like that, as it lifts everybody's spirits, especially when we have been suffering quite badly from the theft of metal from the Railway.

This is a national problem, but that doesn't make it any easier to accept. We have

adopted a "zero tolerance" attitude to all thefts and acts of vandalism, and each, without exception, is reported to the police. Regrettably, I have to say that the way the police are structured at present, the criminal appears to have the advantage, but we will keep adding to their statistics.

At long last we are making some progress in the Engine House, and those who attended the Annual General Meeting will have seen the recently-hung pictures on the staircase. Other artefacts will be mounted around the building, both inside and outside, to widen the visitor experience and enjoyment.

Those of you who have recently visited the Engine House may have wondered what the "snow plough" is for, the large "T" shaped display. This is a result of discussions with our Museum Curatorial Advisor, who suggested we do this to stop visitors seeing from one end of the building to the other when they enter it. The idea is that they will then look around and explore different areas rather than make a bee-line straight for the station platform. Another cluster of display boards has been put up near the "Tales Area", cunningly disguising our storage area for cans of pop.

Oh! and just before I sign off, we still need additional volunteers, especially in the shop/café/ticket office. Think about it!! Enjoy the late summer.

From the Chairman From the Chairman From the Chairman From the

Middleton Railway is 250 years old

Part three [continued from the OR 198 (March 2008)]

Howard
Bishop

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As reported in OR 199 in June 2008, the celebrations to mark the 250th Anniversary of continuous operation of the Middleton Railway got off to a cracking start with the visit of the Lord Mayor of Leeds and Lady Mayoress, Councillor & Mrs Brian Creasby) on 14 May, at which, assisted by pupils from Kirkstall St. Stephen's C of E School, he unveiled the newly restored Hudswell Clarke 0-4-0ST *Henry de Lacy II*.

In this issue we continue on the 250th Anniversary theme, as we highlight the actual anniversary of the enacting of the Act of Parliament on 9 June 1758 authorising the building of the Railway, with the Gala Weekend on 7 and 8 June. It was possible to run trains down the Balm Road branch for the first time for two years, something that it is aimed to do again at the September Gala this year.

We have also held a model railway weekend, a family and children's gala weekend, and a first for Middleton, an anniversary concert given by the Choir of the

Leeds Parish Church.

In addition there have been a number of charter specials involving the EM2 Locomotive Society, and corporate bodies and a diesel railbus event.

We now look forward to the September Gala Weekend, at which we celebrate the 250th Anniversary of the *opening* of the Middleton Railway to Leeds city centre.

As a service to members, in this article we have included details of all the locomotives that have operated at Middleton over the years. Section one gives details of all the locomotives that have been seen at Middleton from 1812 when the first rack locomotives appeared, until 1960. Section two gives details of steam locomotives at Middleton from preservation in 1960 to the present time. Section three shows diesel and electric locomotives from 1960 to the present day, and Section four is a photograph of the locomotive board now to be found in the Engine House, and which is kept updated as necessary. We also give details of the other items of rolling stock at Middleton.

Middleton250Middleton250Middleton250Middleton250Middleton250

LOCOMOTIVES AT MIDDLETON, 1812 TO 1960

4 foot 1 inch gauge

Name	Type/Builder/Works No./Date
<i>Salamanca</i>	2-1-2 rack loco built Fenton, Murray & Wood 1812**
<i>Prince Regent</i>	ditto 1812 *,+
<i>Lord Wellington</i>	ditto 1813 *
<i>Marquis Wellesley</i>	ditto 1815*,+
<i>Blenkinsop</i>	0-4-OST, built Manning Wardle 220 of 1866 IC ++
<i>Matthew Murray</i>	0-4-OST, built Manning Wardle 284 of 1869+++

Notes

- * 1 loco withdrawn 1831-5, 1 exploded 1834, 1 withdrawn 1835 – scrapped c.1860
- ** Exploded 1818
- + There is still some doubt as to veracity of this name
- ++ Scrapped by 1881
- +++ Rebuilt to standard gauge 1881

4 foot 8 ½ inches gauge

Name/Number	Type	Builder/Wks No.	Date	Came	Withdrawn
<i>Blenkinsop No 2</i>	0-6-OST IC	Manning Wardle 797	1881	1881[a]	Nov.1953(b)
<i>Niger</i>	0-6-OST IC	Manning Wardle 1262	1892	1892	Scrapped by 1947
No.6	0-6-OT IC	NER/?	1900?	[c]	Scrapped by 1947
<i>Matthew Murray No.2</i>	0-4-OST	Manning Wardle 1752	1909	1909	Nov.1953 [b]
<i>Gladstone</i>	0-6-OST IC	Hudswell Clarke 491	1898	1916[d]	Aug .1950
<i>Jean/LNER 407</i>	0-6-OST IC	NER Gateshead/?	1897	1947 [e]	
69	0-6-OST	Hudswell Clarke 1175	1916	1950[f]	1959
<i>St Johns No 1</i>	0-4-OST	Peckett 1597?	1921	1952[g]	Before 1960
<i>St Johns No 2</i>	0-4-OST	Peckett 1763	1922	1952[g]	Before 1960
<i>Edith</i>	0-6-OST IC	Hunslet 1482	1925	1953 [h]	1960
<i>Nostell No.2</i>	0-6-OST IC	Hudswell Clarke 328	1889	1953?[i]	Before 1960
<i>Nostell No.4</i>	0-4OST	Peckett 1789	1929	1953[j]	1960
<i>Blenkinsop 1953</i>	0-6-OST	Hudswell Clarke 1871	1953	1954new	1960[k]

Notes

- [a] Rebuilt 1910
- [b] Scrapped by G Cohen's
- [c] Rebuilt as an 0-6-OST in 1912
- [d] From Price, Wills & Reece, Workington. Scrapped by Robinson & Birdsell
- [e] Ex-LNER No.407, June 1937: ex-Whitwood Chemical Co, 1943; ex-Briggs Collieries Co, Saville Colliery, Oct 1947. Scrapped by 1949
- [f] From Appleby Frodingham Steel Co (*No. 69*)
- [g] From NCB, St Johns.,Normanton. To NCB Lofthouse
- [h] From NCB, Charlesworth, Rothwell. To NCB Lofthouse after repairs at Hunslet's
- [i] Rebuilt 1934 and 1951, ex-Nostell Colliery. Went to NCB Lofthouse
- [j] Originally Shawcross No.1. Ex-NCB Shawcross, 1952: ex-NCB Old Roundwood, 1952: ex-NCB

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STEAM LOCOMOTIVES AT MIDDLETON							
Name/No.	Type	Builder/ Works No.	Built year	Came year	Owners	Left/to	Wheels dia.
No.54/ 68153	4wTGVB	Sentinel S8839	1933	1961			2'6"
<i>Windle</i>	0-4-0WT	Burrows EB53	1909	1961			3'4"
<i>Swansea</i>	0-6-0ST	Avonside A1569	1909	1962		1973[I]	
1310	0-4-0T	NER Gateshead 38	1891	1965	SPT'65	3'5"	22.14
<i>(Matthew Murray)</i>	0-4-0ST	Bagnall 2702	1943	1966			2'9"
21	0-6-0ST	Avonside 1671	1913	1966		1969[m]	
<i>Henry de Lacy II</i>	0-4-0ST	Hudswell Clarke 1309	1917	1968			3'4"
<i>Chairman</i>	0-4-0ST	Hudswell Clarke	1940	1969		1972[m]	
No.6 <i>Percy</i>	0-4-0ST	Hawthorne Leslie 3860	1935	1971			3'4"
385	0-4-0WT	Hartmann 2110	1895	1972	SPT'65		3' 7½"
<i>John Blenkinsop</i>	0-4-0ST	Peckett 2003	1941	1972	MRT/S.Bye		3' 2½"
	0-4-0ST	Peckett 2103	1948/51	1981	A&J Bell	3' 0½"	23.0
<i>Mirvale</i>	0-4-0ST	Hudswell Clarke 1882	1955	1986	MRT Group		3'1"
<i>Harry</i>	0-4-0ST	Andrew Barclay 1823	1924	1989	Crossley	1992[o]	
<i>Matthew Murray</i> (prev. <i>Arthur</i>)	0-6-0ST	Manning Wardle 1601	1903	1990			3'0"
<i>Brookes No.1</i>	0-6-0ST	Hunslet 2387	1941	1991	D Monckton		3'4"
<i>Lucie</i>	0-4-0TVB	Cockerill 1625	1890	1995			2'5"
MSC67	0-6-0T	Hudswell Clarke 1369	1919	1995	Dr G Blears		3'3"
<i>Sir Berkeley</i>	0-6-0ST	Manning Wardle 1210	1891	1995	VCT		3'0"
No.11	0-4-0ST	Hunslet 1493	1925	2001	SJ Roberts		3'2½"
<i>Picton</i>	2-6-2T	Hunslet 1540	1927	2002	D Monckton		3'7"
	0-4-0T	Hunslet 1684	1931	16.6.2004			3'4"
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I – 1960 ONWARDS			
Weight tons.cwt lbs.	Boiler Press. lbs.psi	Cyl.size ins.	Tractive Effort lbs.
19.6	275	6¾ x 9	7260
25.0	160	14½ x 20	14300
160	14 x 20	11040	
15.15	150	10 x 16	6180
28.5	160	14 x 20	13320
33.0	165	15 x 20	17350
23.10	140	13 x 20	9245
30.0	180	14 x 22	17140
180	12 x 20	12072	
20.6	160	13 x 18	10150
20.10	140	12 x 18	8570
29.2½	160	14 x 20	11760
14.10	140	11 x 12	5257
33.0	140	15½ x 20	14660
19.18	140	12 x 18	8570
26.19	160	14 x 20	12218
52.9	160	16 x 22	15171
23.10	160	12 x 18	7776
ROLLING STOCK AT MIDDLETON			
Rolling Stock:			
Petrol-engined Permanent Way Trolley, built by D Wickham of Ware Two CCTs converted for passenger use, Nos. 1867 and 2084 CCT as Stores Van, No. 1074 Wooden coal wagon, No.350, Middleton Estates and Colliery Co, built c.1890 LMS 12 ton Van No.85133 LMS Brake Van No.158760, built Derby 1926 LNER Ballast Brake Van, built 1940 GWR 12 ton Open Wagon, No. 113084, built Swindon 1927 BR 12 ton Open Wagon, (wood body) No. B420709 14 ton BP Tank Wagon No. A5576 Five Flat Wagons of varying origin NCB 4-wheel Lowmac built c.1966 by Central Wagon Co, Wigan 10 ton Spoil Wagon built 1962 by Chas Roberts Leeds Forge Company tank wagon No.78651 built 1916 BR 16 ton mineral wagon B (on loan from NRM) LNE 12T Open wagon B4903..., Lot No 2366 Ex-WD Palvan No.47957 BR 24 ton Dogfish ballast wagon DB3993425 LNER 1930 12 ton Van 164745			
Cranes:			
5 ton Booth rail crane No 5821 built 1952 10 ton Smith diesel crane 13 ton Isles steam crane			
Narrow Gauge Locomotives:			
Hunslet 2ft-gauge 4 wheel diesel mines loco. (HE6273/1965), 29 hp. [ex-Great Houghton Colliery] Hunslet 3ft gauge diesel mines rack loco.			
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Name/No.	Type	Builder/ Works No.	Built	Came year	Owners year	Left/to (notMRT)
John Alcock 7051	0-6-ODM	H1697		1932	1960	
	0-4-ODM	JF3900002		1945	1967	
Courage	4wDM	Hudson- Hunslet	H1786	1935	1968	
Carroll	0-4-ODM	Hudswell Clarke	D 631	1946	1969	
Mary	0-4-ODM	Hudswell Clarke	D577	1932	1980	B Hall
	4wDH	Thomas Hill	138C	1964	1982	P Nettleton
	0-4-ODH	Fowler 4220038	1966	1983	J Lee/V.Smith	1993[n]
	0-4-ODH	Fowler 4220029	1965	1983	J.Lee/V Smith	1985[m]
91	0-4-ODE	Brush/Beyer P. 91/7856	1958	1987	British Steel	
Rowntree No.3	4wDM	Ruston Hornsby	441934	1960	1988	NYMR
OLIVE DB998901	4w	Drewry Car Co	2268	1950	1997	EM2LS
Austin No.1	0-4-ODM	Peckett G20 class	5003	1961	2001	Austin Truman
DB999507	4w	Wickham RC Mk1	8025	1958	2003	D Parkin
	4wE	Greenwood&Batley	420452	1979	2003	
DS75	E	Siemens by Hunslet		1898	2006	NRM York
	0-4-ODM	Hudswell Clarke	D1344	1965	8.5.2006	A Briddon
Lois	0-4-ODH	Fowler 4220033	1965	2007		
	0-4-ODM	Hudswell Clarke	D1345	1971	14.1.2008	A Briddon

NOTES ON LOCOMOTIVE LIST

DE diesel electric

0 ONWARDS

Wheels	Weight dia.	H.P. tons.cwt	lbs.	Tractive Effort lbs.
	3'0"	21.8	132	10520
	2'6"	9.6	40	4600
	2'9"	6.12	22	1800
	2'6"	14.0	60	6900
	2'9"	21.0	102	11980
3'2"	30.0	189		16800
	3'6"	30.0	220	16800
NRM Shildon	3'0"	20.0	88	11200
	2'6"	16.10	68	3420
	3'2 1/2"	33.11	204	18800
	3'0"	21.0	95	
	17.0			230 volts DC
ex-Waterloo & City Railway				2x45kW
14.1.08 Scunthorpe	3'6"	34.0	252	23500
		203		
	3'6"	35.0	252	23500

TS

Special events 2008

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!

BRIAN WOOD

It is with much regret we have to record the death of Brian Wood suddenly on 28 May 2008. Brian was a long standing member and will be greatly missed. We extend our sympathy to Hayley Wood his daughter and one of our lady "firemen"..



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Middleton Railway - Motive Power

Running number	Name	Locomotive Builder
Steam locomotives		
None	None	John Cockerill
None	Sir Berkeley	Manning, Wardle & Co Ltd
1310	None	North Eastern Railway
385	None	Richard Hartmann AG
None	Matthew Murray	Manning, Wardle & Co Ltd
None	Windle	E Borrows & Sons
14	None	Manning, Wardle & Co Ltd
None	Henry de Lacy II	Hudswell, Clarke & Co Ltd
67	None	Hudswell, Clarke & Co Ltd
11	None	Hunslet Engine Company Ltd
None	Picton	Hunslet Engine Company Ltd
None	None	Hunslet Engine Company Ltd
54/59/68153	None	Sentinel (Shrewsbury) Ltd
None	Conway	Kitson & Co Ltd
6	Percy	R & W Hawthorn, Leslie & Co Ltd
None	Brookes No.1	Hunslet Engine Company Ltd
None	John Blenkinsop	Peckett & Sons Ltd
None	None	W G Bagnall Ltd
None	None	Peckett & Sons Ltd
None	Mirvale	Hudswell, Clarke & Co Ltd
Diesel locomotives		
7051	(John Alcock)	Hunslet Engine Company Ltd
None	Mary	Hudswell, Clarke & Co Ltd
None	(Courage)	Hunslet Engine Company
None	None	John Fowler & Co (Leeds) Ltd
None	Carroll	Hudswell, Clarke & Co Ltd
D2999	None	Beyer Peacock & Co Ltd
Austins No.1	None	Peckett & Sons Ltd
None	None	Thomas Hill (Rotherham) Ltd
None	None	John Fowler & Co (Leeds) Ltd
None	None	Hudswell, Clarke & Co Ltd
Diesel railbuses		
DB998901	None	E E Baguley Ltd for Drewry Car Co.
DB999507	None	Wickham
Electric locomotives		
DS75	None	Siemens
None	None	Greenwood & Batley Ltd
Mining Locomotives		
	None	Hunslet Engine Company Ltd
	None	Hunslet Engine Company Ltd

(NRM) Loco on loan from the National Railway Museum
(NCMM) Loco on loan from the National Coal Mining Museum

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er on Moor Road Site

Works Location	Works Number	Year Built	Status
Belgium	1625	1890	Static exhibit
Leeds	1210	1891	Operational
Gateshead	38	1891	Pending restoration (dismantled)
Germany	2110	1895	Static exhibit
Leeds	1601	1903	Operational
St Helens	53	1909	Pending restoration
Leeds	1795	1912	Under restoration
Leeds	1309	1917	Static exhibit
Leeds	1369	1921	Under repair
Leeds	1493	1925	Under restoration
Leeds	1540	1927	Pending restoration
Leeds	1684	1931	Pending restoration
Shrewsbury	8837	1933	Pending restoration (dismantled)
Leeds	5469	1933	Pending restoration
Newcastle	3860	1935	Under restoration
Leeds	2387	1941	Operational
Bristol	2003	1941	Pending restoration
Stafford	2702	1943	Pending restoration
Bristol	2103	1948	Static exhibit
Leeds	1882	1955	Static exhibit
Leeds	1697	1932	Operational
Leeds	D577	1932	Operational
Leeds	1786	1935	Operational
Leeds	3900002	1945	Under restoration (for static display)
Leeds	D631	1946	Operational
Manchester	7856	1958	Operational
Bristol	5003	1961	Operational
Rotherham	138C	1964	Operational
Leeds	4220033	1965	Under restoration
Leeds	D1345	1971	Under restoration
Burton on Trent	2268	1950	Operational
Ware	8025	1958	Operational
London	6	1898	Static exhibit (NMM)
Leeds	420452	1979	Static exhibit
Leeds	8505	1980	Static exhibit (NMM) 3'-6" gauge
Leeds	6273	1965	Static exhibit (NMM) 2'-2" gauge
Museum - York			
Museum - Caphouse			

LEFT:

Photograph of the detail of the locomotive board on display in the Engine House, showing the up-to-date position regarding every locomotive currently at the Middleton Railway, taken on 7 June 2008



A happy scene on 18 May 2008 at the Children's and families' weekend. Families detrain and head for the Engine House after enjoying a ride to Park halt and return behind **Manning Wardle 0-6-0ST (MW1601 of 1903)** *Matthew Murray* *(Andrew Gill)*

**Manning
Wardle
0-6-0ST
(MW1210
of 1891)
Sir Berkeley
at Midland
Railway
Centre
Butterley
on 5 May 2008**

*(Andrew
Johnson)*





Hunslet 0-6-0ST MSCNo 67 (HC1369 of 1919) stands at Park Halt with a return trip on the first day of service on 22 March 2008. Note the new track and platform with old sleepers awaiting removal

(Andrew Johnson)



The start of the 2008 operating season, and on 22 March 2008 our two coaches stand in the Moor Road station platform looking smart after spending time in the workshop for a repaint

(Andrew Johnson)

“Voluntary” – adj. *spontaneous, free, done without compulsion or legal obligation, acting by choice, done without expectation of payment or recompense of any kind, esp. monetary, free from state control.*

The British are a nation of volunteers. It has defined us more than egg sandwiches, queuing, warm beer or Marmite. Like good sportsmanship or tolerance, it is one of the characteristics foreigners tend to admire even while they are slating us for our rampaging teenagers or dire cooking.

Volunteering may be on the decline – there are fewer scout masters, church wardens, meals-on-wheels drivers and local museum curators – but in an increasingly self-absorbed society, it is one of the most selfless things many British people do. According to research carried out by Johns Hopkins University, Britain comes second out of 36 countries in terms of the population of the adult population who volunteer.

William Beveridge, Labour social reformer, and one of the architects of the welfare state, in his third report on welfare, published in 1948, explained: “In a totalitarian society, all action outside the citizen’s home is directed or controlled by the state. By contrast vigour and abundance of voluntary action outside one’s home, individually and in association with other citizens, for bettering one’s own life and that of one’s fellows, are the distinguishing marks of a free society. They have been outstanding features of British life”.

So, why do people work as volunteers? What is the motivating force behind them? Those who depend on the services provided by the voluntary services will often say that nothing beats the care of someone who is there because they want to be, not because they have to be.

What’s in it for me?

Are you still thinking, “What’s in it for me?” The answer is, plenty! Here are some of the things you might get in return for your giving:

- Making new friends
- Gaining important skills and experience that will help you later in life
- Making connections that can lead to a job or career
- Seeing more of your community and world
- Building confidence and self-esteem
- Exploring what you want to do with your life
- Feeling needed and important
- Feeling satisfaction at getting things done and helping others
- Meeting people who could be role models
- Using your mind, body, and creativity
- Getting active and healthier
- Relieving stress
- Fighting boredom

Volunteering is good for you Volunteering is good for you

- Spending time doing what you really care about
- Gaining an edge on getting into college
- Feeling like you're part of a community
- Having fun!

Hey...it looks like being a volunteer gives as much good stuff to you as it does to the people, places, or animals you're trying to help! That's the secret of volunteering. People who become volunteers usually lead richer, happier, and more satisfying lives than those who don't volunteer.

A volunteer is giving up time that could be spent watching DVDs, gardening or being paid to put in the hours. Some, such as baby-sitting grandparents, are doing it out of love; others because they are busybodies or bored; but the vast majority do it from an instinct to help rather than grumble (another British trait). And long should they remain so.

What should I do now?

For details of how you can help as a volunteer at Middleton Railway, contact one of the members of the Railway's Council, listed on page 31 of this journal, or call in at Moor Road preferably on a Wednesday, meet members of the team and give it a try!

YOUR RAILWAY NEEDS YOU !!

What does it take for you to 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, administrators, 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 0113 230 0033 or by E-mail: admin@middletonrailway.org.uk



Volunteering is good for you Volunteering is good for you



Middleton 250th Ann Gal





Railway Anniversary 175



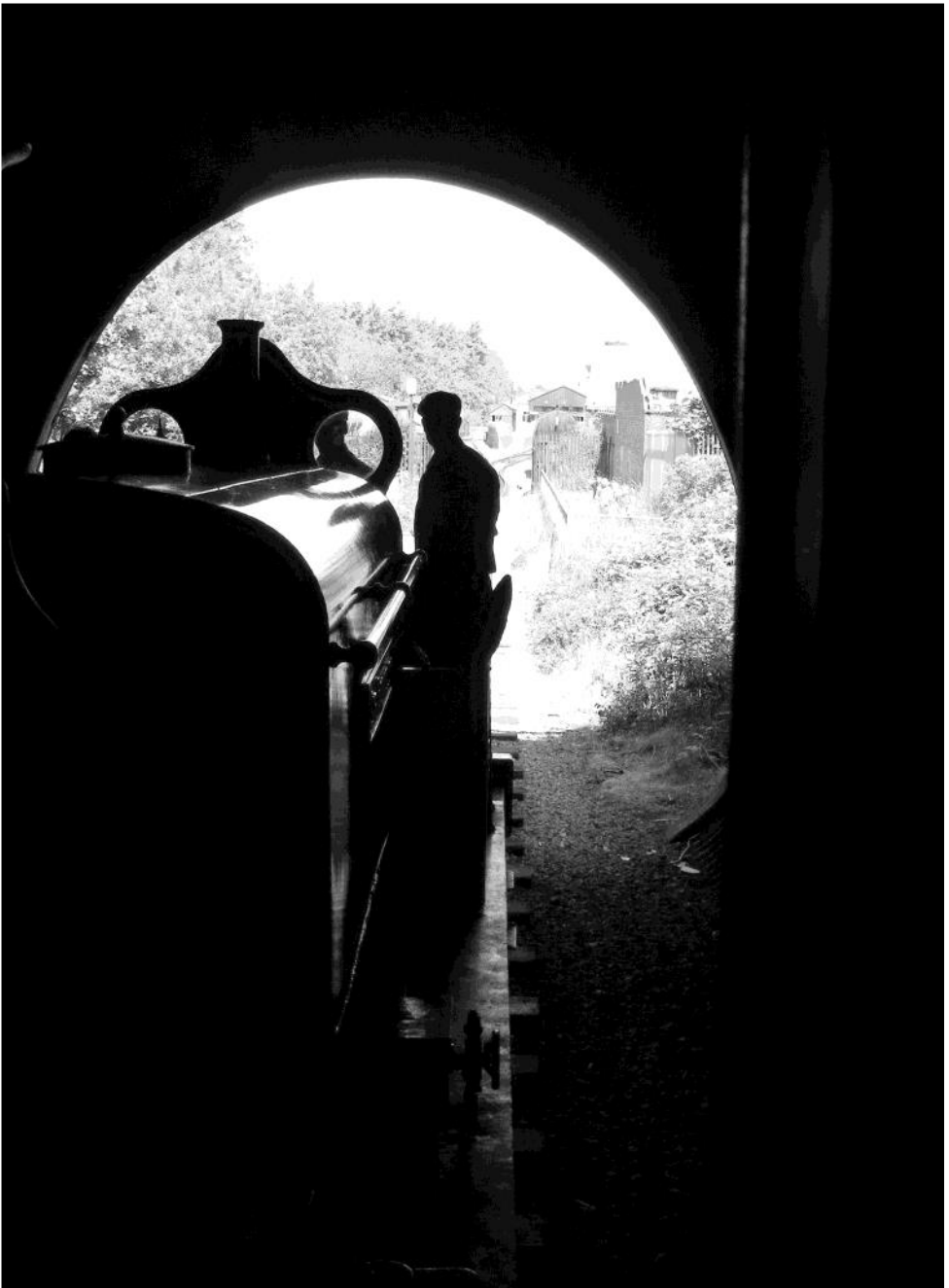
Middleton 250

—captions for photographs on pages 16 and 17

1. **Manning Wardle 0-6-OST (MW1210/1891) *Sir Berkeley*** emerges from the Balm Road branch and crosses Moor Road on the 1620 hours from Moor Road to Park Halt via Balm Road, 8 June 2008 (*Peter Nettleton*)
2. Chairman Andrew Gill gets ready to fix the Middleton 250 headboard to the first train of the day as David Guest reads from the 1758 Act of Parliament authorising the building of the Middleton Railway, 7 June 2008
3. **Wickham railbus (8025/1958) DB99950795** and **Drewry railcar (2268/1950) DB99890168 *OLIVE*** stand side by side at Moor Road station on 7 June 2008 during railbus operations (*Daniel Baxter*)
4. **Manning Wardle 0-6-OST (MW1210/1891) *Sir Berkeley*** and **Manning Wardle 0-6-OST (1601/1903) *Matthew Murray*** arrive at Park Halt on the first train of the day, 7 June 2008
5. **Manning Wardle 0-6-OST (1601/1903) *Matthew Murray*** awaits the “right away” of the 1620 hours Moor Road to Park Halt via Balm Road train on 8 June 2008
6. View from the footplate of *Matthew Murray*, with *Sir Berkeley* as pilot locomotive, leave Moor Road on the 1400 hours train on 8 June 2008 (*Daniel Baxter*)
7. **Manning Wardle 0-6-OST (MW1210/1891) *Sir Berkeley*** coasts downhill from Park halt on 8 June 2008.
8. **Manning Wardle 0-6-OST (1601/1903) *Matthew Murray*** on the 1620 train from Moor Road to Park Halt via Balm Road reaches the extent of the Middleton Railway’s running line where it joins the track of Network Rail, 8 June 2008. The movement of this particular train was filmed from a helicopter for a local television station.



Manning Wardle 0-6-OSTs 1601 of 1903 *Matthew Murray* and 1210 of 1891 *Sir Berkeley* at Park Halt during the 250th Anniversary Gala weekend, 8 June 2008 (*Ric Reader*)



Manning Wardle 0-6-0ST (1210 of 1891) *Sir Berkeley* emerges from the motorway tunnel en route to Moor Road station at the 250th Anniversary Gala on 7 June 2008, with Andrew Hardy on the footplate



**This page: Scenes from the Children's and families' event held on
17 and 18 May 2008**
(Ian Dobson)



On 7 June 2008 the Drewry Railcar and Wickham Railbus are both seen at Park Halt working the final train of the day of the Middleton 250 Gala
(Ian Dobson)



Scene in the Engine House on the occasion of the Concert given by the Choir of Leeds Parish Church, 21 June 2008
(Andrew Gill)



**Steve
Roberts**

Quite a lot has happened since the last *Old Run*. After our early season problems we have managed to maintain the service and generally have two serviceable steam locos available. One disturbing thing to record is a graffiti attack, something that we have never before suffered. The Wickham and *Olive* were the targets. However, after a lot of hard work, virtually all trace of the graffiti has now disappeared. Let's hope it does not happen again.

1601 MATTHEW MURRAY Our faithful Manning Wardle tank has continued to give generally good service throughout the season and has borne the brunt of the steam services. The fireman's side injector started to become troublesome and eventually decided to stop working during June. On stripping it down, it was discovered that the combining cone had managed to come loose. Once tightened the injector again worked satisfactorily and has continued to do so. Apart from the routine re-packing of glands and sundry other minor maintenance, the loco has continued to perform well and is currently available for traffic.

No. 67. Our Ship Canal tank has spent the whole of the last few months in the workshop with a 'not to be moved' sign attached. As noted in the last *Old Run*, the loco managed to eject part of a piston ring up the chimney. Investigation revealed that the cylinders had been bored out at some time in its earlier life, almost certainly whilst with the Ship Canal company. However, larger pistons had not been fitted, and there was a substantial gap between piston and cylinder. This eventually allowed a partially worn ring to come out of its groove and cause some damage to both the cylinder and piston. After considering various options, it was decided that to fit a liner to the cylinders was the best course of action. We initially considered doing the

job ourselves but the amount of work needed to manufacture the necessary equipment made it unviable. In the end, Ian Riley & Sons were contracted to bore out the cylinders and fit the liners. This has been a long slow job as we could not establish the size of liner until the cylinders were bored out and then a pattern had to be made to allow the liners to be cast. At the time of writing, the liners have just been delivered to Ian Riley's workshops and await machining. We will machine out the piston heads ourselves and make new, suitably sized piston rings. The liners will reduce the effective diameter of the cylinders slightly but this will be of negligible consequence. To enable all this work to take place it has been necessary to take down all the valve gear and slide bars. This has enabled some minor fettling work to be carried out. It has also been necessary to remove the front buffer beam and new timber backing pads have been made for the buffers.

No. 6 Some work has been carried out on No.6 as and when suitable labour allows. The first of the coupling rod bearings has been white-metalled ready for machining. The crossheads have also been prepared for white-metalling and this has entailed making some new brass bolts to replace broken originals. The cab has also received a coat of undercoat internally.



REPAIRS TO MSC 67—The picture was taken on Sunday 15 June 2008 at the Middleton Railway engineering workshops. The picture shows a cylinder on Hudswell, Clarke 1329, (Manchester Ship Canal No. 67), being bored out ready to be fitted with a liner. The work is being carried out on site by Ian Riley (Engineering) Ltd of Bury. All the motion has had to be removed to allow access to both ends of the cylinders. Both cylinders are being machined, each taking around two days to set up and bore. The locomotive was taken out of service earlier in the year when it blew a piston ring. This (cylinder boring) machine was designed and built by the Riley family (of Riley's of Bury), three generations ago, and is still in use. It was even used on Wigan Pier!!

requiring any attention. It is presently at the Keighley & Worth Valley Railway, having gone there to help them celebrate their 40th Anniversary of operations. The loco will remain there until after the August Bank Holiday, following which it will return to Middleton.

No.11 At long last, there is progress to report! The frames have been jacked off the wheels and carefully levelled to enable dimensional checks to be made preparatory to commencing work on the axleboxes. The rear of the frames around the dragbox have received a coat of red gloss paint and this area is now complete, apart from fitting of the drawgear. Major attention has been turned to the brakegear, which has had

hanger supports have had the old worn pins bored out and new pins pressed in. The worn holes in all four brake hangers have been bored out and are presently having new bushes pressed in. The brake shaft and supporting bearings were found to be excessively worn, having a total of $\frac{1}{4}$ " play. The brake shaft has been built up by welding and subsequent machining back to size. The bearings have been bored out and bushes fitted. The brake column has had an area of wastage built up and the badly worn screw thread of the hand-brake spindle has been cut off and a new screw thread made and welded on. The opportunity has also been taken to lengthen this to allow the brake column

to be situated higher up in the cab. A new nut has also been machined up to suit the new screw thread. Other work carried out has involved the building up of areas of wear around the front brake hanger supports. The next task is likely to be the straightening of the frames, which are considerably misaligned, but you will have to wait for the next *Old Run* to find out if it happened!

2387 BROOKES No.1 *Brookes* came into the workshops during June preparatory to its annual boiler inspection. This was passed satisfactorily with no cause for concern. The loco is in the last year of its 'ticket' and it seems unlikely that the Inspector will grant an extension at present. Whilst in the workshops the opportunity was taken to carry out yet more work on the injectors and to fettle the safety valves, which had stopped 'popping' as they are intended to do. We seem to have been successful on both counts as the injectors are now working well and the safety valves 'pop' once more! The loco became derailed on the Engine House/Yard turnout whilst being put away on 10 August. Fortunately it was only the rear pair of wheels and the derailing beams prevented any damage being done. Currently available for traffic.

No.14 The owner has been busy working away on the various bits of brakegear and these are now starting to appear at Moor Road, ready for fitting in due course. The left hand side footplate angle valance has also been fitted.

Fowler 3900002 Progress continues to be steadily made. Those involved are slowly working their way from front to back, tackling things one job at a time. The bonnet frame has now

been replaced, enabling the doors to be refitted. The running plate has received considerable attention and has now been largely re-fitted. A piece of steel has been rolled for the chimney to replace the badly corroded original and this awaits fitting to the copper cap and base. The long lost left hand side clutch pedal was recently found in the PMV storage van(!) and this is to be re-fitted.

The Greenbat No further progress to report.

D2999 Still out of service awaiting the purchase of a new set of batteries but was recently run up to allow the air receivers to be inspected by the Boiler Inspector

7401 New (second-hand) batteries have been fitted and the loco is operational once more, taking its turn on passenger services, as required.

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

Fowler 4220033 After a period on display in the Engine House, the loco has once more been shunted back into the workshops. Painting is now well advanced and the first of several top coats has been applied. New wheel tyres have been ordered for this loco. They are on 20 weeks delivery so it will be 2009 before they arrive in the UK from South Africa. They will then require fitting to the wheels, which will have to be removed from the loco and sent away. It is not intended to paint the wheels until they are removed so these will remain in blue for the time being! Outstanding work required is mainly concerned with the fitting of

vacuum brakes. A Clayton-Dewandre ex-hauster is available, ex Rowntree No.3 and originally fitted to a first generation diesel multiple unit. This has been re-handed to enable it to be suitably located on the locomotive but detail design is presently awaited before the equipment can be fitted.

OLIVE Back in traffic following its recent repaint into blue

D631 This Hudswell diesel has been in regular service on both passenger and engineer's trains but it has recently developed clutch problems which will require sorting out before it is once more available for service.

1786 Although nominally serviceable, this diminutive Hunslet diesel very rarely sees any use because of its size. However, the opportunity was recently taken to start it up and do a little bit of shunting with it before it once more took up residence in the Engine House. It is starting to get a bit scruffy so we might just find time to tidy it up and give it a fresh coat of paint this coming winter.

138C, D577, 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.

tOR

The result of our caption competition!



A lack of free slots on the roster is blamed for the surprise gazumping of an entire train crew part-way through its shift!

During a conversation with my son's father-in-law about Plasmor Blocks Railway, he mentioned that the locomotive they use for shunting came from Middleton Railway to replace their previous one which was too small, and required a lot of work to keep it serviceable.

The locomotive they acquired from Middleton Railway was a Leeds-built Fowler 0-4-0. It was built in 1966 and fitted with a 203 hp Leyland diesel engine. It was in the last batch built, the works number was 4220038. The locomotive was delivered new, to Thornhill Power in 1966 and stayed there until around 1983, when it came to Middleton Railway and stayed there, until sold to Plasmor in 1993. It worked for Plasmor for around 10 to 12 years.

After a while it became apparent that some major work was required

on the locomotive, and as their own small workshop on site only maintains their fleet of wagons, and then only does very minor repairs, the Fowler was sent away to RMS Locotec in Dewsbury. It had work done to the running gear, brakes and some body repairs to the cab. It was then repainted in Plasmor colours and now, when not in use, stands proudly at the company head shunt in full view of the East Coast main line.

The Plasmor system and operation.

The railhead yard has access to the East Coast main line at a point where the old Great Heck station used to be. The spur comes onto site via a crossover onto a facing point, which give access to the head shut. The line then splits into two loading lines either side of a dock with one line going to the



repair shop. The site has certain working restrictions, i.e. no shunting or loading before 7.30 am and all trains must be off site by midnight.

The pattern of working is Monday to Friday with the occasional train when busy on a Saturday; the train timetable is, barring EWS problems that the empty return train arrives around 8.00 pm and is put into empty return siding, the full train is

waiting in the loading dock siding No 1 and the arriving EWS loco then couples up to the loaded wagon and departs for Peterborough yard to be split into two trains, 12 wagons for Bow in London and 13 wagons for the Plasmor yard at Biggleswade.

At about 7.30 am the Fowler starts its work, it couples up to half of the empty

wagons taking them down the head shunt and then shunts them back into one of the loading docks, then shunts the others into the other loading dock before loading starts.

A check is made for any defected wagons: any that are defected are replaced with one of the four spares.

The wagons are inspected daily before loading and are serviced to a EWS agreed schedule and the paperwork checked by the EWS on a regular basis.

The wagons are loaded and the Fowler then shunts them back into a complete train ready for the night train. Before the complete train is allowed onto the main line an EWS inspector checks the completed train for loading gauge conformity and clears the train to run.

tor

TUESDAY SOCIAL EVENINGS AT THE ENGINE HOUSE MOOR ROAD

2 Sept.	David Cook	250 years of the Middleton Railway
7 Oct.	David Monckton	The big railway before 1981



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 LDTEC social evenings programme recommences on 21 October 2008—all Middleton Railway members are welcome

STOP PRESS

**New advance booking and enquiry line for the Railway
0845 680758.**

Credit card bookings now accepted over the 'phone for the Santa trains

Middletonshowsthe wayagain!Middletonshowst

Old Run has sometimes obtained classified information in the past from individuals in smoky pubs, but following government legislation, these sources have been extinguished. However, vandals have made a hole in the internet not far from Moor Road and this little gem of an email fell through into the real world where it was found by your correspondent. The email sustained

some damage during its fall and two corners and an attachment had broken off. Careful use of the paste function managed to stick most of it back together although the at-

tachment was beyond help.

It appears that senior officers at the Trust are concerned about the rising costs of fuel and intend to adopt a secret plan, codenamed Moor Roadgate, to mitigate these rises in a novel way. Other organisations such as British Airways simply charge their passengers more for their tickets and call the cost increase a fuel surcharge.

The Middleton plan, conceived by

actually used by Middleton's locomotive but the reason for this is not stated in the email and may have been part of the lost attachment.

Passengers arriving without the appropriate fuel will be expected to place folding money in a receptacle proffered by the booking clerk. It is not clear how this money will be accounted for.



The proposed tariff is 2 litres of diesel or one Tesco 'Bag for Life' of smokeless fuel for each Family Ticket with proportionally smaller quantities for a adult and child tickets. There will be no re-

duction for single tickets since virtually no fuel is used on the return journey from Park Halt as it is down hill all the way.

Yet another example of thinking outside the bunker by the Middleton Team!

Repeated requests to Andy Hardy for more details have resulted in 'Sorry, no comment' Presumably, he doesn't want to blow his own trumpet.

Footnote:-

From our
IT corre-
spondent

Middletonshowsthe wayagain!Middletonshowst

Our main line in the 1960s!



ABOVE: Coals from Middleton. The locomotive, a **Riddles ex-WD 2-8-0 8F** is seen propelling a train of empty wagons towards Middleton's Broom Pit, in the direction of what is now Park Halt.. The brickyard is seen in the background, and to the left in the background is the now demolished public house. The waste tip on the left is the site of the present South Leeds High School, and on the right is now the South Leeds stadium and bowling alley. Taken in the mid-1960s—rail traffic from Broom Pit ceased on 16 May 1967



LEFT:

Hunslet 0-4-2ST *Trangkil* No. 4 (3902 of 1971), seen at the 40th Anniversary of the Last Day of BR Steam at the National Railway Museum on 26 May 2008. This was the last steam locomotive to be built in the UK for an industrial customer in 1971.

It was ordered on 27 August 1970 by Robert Hudson (Raletrux) Ltd for the Trangkil Sugar factory near Surabaya in Java (now Indonesia). It is a small 9 x 15 inch saddle tank loco mechanically the same as the 'Tamar' class. The simple mechanicals includes Hackworth's valve gear

(Andrew Johnson)

I am trying to get hold of copies of *Old Run* magazine from the 1970s and I wonder if your readers/members could suggest anywhere that I could purchase them from or do you have copies of them in your archive?

If you could print my appeal in the next *Old Run* it would be most appreciated.

I can be contacted either by e-mail bush.berry@tiscali.co.uk or by phone 0113 2714025.

David Bushell
Leeds

On the question of "what does a guard carry in his bag?" I was moved to look into my own guard's bag and list what is therein.

At the point where I book in at Moor Road I shall have:

1 yo-yo: it's been in that pocket of the bag ever since Lily (my late wife) bought it for me on some Scottish tour with the Isle of Man Road Services coach, when the bag was a coach work bag rather than a guard's bag; *

2 small plastic torches;

Carriage key;

Whistle;

Ticket punch: from Czechoslovakia before the country was divided;

Red and green flags;

Middleton Railway operating rule book, members rule book, Middleton

Railway handbook and stock book;

Middleton Railway timetable leaflet;

Gloves;

Hi-visibility orange vest;

Rag for cleaning children's finger marks off windows of carriages;

Snap tin (plastic);

Banana;

House keys;

Mobile telephone;

Car keys;

Camera;

First bus/Arriva train pass (unless I have come in car);

Book to read on bus or train (unless I'm in the car);

Reading glasses;

Bardic lamp (at Halloween, Santa specials and New Year's Day).

* Sometimes I take out the yo-yo for a therapeutic 'yo' but I can't do tricks with it like some people do! Sometimes also, unless he/she is guarding the car, there is a little one of the 120 or so soft toy bears as "Assistant Guard"! They are kept in their cabinet at home and take turns for a day out!

All best wishes.

Geoff Nettleton
Otley
LS21 1AX

Hunslet starts construction of multi-purpose locomotive

Hunslet Engine Company has started building the first multi-purpose shunting locomotive.

The diesel-hydraulic is the first in a range of machines which vary from 40 to 100 tonnes and will be suitable for light, medium and heavy haulage of industrial rolling stock. It will be a three-axle, 60-tonne locomotive, and work has started on the mainframe, transmission and final drive assemblies. The locomotives will be modular in design and will use clean-burn diesel engine design technology.

Once construction is complete, it will move for testing where interested parties will be able to evaluate performance.

DEADLINE FOR NEXT ISSUE – 15 NOV 2008

The Middleton Railway Trust Limited

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Another fine study of the two Manning Wardles bursting from the motorway tunnel on the morning of Saturday, 7 June 2008

