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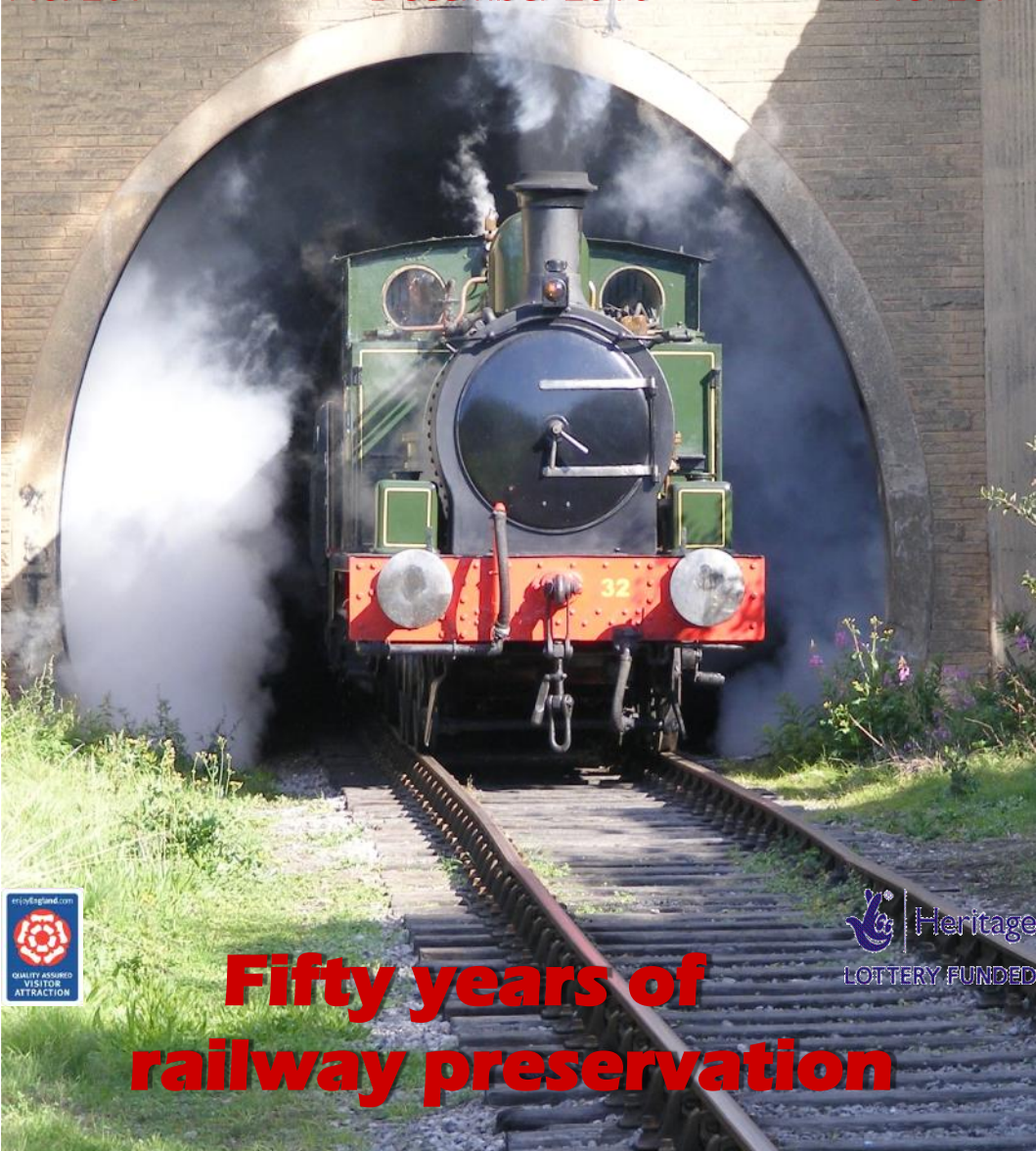
OLD RUN

Journal of the Middleton Railway Trust

No. 209

December 2010

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**Fifty years of
railway preservation**

Old Run

No.209

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VIPs visit Middleton

Visitors to Middleton on 10 October 2010 (see page 11 for photograph) were from left to right: Steve Davies MBE (Director National Railway Museum, York), Andrew Hardy (MRT Operations Manager & NRM York), Andrew Gill (Chairman MRT), Josephine Curator of the National Railway Museum, Freetown and Mohamed the curator of the NRM in Freetown, Sierra Leone. They have two narrow gauge steam locos at Freetown, a Hunslet and a Manning Wardle, along with a Hudswell, Clarke diesel shunter, all narrow gauge and non-operational. The Manning, *Nellie* was their works shunter and a pet loco, so it was a nice surprise for them to have a Manning running on the day - note the headboards!!
(Andrew Gill)

A HAPPY CHRISTMAS TO EVERYONE!

Deadline for the next issue is 15 Feb 2011

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Front cover

1903 Leeds-built Hudswell, Clarke MSC 32 Gothenburg emerges into the sunlight from the depths of the motorway tunnel during a photographic charter special on 17 September 2010 (Howard Bishop)

OldRunOldRunOldRunOldRunOldRunOldRunOld

Amidst all the doom and gloom and the ever shortening autumn days there are some bright spots.

Anybody who came along to our Halloween Weekend couldn't have helped being cheered up by the reactions of the children, many of whom came in fancy dress.

This was one of the best weekends, financially, we have had this year. Thanks must go to David Wraith and Brian Jenkins for organising the whole thing at very short notice. They appear to have hit upon an idea that is very marketable and we will certainly be repeating this next year. Thanks to all those who joined in the "spirit" of the event and helped make it such a success.

Another major milestone has been achieved and the Middleton Railway has just been awarded Accreditation status from the Museums, Libraries and Archives Council (MLA). This award demonstrates that the museum has achieved clearly defined national standards relating to governance and management, user services, visitor facilities and collections management. We are indebted to Tony & Jenny Cowling for burning the midnight oils in

preparing all the documentation for the application.

To compliment our newly-acquired accreditation status we were approached by four local schools to host an exhibition they have jointly created, entitled "Identity and Diversity Project". This is now on show opposite the café area in the Engine House and will be there for the rest of the year and well worth a look.

The rest of the year takes us into the Santa season and if the end results are a reflection of the pre-bookings, then it will be an excellent year. The first Santa booking was taken in August for those who think Christmas starts too early!! The top-up Christmas presents will be arriving this week (mid-November) and then it is all hands to the pumps to get these wrapped in time. We expect to give out just under two thousand presents.

Can I take this opportunity to thank all those who have volunteered and/or contributed in one way or another throughout the year in helping to make the Railway, your Railway, the success it is.

Have an enjoyable Christmas and all the very best for the New Year.

Andrew Gill
Chairman

Manchester Ship Canal gala

**The
Editor**

The Manchester Ship Canal Railway was once the largest privately owned and operated railway in the UK. With around 70 locos and 2700 wagons, freight trains were worked over 30 miles of line with over 200 miles of track with 700 employees. It was a truly massive system, and even had its own collection of purpose designed locomotives that were so popular, they were produced and sold into other industry. The railway was completely self-contained, with its own engine sheds and workshop facilities, breakdown trains and cashier's coach (a portable admin office for paying the dock workers). Nearly all of the locomotives built for the MSC railway were constructed in Leeds, close to the Middleton Railway, where a former MSC locomotive has been restored.

The Middleton Railway arranged for its September Gala in this its 50th year of preservation celebrations to feature as many MSC operational locomotives as possible. The first visitor for the gala, MSC No 32 *Gothenburg* was built in 1903 to the "Canal" class design. These locomotives gained the nickname "short tanks" due the shorter water tanks when compared to the "Sweden" types. Normally based at the East Lancashire Railway, this locomotive is another example of a Hudswell, Clarke & Co locomotive built in Leeds specially for the MSC system. It also means that all the working MSC steam locomotives were together for this event, another preservation first.

The second visiting locomotive, for its Manchester Ship Canal gala, MSC No 4002 *Arundel Castle* was visiting from the East Lancashire Railway, to join resident locomotive MSC 67 and guest MSC 32. This large Hudswell, Clarke and Co. diesel was built in Leeds for the MSC in 1959 along with its sister loco 4001. These unique machines spent their entire life on the MSC system before 4002 was preserved at the East Lancashire

Railway. Since preservation it has only worked a small number of passenger trains so this visit was a rare opportunity to ride behind this locomotive. No.4002 has recently undergone some repair work and has been turned out in original MSC livery, for the first time in preservation. This was one of the largest locomotives to work over the Middleton Railway during the preservation era and provided a nice contrast to the other locomotives working over the weekend.

The resident locomotive consisted of MSC 67 (works 1369) is one of Hudswell Clarke's "long tank" design of 22 similar locomotives built for the Manchester Ship Canal (MSC) railway system. It was delivered in 1919 as number 67 and spent all its working life on the MSC system. In the mid-1960s steam was replaced by diesel on the railway system, and 67 had the honour of being the last steam locomotive to work on the MSC railway. It was saved for preservation by a private individual and originally taken to the Keighley & Worth Valley Railway, before moving to the Middleton Railway for restoration. In 2002, after an extensive three year overhaul, the loco ran at Middleton for the first time painted in a lined grey livery of the MSC. The locomotives are unusual, having flangeless centre wheels and hinged coupling rods for negotiating tight corners which were found all over the MSC railway network. Out of the 22 locomotives of this type built, only No.67 and No.70 survive. This special gala weekend saw the two locomotives together for the first time since operating on the MSC system, with Middleton making another preservation "first".

Following the staging of photographic charters trains on the Thursday and Friday Don Thorpe, author of

the book "The Railways of the Manchester Ship Canal" attended the gala as a special guest. Don gave an illustrated talk on the history of the railway system in the Engine House. This talk was preceded by two trips along the line using the guest locomotive MSC No.32

The Leeds Brewery Company sponsored the event, and organised a Beer Tent. They had prepared a special Brew named "Middleton Pioneer", 10p of every pint sold in the first month being donated to the Railway. Members of the Leeds and District Traction Engine attended with three of their steam road vehicles. The Leeds Model Engineering Society set up and operated a miniature railway in the car park. The Friends of Pudsey Roller and the Daniel Adamson Preservation Society who are preserving the unique 1903-built Art Deco style steamboat to again sail on the Manchester Ship Canal, also attended the event.

Andrew Hardy, our Traffic manager, writes: *Originally it was planned to have three MSC steam locomotives, Nos 32, 67 and 70. We got as far as arranging all these and signing contracts and organising transport: however No.70 failed its annual boiler exam and unfortunately missed out on the event. However another MSC diesel locomotive No.4002 was sourced.*

The locomotives arrived on the previous Monday afternoon. 4002 arrived first and 32 then arrived as it was being unloaded. Unfortunately a spring on the centre wheels had been dislodged on No.32 whilst loading at Bury. A fitter from the ELR followed the locos on Monday and helped start up 4002 and teach our drivers to use it, prior to a test run to Park Halt. Tuesday was our shunting day, getting the freight train marshalled and into the right places. However, when we went to start 4002 it wouldn't go and the batteries were found to not have enough

charge. The loco was placed on charge and we abandoned its use until the following day. Wednesday started well with lots of members coming to help with a variety of tasks, from cleaning the coaches, to jacking up locos. 32 was then steam-tested and taken for a quick spin to the Park, followed by a loaded run with members travelling on the train. Everything was put to bed waiting for the event to start in earnest. Again when we tried to start 4002 on Wednesday after some further work, two cells failed and we needed replacement cells to be delivered from the East Lancs Railway.

Thursday was the first of two days of photographic charters organised by Martin Crease. Both days were a great success with sunny spells. Both locomotives 67 and 32 were in use and it was great to see them working together. Many of the participants had never been to the railway before, and those who had, had not been for many years. Everyone was very impressed with the railway, its facilities and staff, and many plan on attending again, with several interested in future photographic events using our other locos.

Friday night also saw the evening talk with Don Thorpe, author of the book "Railways of the Manchester Ship Canal". It was Don's book that inspired the gala, so it was fitting that he attended the event. The evening talk was well received. My best moment of the gala was when he saw the MSC locomotives at Moor Road for the first time. He was obviously quite moved at the sight of 4002 sporting its new livery and 32 and 67 standing next to each other. Don also accompanied me on the footplate on the Friday evening trains and was clearly in his element. Friday also saw two fitters, Matt and James, over from the ELR with the bits to repair 4002. We spent most of the evening working on 4002 and eventually at 22.17 the locomotive started, much to my relief.

Continued on page 10

In 1970, the Middleton Railway commemorated its 10th Anniversary as a preserved railway by having philatelic 'covers' bearing the famous outline of Blenkinsop's *Salamanca* locomotive, with the words *1758 Middleton Railway Trust, The World's Oldest Railway' 1960 - June 20th - 1970, and Tenth Anniversary of Reopening*. The covers were posted on 20th June 1970, the actual anniversary date, and received a special franking with a handstamp depicting a locomotive, description, date, and *Leeds Yorkshire*. Most were also carried on the train that day, to receive a special 'Railway Letter' handstamp.

There was quite a deal to celebrate. During its first decade, the Middleton Railway itself had changed only a little. The route remained very much as it was in 1960, though, following closure of the Middleton Broom Pit, more of it was now available for us to use. I had joined the preservation society because of an interest in local and industrial history, and the railway itself still looked substantially as I always loved it and had personally wished to help preserve it. In early 1970, there was still no tunnel, no station at Moor Road, the 'Great Northern' viaduct still straddled the line at Parkside bend, and the society's headquarters was still in Clayton's Dartmouth Yard. The Hunslet Moor Coal Staith was still in (dilapidated) existence, but soon to be demolished. There were still old cottages immediately west of the modern Moor Road station site, and road traffic still ran across the tracks on Burton Road. Within the next two years, the hitherto short and insignificant Tunstall Road would be lengthened across a newly-built motorway, and the then redundant stump of Burton Road would wait another 10 years or so to become our car park entrance.

There had been changes to the society and the services it provided. The Middleton Railway Preservation Society,

originally predominantly staff and students of Leeds University, had metamorphosed into a charitable trust, the Middleton Railway Trust, with an ever-decreasing portion of University members. Another notable change was that, after almost nine years of running almost solely goods trains, the venture which had begun by running the very first volunteer-operated passenger service on a standard gauge railway had now resumed its passenger services. The weekend Visitors' Service had started in 1969, and operated throughout the winter that first year. This was quickly curtailed - without Santa trains, *Thomas's*, New Year parties, or heated coaches; there was little joy for our visitors in mid-winter! The colliery had closed in 1968, leaving the way clear for the line to the colliery site to be reconnected, and for a while trains ran much further than in 1960 - more or less their modern route from Moor Road to Park Halt.

The quality of the track on which the service ran had improved a lot over that of 1960, due to a great deal of hard work, but it was still nothing like our modern standard. Our original diesel locomotive, HE1697, later *John Alcock*, now 7051, had been joined by several steam locos and a few more diesels. A small clutch of huts had sprung up in Dartmouth Yard: a joinery hut, a paint store, and the large black-painted hut later erected at Moor Road and only demolished a few years ago. The latter was workshop and parts-store, with a mess-room at one end, and was commonly known as the 'Bog Hut'. There were no toilets, and the only washing facility was the same stand-pipe in the Yard to which the hose was fitted for filling steam locos.

I think it was some time in 1970 that a youth clad in what looked like a milkman's uniform appeared at our garden gate down Longroyd View, asked if I was Sheila Young, and said he understood I might be interested in working as a guard on the Visitors' Service. He was wrong, but

persuasive, and somehow talked me into going 'round to the yard' the following weekend. After two journeys observing, he watched me guard the next journey. That completed, my mentor muttered something about needing to go see Jim and started to climb down from the van. I reminded him that the next trip was due out, received a casual answer to the effect that I would be OK now on my own, and was promptly abandoned with my tiny group of visitors. When the 'milkman' departed permanently a year or so later, and by default I became Chief Passenger Guard, I did try to ensure that the rare-as-hen's-teeth new recruits received a bit more professional training.

By 1970, the train was running to and from a small platform constructed from sleepers, built beside the track roughly where our more substantial Moor Road platform stood until 2005, and usually *rebuilt* every Saturday morning, after our friendly local vandals took it apart during the week. During the next few years, first one and then a second wooden railway 'container' was perched on the sleepers and opened up as a shop-cum-ticket-office. At least this prevented the weekly rearrangement of the platform components, but the new 'station' had its own problems. Hitherto, tickets were sold on the brake van, along with 'pop', the Railway's history booklet, and a few other items, but the new emporium on the platform had room to stock more pop, and crisps and sweeties as well. One Saturday morning, the shop was found to have gained a hole in the floor, through which a significant amount of pop, crisps and sweeties had made their exit in the company of some small but enterprising thieves, who had squirmed between the stacked sleepers and attacked the floor from beneath. After this, the shop acquired a sheet metal floor!

I think it was late in 1970 that the Visitors' (never to be referred to as 'Passengers'!) trains began to run from Dartmouth Yard to Moor Road, as work on the new M1 motorway link into Leeds approached our railway. The railway and pedestrian tunnel carcasses were set in place, and work began on building the still existing, though rarely used, Dartmouth Branch. As there was no passing loop, the train

was propelled up the line and hauled down the line - it being considered safer to run with the heaviest part of the train, the loco, at the downhill end of the train. Approached from the Yard, brakevan first, the points to the old headshunt outside the Yard were a bit of a nightmare to an inexperienced guard. They were not padlocked, and few passing youths resisted the temptation to switch them (though often a following group switched them back into the right position!). Due to the curve out of the Yard, it was not possible to see the position of the points until several seconds before the train reached them, leaving the guard to make a swift decision whether to whistle for an emergency stop. (Belated thanks to all those patient drivers who didn't get too annoyed when I made the wrong decision!)

The tunnel carcasses appeared during the winter of 1970/1, and once the new Dartmouth Branch was in place the old headshunt etc. vanished. It was still a short time before we could operate up to Park Halt again, however, as the opportunity was taken to follow Fred Youell's master-plan to regrade the section of track south of the tunnel.

The MRT's dream during the late 1960s had been that there would be a depot and museum near the southern end of the railway, in some of the old colliery buildings, but by the early 1970s this was seen as completely unworkable due to the amount of vandalism perpetrated on the buildings, and the fact that we would have had to install full-time security guards to protect our stock, tools, exhibits etc. in such a lonely and vulnerable site. The National Coal Board demolished the buildings, and we had to wait more than a decade longer before we had a real home of our own, but that's another story!

This was the Middleton Railway as I remember it at its 10th Anniversary. **tor**

[Reprint of article first published in 1970]

LMS van restoration



Steve Roberts shows us all how to do it right?



The roof is almost done

(Photos taken 5 May 2010)

**Ken
Barker**



Just one innovative way to make sure the walls are straight



19 September 2010—in undercoat and now looking more the part (Howard Bishop)

Manchester Ship Canal gala Manchester Ship Canal gala

Continued from page 5

Saturday and Sunday were the public gala days. 4002 had not been able to complete a test run to Balm Road, so the advertised timetable had to be slightly altered with the locomotive running only to Park Halt. However, on Saturday morning, it once again failed to start! However, with the sheer determination of the ELR fitters and several of our members, it eventually did and made its first public appearance on the 12.40 train to Park Halt with No.32. The train was almost full with passengers, and the sight of 4002 backing onto its train watched by a large number of people will stay with me for a long time, along with the memory of the rather large smile on Ian Dobson's face whilst driving it! Late in the day the diesel also completed a test run down the Balm Road branch, allowing the advertised timetable to be run on the Sunday. No.32 performed faultlessly during the day much to the admiration of the public and members.

Sunday started much better, with 4002 working all its advertised services on the Balm Road branch. However, a recurring lubrication problem with Matthew

Murray saw it needing attention at several points in the day, with other locomotives working its roster, until the decision to fail it in the early afternoon was made. However, we ran all advertised trains, with only three changes to motive power on certain trains. The above is not all that happened over the gala. There was also the beer tent, photographic display, model engineers track and steam road vehicles. All of these arrived at different times during the week and needed to be set up.

This gala has certainly been a great success and I hope that all our members enjoyed the event. I would personally like to thank EVERYONE who helped the event. Without the team work that we have seen, it simply would not have happened. It's this teamwork that over the last 50 years has made this railway so great. Thanks must also go to the East Lancs Railway for providing both locomotives, they are a real tribute to you.

Overall this has been a real experience for the organisers, but if anyone asks if I will help organise another gala event there will only be one answer.....you bet!

tOR



LEFT: A small part of Don Thorpe's comprehensive display of the Manchester Ship Canal Railway in the Engine House

RIGHT TOP: First outing for the Leeds Brewery tank wagon with (in inset) close-up of the beer pump on the platform side of the tank wagon enabling passengers to pull a pint!

RIGHT BOTTOM: John Knapton's steam road roller greets visiting locomotive, Hudswell Clark 32 **Gothenburg** at the Moor Road crossing

All photos 18 September 2010
(Howard Bishop)



VIPs at Middleton (see page 2 for details)



On the occasion of the EM2 Society AGM on 26 June 2010 Hudswell Clarke 0-6-0ST *Sir Berkeley* passes Drewry railbus standing on the Dartmouth Branch (*Ian Dobson*)





Hudswell Clarke 0-6-0T MSC 32 *Gothenburg* hauls a freight train away from the Balm Road exchange sidings. Assisted in the rear by **Hudswell Clarke 0-6-0T 67** on 18 September 2010 (*Howard Bishop*)



Don Thorpe demonstrates the Manchester Ship Canal Railway's central control panel or Peg Board that controlled the whole of the Railway's track and operations (*Howard Bishop*)

On Sunday 8th August 2010 I acted as leader for a group of 15 diesel enthusiasts from the Preserved Locomotive Enthusiast Group (PLEG) who specialise in charters with rare ex-BR diesel locomotives. On this particular day we visited Sir William McAlpine's private railway at Fawley Hill, near Henley-on-Thames.

As Sir William had donated a copy of his privately published book on the locomotives of his construction company to the Railway when he came to open the Engine House in 2007, I took the opportunity to present him with a copy of *From Rag to Railway* for his collection! He was delighted with the book and thanked me on behalf of the Railway for it. He was so engrossed with the book he missed an opportunity to watch his class 03 shunter D2120 pull away from the restored 'Somersham' station. (see photo 9610).

The line running through the grounds of his property is a fascinating trip should you get the chance to visit, by invitation only I'm afraid! The line drops away from the main station on a gradient of 1-in-13 and it is quite a sight to see both D2120 and the resident of the line - No.31 tackling this hill with a brake van and open wagon in tow!

No.31 was built in Leeds by Hudswell, Clarke & Co (works no.1026 of 1912). It spent its entire working life working for Robert McAlpine & Sons and worked on such prestigious projects as Wembley Stadium (1923-24), RAF Boscombe Down (1944) and Llanwern Steelworks (1960-61). She is the only surviving locomotive to have been owned by McAlpines for the whole of its working life and moved to Fawley Hill for a very active retirement (1 in 13 remember!) in September 1965, she has remained at Fawley Hill ever since,



Bramley (Hants) in 1997 and a couple of excursions to Steamtown, Carnforth for works attention.

She is a fine example of the Hudswell breed and even I, a hardened diesel man, was impressed by her performance on the gradient. In addition to the locomotives, the

grounds contain various large railway artefacts that have been saved from potential destruction by Sir William. I think there are large bits of Waterloo station as garden ornaments. A fascinating spot to visit, and Legoland Windsor is not too far away to keep other members of the family amused!

TOR

FACING PAGE:

Class 03 diesel D2120 departs from Somersham station on the Fawley Hill Railway on 8 August 2010. In the foreground Sir William McAlpine studies the copy of 'From Rag to Railway' that he has just received - he liked it, have you ordered yours yet?

BELOW:

The Class 03 and train descend the incline



LEFT:

No.31 blows off whilst waiting to enter the yard on the Fawley Hill Railway on 8th August 2010. It is standing on a 1 in 13 (thirteen) gradient so it is to be hoped that there is plenty of water in the boiler and the hand brake is hard on!

(All photos: Ian Dobson)



Hudswell Clarke 0-6-0T MSC 32 Gothenburg with freight train on the Dartmouth Branch on 17 September 2010 (*Howard Bishop*)



Manchester Ship

The Manchester Ship Canal visiting locomotives share haulage of the passenger train on 18 September 2010 (*Howard Bishop*)





Hudswell Clarke 0-6-0 diesel electric MSC 4002 Arundel Castle, Hudswell Clarke 0-6-0T MSC 32 Gothenburg and Manning Wardle 0-6-0ST Matthew Murray at Moor Road station, 18 September 2010 (Howard Bishop)

Ship Canal gala



Hudswell Clarke 0-6-0T MSC 32 Gotheburg leaves the Dartmouth Branch on 17 September 2010 (Howard Bishop)

Middleton Fireclay Works Middleton Fireclay Works

Middleton Estate and Colliery Company had close links with Middleton Fireclay Company, occupying the same site at Broom Pit. Mention is made, that in the strikes of 1926, the pit closed for nearly a year and production at the fireclay company was reduced. After the Second World War, the fireclay company took control of most of the non colliery property as well as the colliery track bed of the railway line.

A path, leading from the left main pathway, at the Belle Isle entrance to the park, went up through the woods. It continued around the outside of the fireclay boundary fence at the edge of the wood, over a meadow to the present Manor Farm Drive.

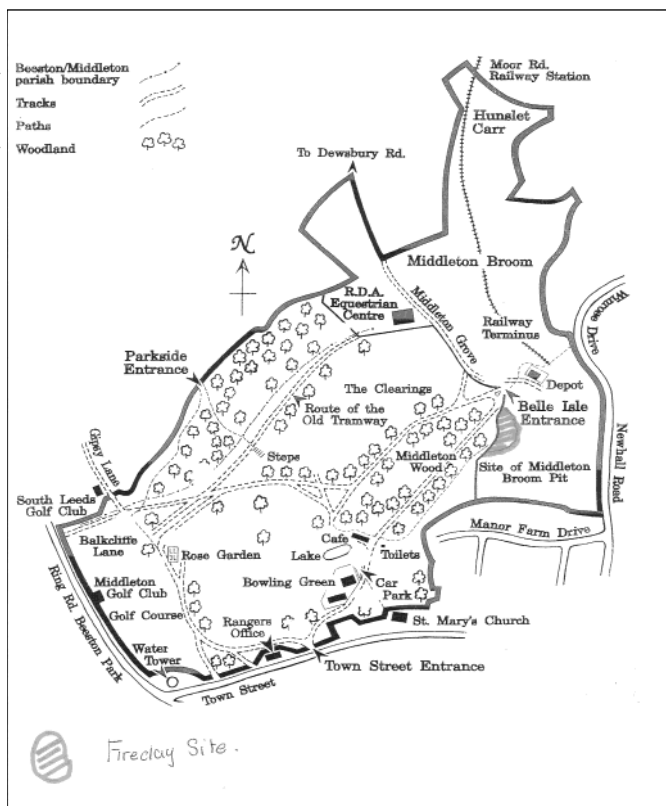
On the site were coke ovens, clay pits and brick-works, of which no traces remain. Stacked high against the fence were piles of white glazed sinks.

Original written by
Mrs Dorothy
Hebden of
Middleton
March 2003

The bricks were stored nearer to the coke ovens and each brick was stamped with the trademark "MIDDLETON". These bricks, made from the local clay, were of high quality and difficult to drill or cut.

During the 1920's, bricks from these works were used in the building of the Middleton Estate. A small amount of glazed pottery was made, consisting of vases, bowls and garden ornaments. Tiles were also manufactured, many of which were installed in fireplace surrounds, in local homes.

Today, the whole of the Broom Pit area has been landscaped. The assets of the Fireclay Company were liquidated in 1959. **tor**
(See also photos at foot of the next page)



**Dorothy
Hebden**

Middleton Fireclay Works Middleton Fireclay Works

Electric tramway to Middleton Electric tramway

A recent trip along the Middleton Railway and images of an early train with the Swansea & Mumbles car as a coach reminded me that the electric tramway crossed the Middleton on the level. It is now over 50 years since the last electric tramcar ran in Leeds and the one route that I regret never ridden was the route to Middleton. Is it still possible to walk the route through Middleton woods?

The electric tramway from Leeds climbed up the centre reservation of Belle Isle Road then along the north side of Middleton Ring Road, past the tramcar terminus and on past the water tower. From here it descended through the woods and crossed the Middleton Colliery line before swinging left along Tunstall Road. As the route was double track the tramcars ran in both directions around the Middleton loop.

One spring morning I started at Middleton Water tower to trace, half a century on, the course of the electric tramway. All of the tracks and overhead wire supports are now long gone but looking back from the tower I saw the wide expanse of grass from where tramcars once offered transport to and from the city to residents of Middleton. Turning my back on the township it was just possible to see where the tramway disappeared into the trees beyond the water tower. A short walk along the Ring

Road brought me to the golf course which now obliterates this section of the tramway. There, is however, a footpath to the right of the club buildings and then a track which swings to the right into Middleton Park. Here I turned left on the tarmac path I was soon able to see down into the woods and there were the remains of the tramway cutting. This is now a bridleway.

A gentle down hill walk was experienced along this pathway with the sun shining through the tree canopy, birds singing, the occasional butterfly and the famous Middleton bluebells. But, apart from the engineering formations, did I find any other tramway artefacts? Well after half a century I discovered a few wooden sleepers across the pathway and one laid to one side, still with rail clips in place. Just before the end of the bridleway is a fence that could have witnessed the passing of LCT Middleton Bogie cars.

I emerged from the woods onto Westland Road and realised that all traces of the tramway had now been obliterated with the construction of the trading estate and sports centre. However walking along this road down the hill brought me to the new road and bridge which passes over the Middleton Railway.

As I walked along the track-bed I was able to visualise the tram driver at his controls occasionally applying the track brake as he approached the Middleton Railway. Oh how I regret never having ridden the Electric Tramway to Middleton. TOR

Supporting photographs can be found on pages 20 and 21

Malcolm Johnson

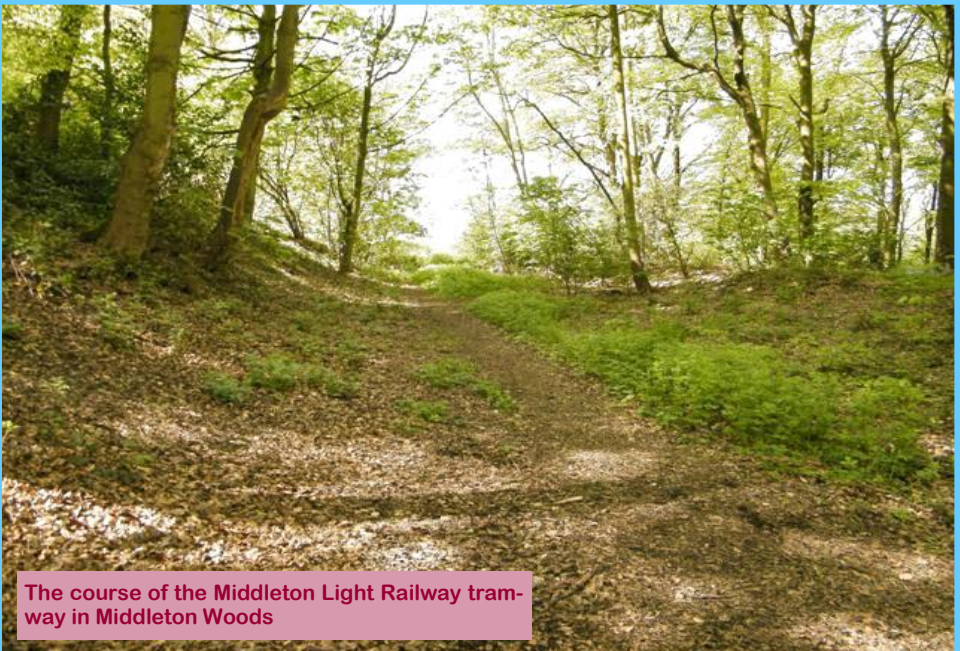
Electric tramway to Middleton Electric tramway



Fireclay Works bricks, the one on the right being a later version with the addition of the word Leeds (Dorothy Hebden)



Middleton Light Railway left the road here to travel through Middleton Woods down to Moor Road, Hunslet en-route to the City centre



The course of the Middleton Light Railway tramway in Middleton Woods



An old Middleton Light railway sleeper is still extant in Middleton Woods



Working member David Wraith (known to his grandchildren as "Scruffy Grandad") proves he is capable of sartorial elegance for his daughter's wedding on 19 June

All photos: Malcolm Johnson

1601 MATTHEW MURRAY After early teething troubles, *Matthew Murray* has settled down and generally been a reliable performer, although it has had its troublesome moments.! After a few weeks of service, it was decided to remove the cylinder covers to check on whether the cylinders were getting sufficient and suitable lubrication. The answer was negative! Although plenty of oil was finding its way into the valve chest, it was obvious that the steam was not picking this up and thereby spreading it onto the valve and cylinder surfaces. The arrangement of the oil pipes was slightly modified to feed the oil more directly into the steam and, at a recent inspection, appears to have solved the problem.

The loco suffered a hot axlebox at the September steam gala, due to a damaged lubrication pipe. Although there was no damage to the bearing or journal, rectification of the pipe required the loco to be jacked up. Afforded by this, the opportunity was taken to make and fit longer spring pins to the leading axleboxes to give better weight distribution over the six wheels and eliminate a tendency for the top of the front axleboxes to hit the frames. Although *Matthew Murray* has been the loco of choice throughout October, an increasingly noticeable 'blow' (of steam) has been seen at the chimney and the loco has once more entered the workshops for investigation of this.

No. 67. With the return of MW 1601, No.67 has had a much easier time and spent much of it on display in the Engine House. It ran during the gala weekend and has been in use since the beginning of November whilst the aforementioned work on *Matthew Murray* is ongoing. The fireman's side injector continues to blow by at the clack valve but the injector itself

works reliably and it is likely that this situation will be tolerated for the last twelve months of its boiler ticket (which expires in November, 2011). It recently suffered from a seized injector steam valve, which required it to be dismantled and cleaned up. Available for traffic and likely to be the main loco for the Santa services.

No. 6 No progress to report.

1210 SIR BERKELEY With the better summer weather, *Sir Berkeley* has seen more frequent use with no problems to report, other than the occasional leaking gland. The loco was requested by our friends at the Tanfield Railway for their Autumn gala and the loco spent two weekends away on holiday. Although technically available for service, the boiler has now been drained and it is presently being prepared for winter storage. The loco has been requested by the National Railway Museum for use at Shildon for most of 2011 and, with the anticipated return to service of the Y7, we have agreed to release it for this period. In return, the Middleton Railway will get additional free steamings in subsequent years.

No.11 Again, there is little to report in the way of progress.

No.1310 (LNER Y7) Work continues apace on the Y7, both with the chassis at Moor Road and with the boiler at Loughborough. Manufacture, bending and welding of the inserts to the outer firebox is now complete and the foundation ring has been riveted back into place. All the copper patch crews have been fitted to the firebox and the few steel ones on the outer plates are due to be fitted imminently. The new front tubeplate has also been made and riveted up. Completion of this work has enabled the

tubes to be fitted, expanded and beaded over and very little work is now required before the boiler can be filled with water in preparation for a hydraulic test. New wash-out plugs, mudhole doors and fusible plug have been provided.

Back at Moor Road, much work has also been ongoing. A new ashpan has been fabricated, the only recoverable bit from the old one being the damper door and part of the firebar carrier supports. The necessary modifications to the cab have now all been done except for the welding in of a strip along the rear cab sheet to extend it and bring it back to the original 1891 design. The new footplate has been cut out from steel plate and trial fitted; final fitting must await the fitting of the boiler and tanks. Much work has been ongoing on the various fittings. The injector water feed valves have been stripped cleaned and re-ground, as have the safety valves. The clack valves have also come in for similar treatment but some bodes dating back to NCB days (and possibly earlier) have been discarded and new parts made. The clack valves originally started life on sister loco, no. 900 and are just some of several parts that originated on that loco. The water gauge glasses have also been stripped cleaned and overhauled in preparation for the hydraulic and steam test of the boiler.

On the frames, themselves, they have been dropped back onto the wheels and all the associated bits and pieces refitted, along with the brakegear. The big and little end brasses have been taken up for wear and the connecting rods re-fitted. The slide-valves have been removed for inspection and, although these were found to be satisfactory, the same could not be said for the valve rods, which were both badly worn and beyond any ability to machine them true and parallel. As a consequence, they were sent away to be built up by metal spraying and grinding back to original size. This work has now been completed and the valves and rods have been re-fitted. Inspection of the reversing shaft showed that the

bearing journals were both oval and tapered and it was decided to machine these back to round and parallel. Once done, the bearing bushes were white-metalled and machined to suit. The die blocks were found to be slightly worn but not so much as to be a problem. It was decided that the slight play would be taken up by coating them with a thin layer of white metal and judicious filing. We will have to wait and see whether this is successful, or not. Once all this work was completed, the reversing shaft was put back into the frames. The reversing lever has also come in for some attention and has had new pins fitted to eliminate any slop. It has now been assembled and connected up to the reversing shaft. Work is currently centred on overhauling the various bits of the valve gear. Whilst wear is not bad by steam locomotive standards, most of the pins and bushes are receiving attention, generally by replacement. Whilst all the above work has been going on, the steady and unspectacular work of scraping, cleaning and painting has been progressing, the chassis being almost completely finished and much preparatory work on the cab, tanks and boiler cladding having been carried out.

Fowler 4220033 Still nothing to report due to pressure of work with other things. It is, however, 'next on the list' to do and we keep planning to bring it in to the workshops, only to be thwarted by the more pressing needs of keeping our service fleet operational.

5003 AUSTIN'S No.1 Progress on the overhaul and repaint of this loco is now a bit more obvious. The frames and wheels have now been scraped, cleaned and given a coat of primer. Work on the axlebox modifications is now complete and only requires the fitting of the new lubrication pots and associated pipework. The loco is still jacked up and will remain so for the present to make painting of the frames easier.

D2999 It is probably tempting fate but this Brush diesel is performing satisfactorily at the moment.

138C 138C has also seen very regular use when required.

D577 Mary The loco is available for traffic and sees occasional use on passenger services.

1786, D631, and 7401 are all serviceable and used as required. All other locos are stored, either on display in the Engine House or awaiting overhaul

CARRIAGE & WAGON NOTES

Lowmac Work on this vehicle ceased some time ago when it was hoped to purchase another vehicle in better condition. However, following an inspection it was decided not to go ahead with the purchase. Since that time, the Lowmac has languished in the headshunt. However, the need for this vehicle to be serviceable for trackwork this winter has meant that the work has been recommenced. Two new hardwood buffer beams have been cut from damaged point timbers and are likely to be fitted by the time you read this. The badly corroded spring has been removed for repair. The plates are fit for re-use but it needs a new buckle (the piece of metal that holds it all together). We think that we can do this in our workshops but it is something that we haven't attempted before.

LMS Van M85133 Work on this vehicle is now complete, as is the fitting of timber shelving internally, necessary for its new purpose as a stores van. It will be shunted out of the workshops shortly, when a general grand shunt is planned to take place.

Coach 2084 The drive to the generator on this coach recently decided to give up. Although the batteries can cope with the coach lighting without a generator to continuously re-charge them, the need for this becomes fundamental when the heater is in use as it draws

much more power. The problem was the failure of the drive sprocket arrangement on the axle, the chain from which drives the gearbox which then drives the alternator for charging the batteries. Although this has happened previously, examination showed that, this time, repair was not realistic. It was therefore decided to replace what we had with something similar but better engineered and of more robust construction. This has involved manufacture of a wooden pattern and the casting of new parts, which have now been machined and fitted. A new drive sprocket was also obtained and fitted as part of the work

AROUND MOOR ROAD

As usual, there is often much going on that is not related to locomotives and rolling stock, which doesn't tend to get reported.

New Gates The new gates for the south end of the workshops yard are now nearing completion but are yet to be fitted and brought into service. These are some ten feet high and being faced with 3mm steel plate with no hand or footholds, we hope that they are unclimbable (unlike the old ones) and will make it much harder for intruders to access this area.

Ambertrain Ambertrain are now well established on our site and, besides providing their intended training purpose, are benefiting the Railway by carrying out various trackwork jobs. Because of the success, Ambertrain have decided to run an additional course in parallel and a second classroom is to be installed on top of the existing one.

In the Workshops A big failing at Middleton is that, as soon as

something is usable, we start to use it, even though it generally isn't finished. This certainly occurred with our workshops, back in 1995 when they came into regular use with many unfinished jobs to do. One of these was the toilets, which, though usable, were simply breeze block walls with the necessary facilities. It has taken since then to do anything about it but, thanks to the effort of one member, the walls have been painted and the whole area cleaned up to make it pleasantly respectable. Perhaps we now might get around to doing the same with the washroom!

In the Car Park Slowly but surely the periphery of our car park is being populated with items of interest. Recent activity has seen the placement of an old vertical cross tube boiler from the steam crane. The area around *Picton* has also been tidied and a fence and interpretation boards are being erected to provide interest and information about this loco, the boiler and other artefacts.

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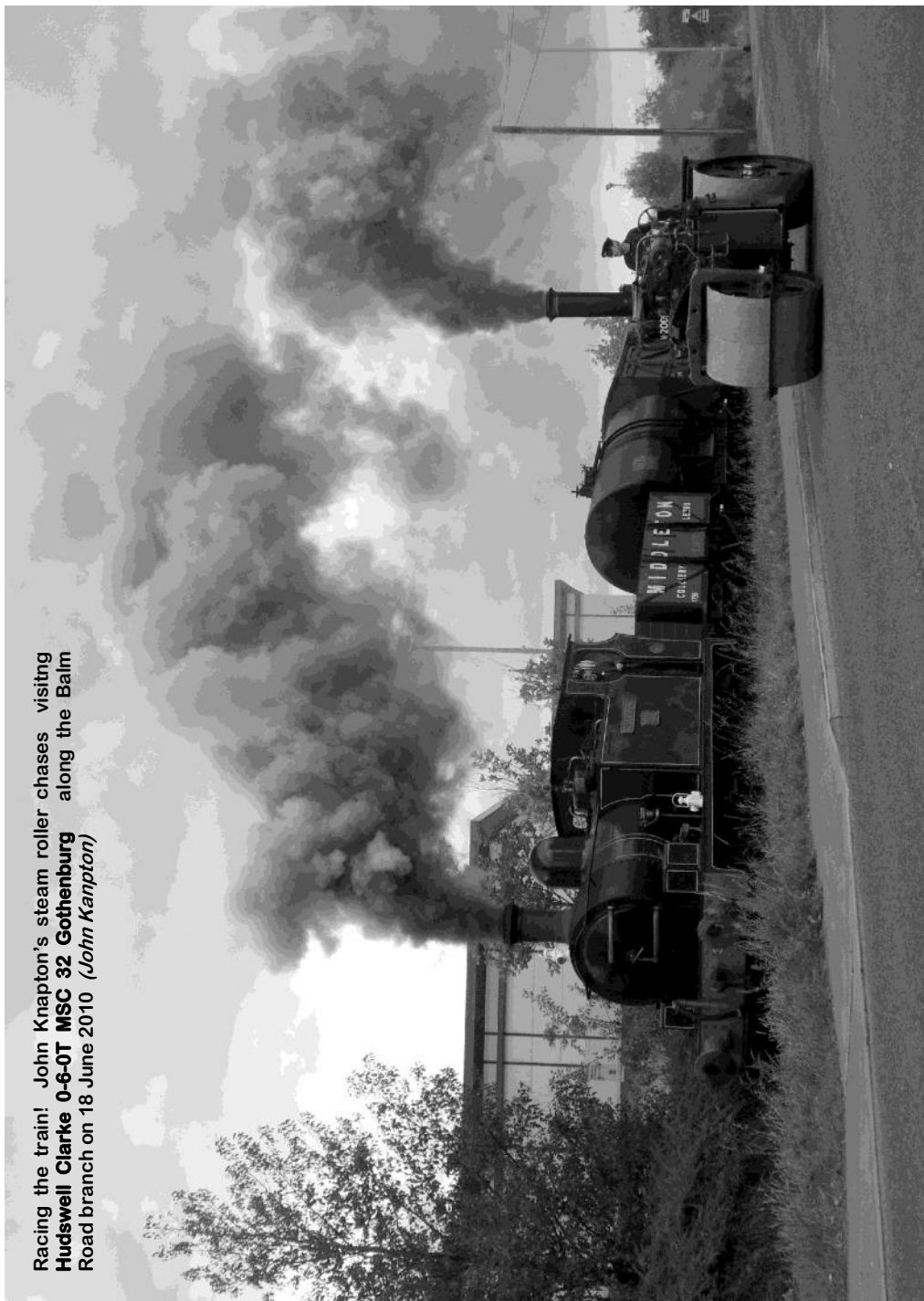
MoorRoadhappeningsMoorRoadhappeningsMoorRoadhapp

Wilhelm Wunderlich—1923 -2010

Wilhelm Wunderlich died on 12th June 2010 at the age of 87. Born in Asch, Bohemia – now part of the Czech Republic, he worked for many years for the railway signalling division of Siemens & Halske AG, in both Germany and South Africa, and was a Fellow of the Institute of Railway Signal Engineers (London). In the mid 1980s, Wilhelm, then resident in the Hanover area of Germany, was prevailed upon to write a history of his local mainline railway, the Braunschweig-Wolfenbuettel. It was Germany's first state railway, and his book was published in 1988, its 150th Anniversary year. A prominent figure in the book was the railway's first loco driver and later the founder of the line's first repair workshops at Braunschweig, John Stanley Blenkinsop. At the time of publication, probably due to the lack of sources then easily available for researching family history, it was generally acknowledged that JSB was the son of Middleton's John Blenkinsop, and indeed Wilhelm received confirmation of this from a JSB German descendant whose family had handed down the story. So began Wilhelm's interest in the Middleton Railway, and his first visit to Leeds, in 1988. He had read John Bushell's *The World's Oldest Railway* and managed to make a quick detour to Leeds after an IRSE meeting, visiting Moor Road, as well as briefly meeting John. Unfortunately, he had to catch the ferry back to Europe that evening, so didn't manage to see a train at work. Wilhelm joined the MRT, and returned to Leeds in 1990, to attend our 30th Anniversary Dinner, at which I had the pleasure of meeting him. Sadly, the Blenkinsop German connection eventually proved to be untrue; JSB was the son of a different JB who inconveniently moved into the village where our JB had spent his youth. However, despite the disproved German-Middleton connection, Wilhelm remained an MRT member. He was a very pleasant and knowledgeable man, always interested in what was going on at Moor Road, and the delivery of an *Old Run* frequently resulted in a phone call from him to discuss some item of news or other interest mentioned in it. He was keenly interested in the Engine House development, and donated generously to the appeal for funds. Wilhelm often spoke of coming to Middleton again, to see the new visitor centre for himself, but health problems had set in, despite which he was still wondering not so long ago whether he could manage to get to the 2012 celebrations. He was a good friend to Middleton, and is a sad loss to our society.

Sheila Bye

Racing the train! John Knapton's steam roller chases visiting
Hudswell Clarke 0-6-0T MSC 32 Gothenburg along the Balm
Road branch on 18 June 2010 (*John Knapton*)



There I was sorting out a box of miscellaneous items found in the back of the garage of the house we had recently moved into four years ago in the Isle of Man. It was just an old can of oil that I discovered hidden away. The writing on this old oil can is as follows:-

Contains Acheson colloidal graphite FILTRATE regd. penetrating oil containing DAG colloidal graphite Edward Joy and Sons Limited, Leeds founded 1807 between Trafalgar and Waterloo

The name Edward Joy led me to connect this with Hunslet, Leeds and early locomotive development, including the invention of Joy's valve gear, and to discover more about the Joys' connections with Leeds and locomotive building.

The first tenants of Thwaite Mills, Leeds, were the Joy's, a family business later to become Filtrate Oils Ltd. The Joy's remained at the mills until 1845 and in that period supplied lighting and lubricating oils to many customers, possibly including the Middleton Railway. Thwaite Mills continued as an oil mill after they left but between 1861 & 1872 a serious fire was followed by periods of disuse and neglect. The firm of Edward Joy & Sons Ltd. was located in Kidacre Street, Hunslet, Leeds 10 and they were described in the Kelley's Directory as Filtrate Ltd, Oil and Grease Manufacturers, Leeds (Formerly T R Parry and Co Ltd, London, and Edward Joy and Sons Ltd)

I also discovered a leaflet: **DAG Colloidal Graphite running-in compounds**. This leaflet was dated in the late 1940s, and was issued by Acheson Colloids Limited of London,

the company behind "DAG" Colloidal Graphite. This substance was a constituent of engine products made by Edward Joy & Sons Ltd, Leeds. The latter produced Colloidal "Petroyle", and "Filtrate" Running-In Compound. Both were designed to minimise engine wear on newly-rebuilt engines

David Joy was born in Leeds on 3 March 1825. His father, Edward was manager of oil seed crushing mills, but David could not evince an interest in this activity and became an apprentice at Fenton, Murray and Jackson, where he stayed until February 1843. Reputed to be the chief designer of *Jenny Lind*, a 2-2-2 built in 1847 which set a long-lasting style for British locomotives, David Joy was also the originator of Joy's valve gear, which was very successful in railway and marine service. For much of his career he was associated with the Railway Foundry of Leeds.

Most boys take an interest in machinery, but young David Joy was apparently especially keen in learning all he could about such subjects, and was frequently making models of engines and boats. After leaving school in 1841, he entered his father's works; but he had no interest in seed crushing, so he was apprenticed to the engineering firm of Fenton, Murray and Jackson, where he stayed until February 1843, when the works were closed. In June of that year he entered the Railway Foundry at Leeds, of which Shepherd and Todd were the proprietors, as a drawing office apprentice.

His first work was to prepare plans of a "John Gray" locomotive with a steam pressure of 90 lbs. On E.B.Wilson taking over the Railway Foundry in 1844 Joy became manager of the drawing office and it was in that capacity that he became so intimately associated with the development of the celebrated *Jenny Lind* locomotive.

David Joy was chief draughtsman and if one refers to that interesting series of articles in the *Railway Magazine* 'Some links in the evolution of the Locomotive' the part published in June 1908 indicates that Joy claimed to have carried out all the design work and drawing. Other claims were for Wilson himself, and James Fenton, but whoever it was, the *Jenny Lind* type was extremely successful. Over seventy were built, and no less than twenty-four were sold to the Midland Railway."

In 1850 David Joy was appointed superintendent of the Nottingham and Grantham Railway. No engines were ready for work so that considerable ingenuity was necessary to get the engines in time, in order to work the trains. His next appointment was in 1853 as locomotive superintendent of the Oxford, Worcester and Wolverhampton Railway, where he remained until the line was sold in 1856, when he returned to the Railway Foundry, Leeds.

In 1855 he read a paper before the Institution of Mechanical Engineers on a "*Spiral Coil Piston Packing*." In 1857 he brought out a compound marine engine, in which a deep high-pressure piston acted as the distributing valve for the low-pressure cylinder. He also invented a steam reversing gear, and about this time he took out the first of three patents for hydraulic organ-blowers. The first on a large scale was fitted to the organ at the Leeds Town Hall, and they were also in use at the Crystal Palace.

In 1859 he accepted the position of manager of De Bergue's bridge-building yard in Manchester, and in the next year brought out a special form of steam hammer, for the manufacture of which he started in business for himself at the Cleveland Engine Works, Middlesbrough. These works were closed in 1871 because the ground was required for the extension of a large ship-building yard. During this and the succeeding year he organised the first serious effort to utilise slag as a residual product.

A form of blast was used for pulverising the slag, and one of the results was silicate cotton. In 1874 he went to the Barrow Shipbuilding Co. as manager of the water-tube boiler department, the company having purchased the rights of the Howard boiler; and in June, 1876, he also became secretary to the same company. According to D.K. Clark *The Steam engine* (p. 757) Joy published a paper on the Barrow boiler in *J. Iron Steel Inst.*, 1875, 220; 387.

During this period he worked out the details of his famous radial valve-gear, which was patented in 1870. It was taken up by the London and North Western Railway, and Mr. Webb fitted a six-coupled goods engine with it, and sent this engine to Barrow-in-Furness for the Summer Meeting of the Institution of Mechanical Engineers in August, 1880 when. Joy read the paper: *On a new reversing and expansive valve-gear. See also Hambleton, F.C. The first locomotive to be fitted with Joy's valve gear. Loco. Rly Carr. Wag-on Rev.*, 1944, 50, 22. (No. 2365 was so fitted). In 1880 he went to London to act as the London agent of the Barrow Shipbuilding Co., but only continued in this capacity for a little more than a year, the work in connection with his several inventions demanding all his attention. In 1882 he attended the meeting of the Railroad Master Mechanics' Association at Niagara, and there read a paper on Webb's compound engine, and on his own valve-gear. His radial valve-gear was also extensively adopted by the Lancashire and Yorkshire, Midland, Manchester, Sheffield and Lincolnshire, and other British railways. Returning to London, he continued, in partnership with his sons, to develop his various inventions, and he read papers on the valve-gear and assistant cylinder before a number of societies. The success of the valve-gear was attested by

[continued at foot of next page]

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

MIDDLETON'S SLENDER LINK WITH PIONEER TELESCOPE

A long, narrow, winding road rising to 4,200 feet above San Jose, California, brings the intrepid, if shaken, adventurer to the top of Mount Hamilton, site of one of the world's oldest observatories, the Lick Observatory. Now the home of ten astronomical telescopes ranging in size from 24 inches to 120 inches, it also includes the world's first practical reflecting telescope, the 36 inch Crossley. This is the tenuous link to the Middleton Railway, for this telescope was erected in Halifax and used there for a time before Edward Crossley, MP, donated it to Lick in 1896. Crossley's fortune came from the family business, Crossley Carpets, and a former president of the Middleton Railway, Lord Garnock, served as a director of the company in the 1960s.

Naturally I had to see this instrument, even though it was not on the list of things the public could view, and we were fortunate to find the astronomer in charge, Dr Ellie Gates, at home and willing to show us round. The telescope has been improved over the years, but it still requires some physical dexterity to clamber round cables and counterweights, up steep narrow steps with no guard rail—difficult in the subdued daylight we found, but what about those who use it at night? Although there is an electric motor for small movements to track the stars, the astronomer has to heave the massive instrument around by hand to move it to a different part of the sky.

It was awe-inspiring to think that this instrument, so unassuming with rusty patches on the its tube, has played historic roles in the development of modern telescopes and in our understanding of the universe. It reminded me very much of the early days of Middleton's preservation, with weed-covered tracks and a generally run-down appearance, yet with such great significance. Perhaps if the money is ever found, the telescope and its observatory might be painted and improved to a point that "reflects" its true place in the history of astronomy.

Those wishing to read further details of the telescope may view pictures and a history at www.nps.gov/history/history/online_books/butowsky5/astro4c.htm#photos.

Brian Ashurst
California, USA



the fact that it was applied to locomotive and marine engines aggregating one million horse-power.

He died at his Hampstead home from congestion of the lungs, on March 14th, 1903, at the age of seventy-eight. He was a member of the Institution of Mechanical Engineers from 1853 to 1867, and re-joined in 1880. He was a member of the Institution of Naval Architects of England and also of America, and of other societies.

A chance discovery of an old oil tin in the back of a garage uncovered a host of stories, and the penetrating oil in the tin has come in very useful on several occasions since it was found!

TOR

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TUESDAY SOCIAL EVENINGS AT THE ENGINE HOUSE MOOR ROAD

7 DECEMBER 2010
4 JANUARY 2011

TEAM DOBSON
IAN DOBSON

CHRISTMAS SOCIAL QUIZ -
SEEN ON CAMCORDER PT 2

2011 Special events

(Subject to confirmation—please check on line nearer the dates)

1 & 2 May 2011

29, 29 & 30 May 2011

18 & 19 June 2011

2 & 3 July 2011

17 & 18 September 2011

29 & 30 October 2011

3,4,10,11,17,18 &

24 December 2011

Bluebell Walks in Middleton Park

Family weekend—intensive timetable

Hudswell, Clark locomotives weekend

Model Railway exhibition

Autumn Gala weekend

Halloween weekend—ghostly goings-on

Santa trains



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

SOCIAL EVENINGS

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

Web - www.leedsdistricttractionengineclub.org.uk

Tuesday 14 December 2010

Tuesday 18 January 2011

Tuesday 15 February 2011

Tuesday 15 March 2011

Tuesday 19 April 2011

Wednesday 18 May 2011

Wednesday 15 June 2011

Christmas Auction and Buffet

The restoration of Holgate Windmill, York

Steam Rollers—a retrospective assessment

Annual General Meeting

Pickering Rally 1967 and collection of Fowler photos

Visit to Armley Mills Museum, Leeds

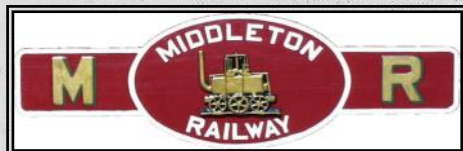
Pie and pea Supper at WR Small Loco Society's HQ, Tingley.



The photographer caught *Matthew Murray* from the different angle of the pedestrian underpass running beneath the motorway on 5 September 2010

(Andrew Johnson)

DEADLINE FOR



The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

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Accredited Museum

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Adult Membership £15.00

Senior Membership £11.00

Junior Membership (of M.R.A.) £11.00

Family Associates of Trust Members (in same household) £3.00 per person

Life Membership £275.00

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Manchester Ship Canal 0-6-0T locomotives, 67 and 32 *Gothenburg*, exchange greetings on the Balm Road branch on 17 September 2010 (*Kris Ward*)

