

THE

# OLD RUN

*Journal of the Middleton Railway Trust*

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## Editorial

**W**elcome to another edition of the members' journal.

A word of sincere thanks to Andrew Gill, our assistant editor for his watching brief, and to Andrew and others for their photographs appearing in this issue; also to those who have provided copy. This is yours', the members' magazine, so please continue to send in material—it is only as good as the folk who send stuff in! And if we can't use it immediately we shall keep it on file for a future occasion. So please put fingers to keyboard or pen to paper. We are fortunate that in the four years I have been editor, we have usually had sufficient copy to fill each issue, and it's been mostly on time. Please keep it up, and make the editor's job that much easier.

Have a happy Christmas and a good New Year! May the year 2007 be even better for the Middleton Railway than 2006 was!

*Howard W Bishop*, Editor

**The deadline for the next issue is 15 February 2007**

### Front cover

**Tony Cowling leaves Moor Road station on 18 August 2006 with the 1400 hours to Park Halt, aboard Hudswell Clarke 1369/1919, 0-6-OT No. 67**  
(Peter Nettleton)

*Photographs by Howard Bishop except where shown*

### Contents

3	From the Chairman
4	Middleton wins top HRA award
7	Matters mechanical
14	Wickham railbus
18	But why four feet eight and a half?
22	William Black—the other Middleton railway steam locomotive
23	As we were
24	A day trip to Wales
25	Personnel personal profiles

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*Especial thanks to those who have provided copy for this issue.*

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# From the Chairman

Whilst Leeds and the Middleton Railway helped to give the world industrial railways, America gave us 'management speak' and I am sure in my mind which is more important. The tenuous link here is that when you add the tribulations of the near full-time job that my brand of Chairmanship demands, to the necessity to earn a living in the real world, the result is that I have recently been displaying the symptoms of 'exhausted rooster syndrome'. This clocks (or clucks) in when you have been on the job without a break for a significant length of time - approaching three years in my case. Once this has been diagnosed a common solution is to wring the rooster's neck and pass it over to the catering committee (not my preference).

For my part, my head must now rule my heart, and I am confirming here that I will not be seeking re-election in any capacity at the AGM due entirely to this 'exhausted rooster syndrome'. Instead, after a bit of a rest, I will be looking to see if my hobby is still where I left it some time ago, so long as my advancing years will let me remember where that was. All things being equal, next summer will be a good time for a different hand to take over the regulator, because the upheaval of the last few years should be largely behind us, and the new challenge will be to not become complacent with a job well done; rather to continue to look forward to steadily building on all of our recent achievements. Step forward at least six candidates and let's have an election.

Having got that off my chest, let's get on with the job in hand, because there is still an awful lot to be done before the Grand Opening and the AGM and as far as I am concerned it is very much *business as usual* until we get there. The intention is that once the operating season is over and we have all had a seasonal lie-in the hundred- and-one jobs that are presently

in the planning stage will miraculously get done by 'the Railway' during the closed season. We can then truly say at the Grand Opening on 14<sup>th</sup> April 2007 ~ ***'job done, lets have a party to remember'***.

Oh! and by the way, because we are all 'the Railway' and just to whet our appetites for something other than rooster stew, or my preference ~ vegetarian rooster stew (like rooster stew but without the rooster - boom, boom!), here are the opportunities in all departments available for you to help with in the next few months. For outdoor types, several of the jobs around the yard listed in the most recent Moor Road Messenger are waiting just for you. Or, if the big indoors appeals more, the interior of the public areas of the building are to be transformed by the preparation and display of many more and better display items ~ you could help with

this process. In the background, our various education consultants are preparing all sorts of fascinating tasks for pupils of all ages to learn about ~ you could help with the administration and running of education days.

ASDA and their PR firm Publicis (they invented tapping your back pocket in those adverts, remember?) have been very good to us in recent months, helping us with our publicity and marketing which are now focussing on developing character engines from our fleet and telling stories about their adventures. ASDA will not be with us for ever, so if this is your thing why not get involved and learn from the experts, so that we can do it for ourselves in years to come.

A steady stream of people are discovering and threatening to use our

facilities for a variety of different events: birthday parties and use of the café is increasing, and the team behind the counter, together with the Wednesday Gang are always looking for new recruits, especially as we are opening our doors (and earning money) on more days than ever before. What better ways can there be to shed those extra pounds acquired over Christmas than these, and I, for one, know what my New Year's Resolution will be ~ but that would be telling.

Finally, a little birdie has told me that somebody has thought well enough of us to give us an award - no doubt there will be much more on this later (*see next page*). Suffice it to say, "**well done everybody**": it has been a real team effort but now let's get on and finish the job!

*David Monckton*

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# ASDA SUPPORTS MIDDLETON

- Following a plea to all Leeds businesses, ASDA, Britain's lowest priced supermarket, has agreed to sponsor the Middleton Railway Christmas event.
  - yond. ASDA, along with its London agency, Publicis, created characters from Middleton Railway for children issued to coincide with major seasonal events. Children were able to meet the characters at the Middleton Railway annual Halloween ride was celebrated by *The Adventure of the Christmas*, with the possibility of two further events being supported in 2007.
  - The "ASDA" sponsorship is one of a number of initiatives which have been made possible by the Middleton Railway Lottery Fund.
  - The new facilities are making possible partnerships between the Railway and the local community which will benefit both.
  - Examples of other stakeholder partnerships include the loan of exhibits from the National Mining Museum, Leeds; also a close relationship is being built up with the Friends of Middleton Park, a local community group.
- .....

## Middleton wins top HRA award

The Middleton Railway is delighted to announce that we have been awarded one of the top prizes in the railway preservation industry.

The Heritage Railway Association has awarded the Middleton Railway the "HRA Annual Award for Small Groups" for the creation of the Engine House at Moor Road, Leeds. The citation reads " *For the creation of an accessible museum facility worthy of Leeds' globally significant locomotive building history.*"

Chairman David Monckton said, "*The Railway is delighted to be recognised by our trade organisation. This is a fitting reward and tribute to all those members and partners who worked so hard during 2005 to ensure this exciting new facility was opened on time and on budget.*"

The award itself, a 4ft x 3ft plaque on loan from the National Railway Museum, will be presented to the Middleton Railway at the HRA Annual General Meeting in February, 2007 and will then go on display in the our new building.

## MIDDLETON RAILWAY EVENTS

was delighted to support Middleton Railway in its "themed" events for 2006 and be-  
ton Railway's own locomotives to feature in a series of specially written adventures  
meet the characters, ride the trains and win small prizes from their local ASDA store.  
the Ghost Train on 28<sup>th</sup> & 29<sup>th</sup> October. A Santa story and ride is to follow at Christ-

Middleton Railway's new Engine House project, chiefly financed by a grant from the National Heritage

ich were previously extremely difficult because of the lack of facilities at Moor Road.

useum at Caphouse Colliery, the National Railway Museum and the Leeds Industrial Museum at Arm-  
nity group set up to promote one of the oldest and largest parks in the city of Leeds.

# Our Kitson Meyer model locomotive

Andrew Johnson



The model on display in the Engine House of this unique type of articulated steam loco was based upon one of the type 3 2-8-8-OT locos built for the 5'5 13/18" gauge Great Southern Railway of Spain in 1908. In 1941 this loco was amalgamated into the RENFA (Red National de los Ferrocarriles Espanoles) fleet. They had been supplied for use on both passenger and heavy mineral trains on the Lorca-Baza-Aguilas railway. The loco finished its days on the Córdoba-Peñarroya section until being withdrawn from service in 1953. The three locos supplied had works numbers 4580-2, numbered 50-52 (renumbered by RENFA 180-0401 - 180-0403).

## Technical details of the full-scale locomotive

Gauge	5'5 13/16"	Grate area	24.6 sq ft
Wheels	2-8-8-OT	Driving wheel diameter	4'0"
Maker	Kitson	Other wheels diameter	2'9"
Works No	4580,1,2	Rigid wheelbase (1 <sup>st</sup> group)	15'0"
Year Built	1908	Rigid wheelbase (2 <sup>nd</sup> group)	15'0"
Cylinder position	Outer	Total wheelbase	49'3"
Cylinder dimensions	14½" x 24"	Water	2300 gallons
Boiler pressure	180 psi	Coal	2½ tons
Heating surface - Firebox	140 sq ft	Weight in working order	101 ton
Tubes	1761 sq ft	Weight adhesive	90 ton 12 cwt
Total	1901 sq ft	Tractive effort @ 75%	29,322 lbs
Super-heater	None		
Total HS	1848 sq ft		

These notes were taken from Donald Binns' book  
*Kitson Meyer Articulated Locomotives*

Here's a photograph of another steam locomotive based on the Kitson Meyer articulated principle



Built by Brian Taylor, it has an 0-4-0+0-4-0 wheel arrangement and operates at the Kirklees Light Railway, Clayton West, in Yorkshire

## Matters mechanical

Steve Roberts

**Routine maintenance** has been the order of the day over the last few months with other spare labour progressing the various overhaul jobs. As winter approaches we are going to have to once more turn our attention to the outside works that can't be accomplished whilst trains are running.

**1601 MATTHEW MURRAY** As mentioned in the last *Old Run*, Matthew Murray spent the Bank Holiday weekend at the Tanfield Railway. I believe that it acquitted itself satisfactorily. At least I've heard no adverse reports! Now back at Moor Road it has seen occasional use along with the rest of the serviceable fleet. Various routine jobs have been carried out, including adjusting the brakes and packing glands.

**No. 67.** Since returning to service 67 has been the mainstay of the steam roster. It is well liked by the crews, not least because it will do a full day on one tank filling and one full coal bunker. The right-hand piston packing blew itself out on one occasion, necessitating the substitution of a diesel for the last train of the day. Various routine jobs have been carried out to ensure its continuing availability. It presently sports the chime whistle from *Mirvale* as well as its own (which is actually off *Henry de Lacy*!) This was fitted for the Halloween service and has yet to be removed.

**No. 6** At last a bit of progress on No. 6 is

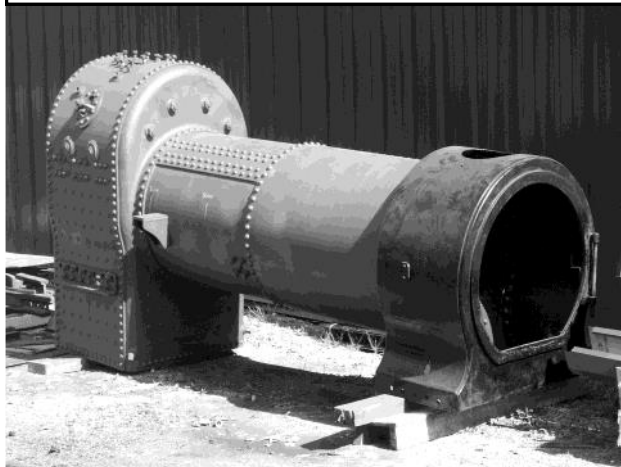
reportable! The brake hangers and brake blocks have now been fitted and finish painted up to black gloss. The front buffers have also been re-fitted. This is in anticipation of a major shunt planned for the Christmas holiday period. Painting of various bits has recommenced and it is intended to start work on the locomotive in earnest shortly.

**1210 SIR BERKELEY** Sir Berkeley has seen a lot of frenzied activity in recent months. The arrival of the wheelsets from Ian Riley's works only just preceded the arrival of the boiler from Israel Newton. The wheelsets have been cleaned down and finish painted in mid-Brunswick Green and once the axleboxes had been fitted and checked, the frames were lowered onto the wheels. This has allowed the connecting rods to be fitted, the big end bearings requiring slight machining to take up the small amount of wear that had accumulated. The Stephenson link valve gear has also been fitted preparatory to setting the valves. The slide valves themselves have a had a lot of man hours spent on truing up the mating faces on the cylinders.

This work has now been completed and fitting of the valves is expected shortly. The brakegear has received some attention during its re-assembly, notably new bushes where required and some weld repairs to a cracked brake hanger. A couple of the brake hanger brackets had obviously been loose, causing the fixing holes to wear quite badly. These have been welded up and reamed out where required. The worst one has had dowel pins fitted together with a strengthening backplate.

The mechanical lubricator has been re-fitted and a start made on fitting the various lubrication pipes. These have also been annealed and straightened where necessary. The pipes are being fastened to the footplating and frames in an effort to tidy things up a bit. The tank is a modern welded one and was built without hand-rails. To improve the aesthetics and safety six new handrail knobs have been manufactured and these will be fitted to the tank shortly. Painting continues apace and for once we are able to match the rate of re-assembly with the rate of painting! The new boiler has received a little attention, mainly to the regulator valve faces. Despite it being a new boiler there will be much to do to complete things.

*Sir Berkeley's new boiler seen outside the Engine House on 6 September 2006 (Andrew Gill)*



Note the pressure is now shown in Bar not pounds per square inch (psi) to bring into line with European standard metric measurements: 16.5 Bar = 240 psi; 11.03 bar = 160 psi

Many of the peripherals can only be attended to once the boiler is in the frames. The reverser quadrant sits on the boiler but the reverser lever pivots on the frames. The relationship between the two is critical so this can only be positioned and fitted once everything is in position. Likewise the cab spectacle plate is attached to brackets mounted on the boiler and, in the absence of detail and arrangement drawings, can only be properly fitted once the boiler is in place. The plan is to fit the boiler immediately after the New Year. If we achieve this we are well on target for completion by the end of March.

**No.11** No progress. The third generation of resident spiders is rapidly growing up!

**2387 BROOKES No.1** Once a pit was available *Brookes* came back into traffic. However, after a couple of satisfactory days work the crews seem to be having trouble with the injectors, which have always been temperamental, and the loco was failed by the drivers because of this. Adding to the loco's woes, it managed to derail the front pair of wheels whilst negotiating the pointwork in the back road. Fortunately no damage was done to either the loco or the track and re-railing didn't take too long. It would be good to know the exact reason for the derailment but we have been unable to put a finger on exactly what caused it. As previously mentioned, the loco is being retuned to its original guise as a saddletank, and work on this has started. The tank has been cleaned and needle-gunned and given initial coats of paint to protect it. The cab side sheets are presently receiving similar treatment. The planned changeover from "*Thomas*" to *Brookes* is planned for early in the New Year, once we have stopped running trains.

**1309 HENRY de LACY II** The replacement cladding plates for the boiler have now been made and fitted. A few words to describe

what was a very difficult and long drawn out task! The paintwork has been sanded down smooth and the loco has been moved outside for thorough washing down. Application of the final coats of paint is expected shortly.

**No.14** Presently on timber packings outside the rear of the workshops whilst the axleboxes and hornguides receive attention. Meanwhile the owner continues his search for missing parts. Latest acquisitions are a set of springs, which have been repaired and re-tempered.

**Fowler 3900002** Work continues on the cosmetic restoration of the Fowler as and when labour is available. The majority of the rotten platework has now been cut out and new plate has been ordered to enable it to be welded into place

**The Greenbat** No further progress to report.

**5003 Austins No.1** continues to be the general workhorse and yard shunter, in very regular use, both on passenger and engineering trains

**D2999** Has been taking its share of the Saturday diesel service. A leaking engine oil pipe has been replaced

**7401** Until recently the loco has been in regular use on the Saturday passenger service. However, it has now entered the old workshop for repainting and general maintenance.

**D1344** This recently arrived Hudswell diesel has had its engine craned out for repairs. Whilst in long term storage water had entered the engine block and the engine was seized. The owner has undertaken to repair the engine unit and the Railway will carry out the necessary repainting and fitting of vacuum brakes so that the loco can enter service.

**138C, D577, D631, the Wickham and OL-IVE** are serviceable and used as required.

## IN THE WORKSHOP

When we acquired our Colchester lathe in 1990 we acquired a copier attachment with it. This we have never used, principally because we have had no need. However, the need to machine the new handrail knobs for *Sir Berkeley* provided the necessary catalyst and the various bits were dusted down and fitted to the machine. After a few trial runs we were able to machine the knobs and the exercise has proved to be very satisfactory. We anticipate acquiring some more machine tools early in the New Year. These are a small centre lathe, a capstan lathe and a vertical milling machine.

Whilst we don't specifically need any of these items, we want the tooling that goes with them, and the deal is that we take the lot or nothing at all! We shall probably make use of the centre lathe and milling machine as recent experience has shown that we can make sensible use of them. All we have to do is create the necessary space to fit them in! Another piece of equipment just obtained but yet to arrive is a tool and cutter grinder. The recent decision of Council to turn the old workshop into a woodworking shop and paint shop will allow the movement of various items out of the present workshop and hopefully create that necessary space. □



On 23 September 2006 Andrew Briddon's Hudswell Clarke 0-4-0 D1344/65 is seen having its engine cowling, removed prior to engine removal for overhaul.  
(Peter Briddon)

**Dear editor, "I must say....."**

**F**irst off, as Andrew and I are relatively new members, may I congratulate you on the standard of the *Old Run*, as an ex-mag. Editor for another group I know only too well the work entailed.

As regards the "new" Hudswell Clarke, the explanation for the "Bolsover" and phone number on the cabside is quite simple - it relates to the Head Office for the Area, not a colliery

**Peter Briddon,  
Sheffield**



Another view of *Sir Berkeley's* new boiler on 6 September 2006

(Andrew Gill)

## Andrew Gill reports on ghostly goings on

MRT ran into problems over the Halloween weekend with most, if not all, the scheduled trains being trapped in *The Great Tunnel* by unfriendly ghosts. Fortunately, many children were on board, well prepared for such an occurrence, and in most cases, dressed for the occasion. Equipped with their copy of "The Adventure of the Ghost Train", kindly supplied by ASDA, the kids came in search of the *Friendly Ghosts*, four in the Engine House and one "walking" around known as *The Boss*. Assisted by many children, *The Boss* tried desperately hard to keep control of his engines and staff, and most importantly to keep them away from *The Great Tunnel*, but, he never quite managed it.

Collecting all five ghost names earned the children a free whistle, but more importantly, shouting these five names released the train from *The Great Tunnel*.

A fabulous time was had by all, especially those who could get "dressed-up", and somebody said the kids enjoyed it as well!!! Yet another outstanding MRT production!



In the foreground, Hillary Sedgwick, as *Old Ma Blenkinsop* and David (Dangerous) Wraith as *The Boss*. To the right of *The Boss* is *Woody Brightlight*, showing off her beautiful bright lights, naturally.

## Our latest volunteer

The Railway has a new volunteer. A bit different from the norm, this one has four legs and answers to the name of "Smokebox". Extremely shy to start with, this little volunteer is starting to mix with other volunteers. Jet black from nose to tail, this is one brave little cat and has been seen taking on rats almost it's own size. With quite a large rat population in the area, this little cat is being well cared for and looks as if Moor Road has become it's home.





Two photographs taken by Ian Dobson from the roof of the Drewry Railcar *OLIVE* on 17 June 2006 showing the views north (top) and south at Moor Road station give a good impression of the new infrastructure



On 12 August 2006 Andrew Johnson recorded these shots of Hunslet 0—6-0 diesel 7051 John Alcock (H1697/1932) and train from the overbridge south of Great Northern Curve: climbing away from GN Curve (top) and passing the new South Leeds High School, still in course of construction

# Wickham Railbus— in authentic De

**A** new website was launched recently. It is <http://www.railwayherald.com/>

One of the first articles to be carried by this excellent website is of the return to its original livery colours of the Wickham Railbus. Here is an excerpt from that article.

"The ex-Research Department Wickham Railbus No. D999507 has been repainted following its extended visit to Llangollen earlier in the year.

The vehicle, which is based at the Middleton Railway in Leeds is now carrying the blue and orange colours of BR's Research Department and will make its public debut later this month (September 2006).

It was built in 1958 as an 'add-on' order to the five passenger Wickham Railbus' built by D.Wickham & Co in Hertfordshire. This railbus however was never in passenger service, having been built as a dedicated Department vehicle for the British Transport Commission Research and Development Engineers

and originally known as the 'Elliott Track Recording Coach'. After nearly 40 years of use with what was then British Rail Research based at Derby, the vehicle was withdrawn on the Old Dalby Test Track and sold for preservation.

Six years after moving to the East Lancashire Railway it was purchased privately and moved to the Middleton Railway.

No. D999507 is due to return to service on the Middleton Railway, in its new guise on 30 September, and will be operating trains from Moor Road station every 40 minutes between 1300 and 1620.

In addition, a Railbus service using the Wickham, will operate on the Middleton Railway on 7, 14 and 21 October, plus 4, 18 and 25 November, with trains departing from Moor Road between 1300 and 1620 as required."

Visit the Railway Herald website yourself for all the latest news and items of interest in the railway world. A new issue comes out weekly. □

## Departmental livery once more Graham Parkin

**T**he Wickham Railbus has recently been repainted into an authentic livery for the first time in preservation. Shortly after arriving at the East Lancashire Railway from the BR Research test track at Old Dalby it was painted into all-over green. This was not an authentic livery but was felt to be more in keeping with other vehicles on that railway.

Since arriving at the Middleton Railway it has always been planned to return it to an authentic livery, but priority was given to the conversion of the interior and making it operational. An opportunity to repaint it arose earlier this year, so the decision was taken to carry out the work. The green livery had been fairly crudely applied and was also starting to peel away in places.

Looking at historical pictures it would appear that it only ever carried two liveries whilst in service. Originally it was all over yellow (including the roof) with a brown band around the windows. The final livery to be carried was the BR Research red and blue, which was carried by Research vehicles in the later years. This was

the livery finally chosen as it appealed the most to me and I was the one painting it!

Accuracy of colours has been guaranteed by obtaining the paint from the same manufacturers as supplied the railway industry for many years. Even though these colours are no longer in use by the main line railway companies they still maintain them in their catalogue and are freely available from stock. Obviously there is still a good market in Rail Blue thanks to the preservation movement.

Interestingly, whilst sanding down the old paintwork there was only evidence of the two liveries. However, it would appear that the lettering on the red and blue had been in two different styles. This suggests a repaint in red and blue had been carried out more than once. Photographs were again scanned and indeed it was confirmed that the lettering had changed despite the colours staying the same. The livery and the lettering currently carried are the ones that were carried during the final years in BR service. □

# Wickham railbus returns



Top, l to r: Wickham railbus in undercoat; in final gloss complete with lettering

Bottom, l to r: 27 September 2006 posing in the shed yard; first



# in Departmental colours



*Graham Parkin*

er and owner Graham Parkin; a close-up of the small cab side lettering.

day of public service following restoration, 30 September 2006



*Andrew Gill*

# But why Four feet eight and a half inches?

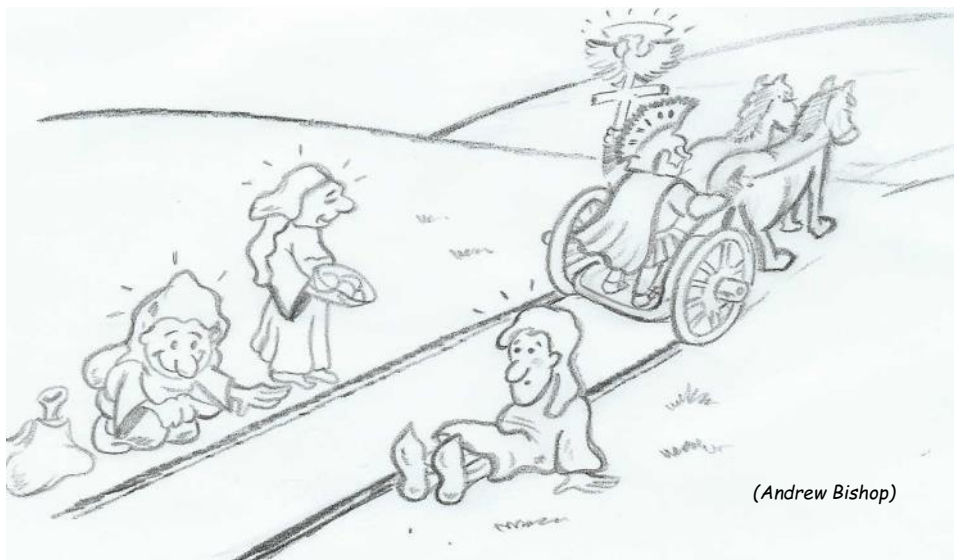
Peter Briddon

Some said it derived from the width between the wheels of Roman chariots. A less likely occurrence was hard to imagine, until I remembered that four-feet and the rest had first found favour in the north east, at the multiplicity of colliery railways that lead to the Stockton & Darlington and then, by profit and personalities to the Liverpool and Manchester. It was remotely possible, I mused, as I put my feet up on the Sunday evening.

It was way back in time, when the Roman Emperor Hadrian, advised by his soothsayers to get a bit of fresh air, decided it was time to pop over to Britannicus and see how things were going with the new back fence that he was having built. Naturally, Roman envoys went ahead to ensure that the peasants knew who was coming and how to behave. The peasants in the North East of Britannicus were especially delighted. They had long had trouble from the marauding Scots and thought this enormous wall was the wonder of the age. A number of them were so enamoured with their oppressors (though they chose to regard them as kindly benefactors) that they had got together and formed

RAPS - the Roman Artefacts Preservation Society. They were especially fond of catching one stray, rich Roman merchant on one of those new chariot-ways that the Romans had constructed, taking all his money and a few other trinkets, and having found some unlikely spot far away from habitation, burying the lot as a hedge against inflation. The news that Hadrian himself was coming set their hearts all a-flutter. You could almost say they were 'enraptured'. It was like Elvis coming to do a concert in the local Church Hall.

Long into the short winter nights they discussed what they could do to celebrate the event. They commissioned a local potter to produce special "Hadrian's our Hero" mugs - though it was difficult to find anyone able to write it. The blacksmiths were asked to make special cloak clasps with the Roman eagle depicted and picked out in wode. They had some difficulty in paying for all this. Despite the hoards of Roman coins they had stashed around the area, so good had they been at disguising their locations, they could not find them themselves. Throughout the north east of Britannicus there was talk of crops flattened in circles and mysterious holes dug in the middle.



(Andrew Bishop)

Hadrian landed on the south coast of Britannicus and headed north. He had brought his own chariot with him - it was guaranteed spear-proof and had a drinks cabinet in the front. But with it came a slight snag. Over in Britannicus, where the climate was wetter and snow came in the winter, the Britons had developed their own wheel that was shown from experience to be less likely to bog down in the worst of the winter weather. But back in Rome, where the climate was drier and snow was the stuff of mountain tops and childrens' stories, the chariot wheels were thinner and unsuited to the Britannicus climate. Of course many Romans knew this. The Legion's chariots had long since been converted to a Romanised version of the Briton's wheel. But an Emperor is infallible. If he wanted to bring his chariot, he brought it and no-one dared tell him that it had the wrong kind of wheel for the winter in Britannicus.

And what a winter. It snowed. It was a strange sort of snow. In the mountains nearer to Rome, when snow fell it was dry and crispy, but in Britannicus it was wet and cloggy. It covered the Roman roads and once the Emperor got north of Embracuum, it became impossible to see the chariot-way. The luckless charioteer lost the road (and probably his life) and the Emperor's chariot got hopelessly bogged down in mud. Worst of all, Hadrian finished the contents of his drinks cabinet and decided that this fresh air lark was not all it was cracked up to be. He consulted his trusty lieutenants, who mindful of their Emperor's infallibility, assured him that the problem lay in it being the wrong kind of snow. Hadrian demanded that they summon the RAC (Roman Assistance for Chariots) who got his chariot out of the mud and pointed back down south.

For the north-east Britons this was a disaster. All their preparations had gone to waste. What do you do with more "Hadrian's our Hero" mugs than you could count when the Hero won't come after all? They dashed to the place where his chariot had become stuck, to implore him to finish his visit, but they were too late. The Emperor and his entourage had gone back. All they had to mark Hadrian's visit was the tracks of his chariot in the mud, so they set about saving them as the only tangible souvenir. They put the tracks under RAPS.

No one knows how many generations of RAPS members saved those tracks for prosperity. But come the early 1800s and some far-sighted men, perhaps even RAPS members themselves, were looking to transport this black stuff they'd discovered underground called coal to the sea.

They decided that railed-ways would be more efficient than these old Roman chariot ways seeing as how the Romans hadn't come back to fix them for years. And some old RAPS member, on his walking stick and sprouting a long white beard, took them to where the tracks of Hadrian's chariot were still preserved and told them that this was the only appropriate gauge for their new-fangled railed-way, and that was sixpence each entry fee. And as these far-sighted men had no tape measure to ascertain how far apart these wheels had been, nor enough sixpences to go and get one, they stole the old man's walking stick, marked the distance as best they could and behold, it turned out to be about Four feet eight and a half inches. □



**Peter Nettleton provided these shots of people at work at Middleton:**

**Top,** l to r: Brian Hall and Brian Jenkins; **Middle,** l to r: Tony Cowling with Daniel Baxter, Derek Plummer, Carole Holdsworth. **Bottom,** l to r: Mark Whitaker, Steve Roberts with Daniel Baxter





David Cook celebrates his 65th birthday entertaining his relatives and friends in the Engine House  
(Peter Nettleton)



Christine Nettleton and Smokebox the Railway cat  
(Peter Nettleton)

## Those "typos" get everywhere!

by Peter Nettleton, with apologies to Graham Parkin who looks rather startled by it all



# William Black - the other Middleton Railway steam locomotive

Ronald N Redman

When Leeds City Council were authorised to construct the Middleton Light Railway (Tramway) in 1915 (as opposed to our Middleton Railway), it was to be a lengthy undertaking which would eventually necessitate the acquisition of a steam locomotive.

The Council turned to the local Railway Foundry of Hudswell Clarke & Co., with the initial intention of hiring a suitable locomotive and were offered a rather elderly but usable standard gauge 0-6-0 saddle tank called *WILLIAM BLACK*.

This locomotive had been destined to pass through many hands during its long hard life. Built in 1896 by Black Hawthorn & Co. Ltd., of Gateshead-on-Tyne, it carried their Works No. 1115 and was named appropriately *THE CONTRACTOR*, when delivered to the Darlington contractor John Scott, for use on the construction of a colliery railway at Derwenthaugh in Co. Durham. When the loco first changed its name has not been recorded, but we must assume it was renamed *WILLIAM BLACK* after one of the principal partners of the original builders.

Its movements are far too numerous to list here, but it did spend time working for the local Horsforth, Leeds, contractors Whitaker Brothers Ltd., who had it repaired by another of the Jack Lane trinity of builders, Manning Wardle & Co., in 1905, before being sold to Hudswells in 1915.

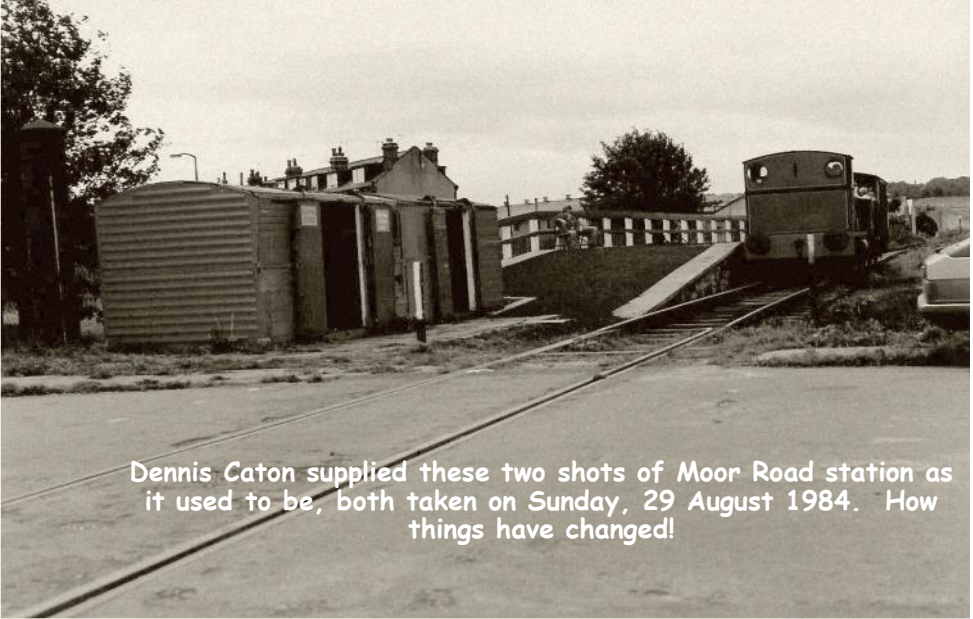
Its connection with the Leeds Tramways commenced with hire in May 1921, before being sold to the Council on 14th November for £1,775. The locomotive returned to Hudswells for a new boiler to be fitted in 1925 at a cost of £638.

It is worthy of note the loco had cost Leeds £2,413 plus running costs for its Middleton activities but when disposed of to H.O. Arnold & Son, Contractors, in August 1930, it changed hands for a derisory £110, they passed it back to Hudswells for £120 (such profits!) by which time it was recorded as being named *SHAKE-SPEARE*. With this impressive name it was sold to Sir Lindsay Parkinson as his No. 306, which later became No. 44, by which time it carried its final name *HARDY*. There followed another plethora of contracts and hirers, and the author of this article found it in a rather woebegone state in Sir Lindsay Parkinson's plant yard near Temple Newsam in the late 1950's, cooling down and waiting for the attention of the inevitable cutter's torch.

For those interested in detail: **BLACK HAWTHORN & CO.** Works No. 1115 of 1895, 0-6-0 saddle tank inside cylinders 12" x 18", wheelbase 10'-8", wheel dia. 3'-01/2" dia, weight - empty 17 tons. □



# As we were



# A day trip to Wales

Andrew Johnson

After picking up Kris Ward at 05:00 the long day out in Wales commenced. Other than it being two Middleton Railway guards having a busmen's holiday, what are the links with the railways visited to Leeds?

Initially the plan of action would have been to go to have a look around the shed of the Bala Lake Railway to look at quarry Hunslet's *Alice* and *Maid Marian* before a trip on the Ffestiniog. A change of plan had taken place a few weeks earlier when I found out that Kris had never been up Snowdon on the train. A week before departure for Wales the tickets for the first train up Snowdon 09:00 were booked.

Having had a walk around the centre of Llanberis and a bacon sandwich at 08:00 photos of the locos at the shed were taken from the car park that overlooks it. All four of the Hunslet diesels were in operation during the day. Our workhorse to and from the summit being 9 *Ninnian* (HEC 9249/1986). The other Hunslet locos being 10 *Yeti* (HEC 9250/1986), 11 *Peris* (HEC 9305/1991) and 12 *George* (HEC 9312/1992). Three of the 0-4-2T steam locos were in operation later in the day including 2 *Enid* (SLM 924/1895) and 3 *Wyddfa* (SLM 925/1895). 4 *Snowdon* was rebuilt by Hunslet in 1961, the remainder of the 1896 batch were also rebuilt by

Hunslet in 1961, the remainder of the 1896 batch were also rebuilt by Hunslet between 1956 and 1961. During this period some new boilers were supplied for the 1922/3 batch of locos. This 800mm gauge rack railway line has a display that shows how the rack system works. They mention the Middleton Railway and have a picture of *Salamanca* as part of the development of the rack system.

A short distance away at nearby Gilfach Ddu, just around the end of the Padarn lake is the Welsh Slate museum. Before riding on the Llanberis Lake Railway, a swift walk into the museum to have a look at the quarry Hunslet 0-4-OST *Una* (HEC 873/1905). Standing outside of the shed for the railway was 0-4-OST *Elidir* (HEC 493/1889) in the process of having a boiler washout.



The loco that operated the trains alongside and round the end of the lake was 0-4-OST

*Dolbadarn* (HEC 1430/1922). Just like many of the quarry Hunslets this has been altered during the years of operation and preservation. It currently has a relatively new boiler that was supplied by Israel Newton's Bradford boiler works. (They recently completed a new boiler for *Sir Berkley* similar to the one that they supplied for *Matthew Murray*.) The whistle that is currently fitted to this loco is a unique seven tone chime! To create the chime it looks like seven differing length organ pipes combined to form a circular stepped effect. The driver of the train mentioned that it was created by his father and he has had many people offer him money to purchase it. Whenever it was sounded there was a brief echo from the surrounding mountainsides.

All three of the locos on the Lake Railway have names that relate to the local area rather than

the original names as it could be argued that they are no longer the original loco due to there being bits exchanged during the working life between other members of the same design. *Thomas Bach/Wild Aster* (HEC 849/1904) was not on show on 8/7/2006. The original name of *Red Damsel* was carried by *Elider* (it is currently painted maroon) when it operated in the Dinorwic quarry. For further details about the other locos see *Quarry Hunslet's of North Wales* by Cliff Thomas, this includes the description of the large locos *Linda* and *Blanche* that currently operate on the Ffestiniog. I await the chance to see the new quarry Hunslets that LH services are building at Stotfold.

Dinas station yard has a familiar look to those that helped with the modifications



**Line up of Snowdon Mountain Railway locomotives described in this article**

that were made during 2005. There are a few large neatly stacked piles of rail awaiting transportation to the railhead that is progressing south towards Porthmadog for the Welsh Highland Railway's extension. The original WHR was operated by a trio of Hunslet built loco's 206/1878 *Beddgelert* 0-6-4T, 901/1906 *Russell* 2-6-2T and 979/1908 *Gowrie* 0-6-4T. Fortunately *Russell* is preserved at Porthmadog and is presently undergoing a restoration in readiness for the 2008 opening of the WHR extension.

Currently the WHR operates ex SAR Beyer-Garratt NG 616's 2-6-2+2-6-2. These locos were built in various batches from 1937 through to 1968. The first four were built by Cockerill the same builder of our green vertical boilered loco *Lucie*. One of these is in the process of being restored by Boston Lodge works. Currently the service trains are operated by 138 *Millennium/Milenium* and 143 that were both built by Beyer Peacock in 1958. Trips behind both of these were enjoyed on the line between Caernarfon and Rhyd Ddu. These were some of the last locos built at the famous Gorton works. A final batch of NG 616's was built in 1967 & 8 but as BP were in financial difficulties these were contracted out. 149-156 were built by Hunslet Taylor and given the works numbers 3894-3901. Eight boilers for these Johannesburg (South African) built loco's were supplied from Leeds in 1967. Two of these eight have had quite a few modifications made to convert them to NGG16A by Phil Girdlestone's engineers by fitting of the GPCS (Gas Producer Combustion System) and Lempor exhaust. The GPCS was the same system that was fitted under advice from Livio Dante Porta to a number of Hunslet tank locos including some of the last Austerity tanks to operate in industry.

Not such a bad trip to Wales with connections leading to Hunslet via South Africa and Argentina! □



Llanberis Lake Railway Hunslet 0-4-0ST *Dolbadarn*  
(HEC 1430/1922)



**Ex-South African Railways Beyer Peacock NG 616 Garratt 2-6-2 + 2-6-2  
No. 143 about to leave Caernarfon station on the Welsh Highland Railway, as  
described in the adjacent article by Andrew Johnson**

# Personnel personal profile

## David Cook

This quarter's featured working member is David Cook, born in Bradford, West Yorkshire in 1941, and now of Cookridge, Leeds.

David left school, and in his own words "took the hard route to HNC qualification via day release and night school at Bradford and Huddersfield Technical Colleges" before starting work for a remnant of Bradford Dyers Association in what was once the site of the largest dyers and finishers in the world, Bradford being the hub of the world's wool industry. "We were in one corner of a giant derelict factory piled high with scrap 19<sup>th</sup> Century machinery"

"I was working close to a very large range of redundant Lancashire and Taylor Stoker boilers and it inspired an interest in industrial archaeology when few others were interested. Then I worked for thirty years as a practical scientist in the power industry. When the power industry was privatised in 1990 it purged all its scientists and engineers and it looked like the end of life as I knew it; but way back in 1979 I had had an idea for a new method of finding air leaks in the large steam condensers. I'd not been able to interest my bosses but, after leaving,

I thought it worth pushing from the outside. I bought my old equipment from National Power and before long I was working back at the power stations with an old colleague. When it was no longer any fun climbing the fifty-five steps to the Ferrybridge turbine glands it was time to sign out again."

About six years ago David sold the business and hung up his helmet with the power industry, though he has been seen at Moor Road more recently complete with helmet!

David has always been interested in railways; his Granddad was a fireman, raising steam on the spare loco out of Hammerton Street, Bradford, before ending up firing a stationary loco boiler providing steam/water power for the City Road goods yard.

Working at Skelton Grange Power Station he always knew Middleton Railway was there, but about two years ago he decided to become a working member. David will tackle most jobs except digging holes!!

"I built the platform fencing (with Howard Bishop's and others' help) and seem to have become associated with 'wood' jobs, but that has never been one of my strong points - the opposite in fact. There are three ways of doing things: a right way, a wrong way, and my way! I am told that the definition of a craftsman is one who can cover up mistakes and poor workmanship, and I have done a lot of covering up! My wife reckons that I'm a first class bodger. Now, I have been given a strange title in connection with the new Engine House - concierge. Isn't that the old crone who guards the reception in a seedy French hotel? I don't know what it is supposed to mean here, but as far as I am concerned I am a *tidy-up monitor*. I am obsessive about tidying up and if that title gives a little bit of authority it suits me. Don't leave anything lying about." [You have been warned!!! Editor.]

When he is not tidying up David is



(Andrew Gill)

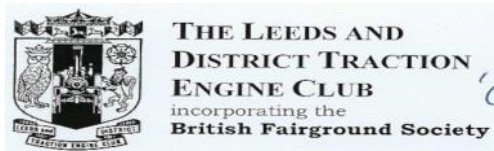
Chairman of the Harrogate Astronomical Society, giving talks to other societies, and a campaign worker/election agent for the Liberal Democrat Party. In one campaign he took two weeks off work to print 284,000 leaflets with a grotty antique press, where a spanner was as important as the ink.

He is a passionate Jules Verne enthusiast and member of La Société Jules Verne, in Paris, and the North American Jules Verne Society - "don't start me going as I might not stop" - and a member of the British and North American Sundial Societies.

David and his wife Glenda have two grown up daughters and two grandchildren who were among the many family and friends who helped him celebrate his 65<sup>th</sup> birthday with a "special" steam-hauled birthday train and buffet afterwards in the new conference room at Moor Road. Because it was his birthday, he could be as scruffy as he wanted, and he wore his boiler suit throughout the party! (See photo on page 21. Ed.) His youngest daughter was a Volkswagen service engineer for several years - what a pity she lives in Kent!

Speaking on the future of Middleton Railway David said, "It is more important than ever that the general untidiness of the Middleton site does not spread to the new Engine House. We must present a tidy and efficient face to the public if we want to encourage return visits. The Engine House will drift into a "pig hole" if

we don't keep up to it from the start."  
□



**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.

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**Deadline for next issue  
15 February 2007**

**L&DTEC evenings are shown below:**

- Dec 19 Auction and buffet
- Jan 16 Maurice Craven—vintage vehicles
- Feb 20 President's steamy holiday snaps
- Mar 20 AGM (members only)
- Apr 17 Jamie Guest on restoration of Leeds horse tram
- May 16 (Wed) Pie and pea supper at West Riding Small Loco clubhouse

# Selling Santa's specials the Leeds City way

Cedric Wood

**A**s part of the President's Appeal, Network Rail offered the Middleton Railway the use of the concourse at Leeds City Station on a date of our choosing. Saturday September 9th 2006 was that date.

It was not the best of days to choose. 70,000 passengers were expected to invade Leeds to attend a Robbie Williams concert (*should he open the new Engine House development?*) with another 30,000 expected to be attending sporting events. On top of that, there would be the influx of Saturday Shoppers who were our target. There are four ticket barriers at Leeds City station. At times, there was one entry gate and three exit gates, with the excess fares queue over 50 deep. There were plenty of people about. Unfortunately, the majority had things other than the Middleton Railway or Santa Trains

on their minds. Nevertheless, 500 leaflets were issued.

Network Rail employ cleaners on the station to keep the concourse and platforms clear of litter. The cleaners were asked if they had collected any of our leaflets. A common trait amongst the public is to accept leaflets then discard them in the nearest litter bin which in Leeds City Station's case is the floor. But only one leaflet had been discarded.

Thanks must go to President Gerald Egan for obtaining permission for us to use the station's concourse; Frazer Croft, Carole Holdsworth, Stan Holdsworth, David Monckton, Geoff Nettleton, Derek Plummer, David Sedgewick and Hilary Sedgewick for their input on the day. The exercise was to be repeated nearer Christmas. □

## That's interesting!

You can now log-on to a free weekly railway journal for the railway enthusiast at

**[www.railwayherald.com](http://www.railwayherald.com)**

The journal covers the whole range of news items with photographs— British modern, heritage and mainland Europe too.

## **Colin Revell**

It is with regret that we have to record the passing of Colin Revell in late August 2006. Colin, who lived at Cookridge, Leeds, died after a period of illness. He was a relative newcomer to the Middleton Railway, having joined the Wednesday group of volunteers, and was a consistent worker. He also served as guard and was well known on the school trains. Ill health forced his retirement from service at Middleton in 2003.

# 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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## Membership subscription rates from 1 January 2007

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Andrew Johnson provided these remarkable shots of DB999507, taken after dark on 6 October 2006. Upper: in pouring rain, a charter special waiting to leave Moor Road. Lower: at Park Halt, with camera facing a full moon and illuminated from behind by the Sports Centre football pitches floodlights

