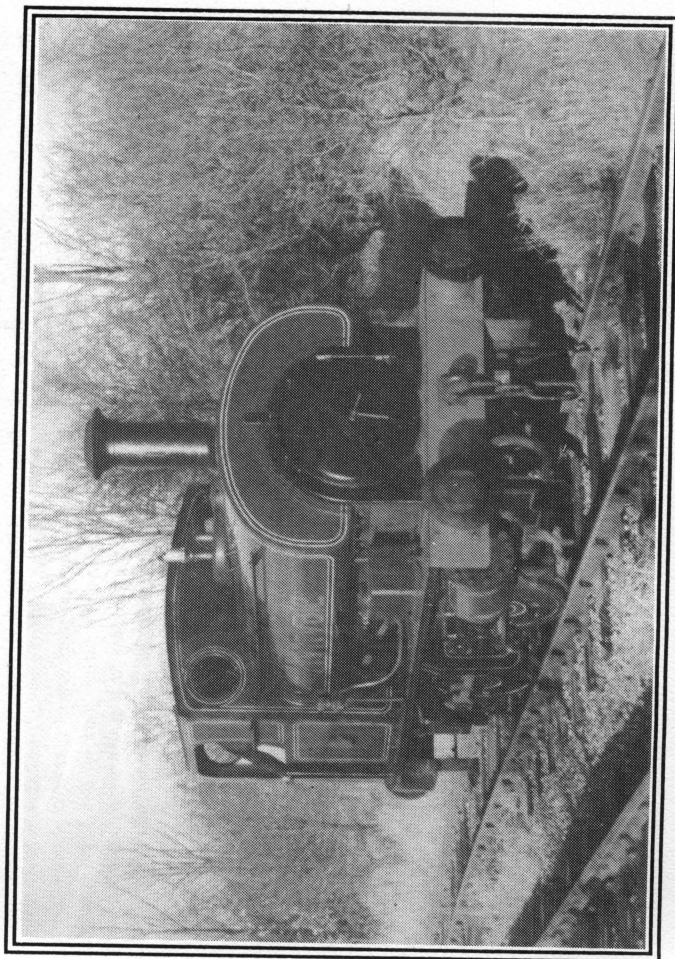


THE OLD RUN

JOURNAL
OF THE
MIDDLETON RAILWAY
TRUST



NUMBER 156 WINTER 1996/7

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**A VERY HAPPY NEW YEAR
TO ALL MIDDLETON
MEMBERS!**

Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd., the Middleton Railway Association, or the Editor.

Many thanks indeed to the members who provided articles, reports and photos for this issue. ALL members are invited to contribute to their magazine articles, news items, letters, photographs or drawings on relevant subjects. Could members sending photographs please mention whether they would them to be returned after use, or put into the Middleton photo archive.

Material for the Spring Issue should reach the Editor by 1st March 1997, at the very latest, please.

Sincere apologies for the late publication of this issue; *this* year regular contributors will be harassed for their reports well *before* the Santa/Thomas season starts.

Cover picture: *Mirvale* poses beautifully at Park Halt on 15th December, 1996, during the Santa Season. Photo: Ian Dobson

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CONTENTS

From the Chairman	3
Loco Notes	3
Last Freight from Balm Road?	10
The Cable Goeth	13
The Man in the White Suit	18
Times Past - Winter 1834	21

FROM OUR OWN CORRESPONDENT?

The Winter Issue is almost always short on pictorial material, being published in the 'closed season', but this Winter there arrived a plethora of excellent photos taken during the latter part of the 1996 season: unfortunately too many to publish in one issue, but this is a much better situation than the alternative.

Though the magazine is very well endowed with photos taken at the Railway, the articles in this issue of *The Old Run* are substantially international - albeit usually with a Middleton slant.

During the early 1990's, we had Council Minutes extracts and Members' Forum reports to keep our long-distance members well informed about what was happening at the Railway, but no longer.

Our working members, as ever, have more than enough to do already, but do any of you have time to supplement John Wilkinson's *Loco Notes* with notes on events, work on track or buildings - anything to interest long-distance and armchair members (a good story might tempt some of them out of their armchairs to come and help you).

Brief items would do, personal account style articles - long or short - would be even better. The Editorial Address heads this column!

FROM THE CHAIRMAN

Ian Smith

I am writing these notes on 2nd January, after a disappointing 'Thomas' Event for 1996. The problem was, of course, the horrendous weather experienced over the New Year itself. The police advised people not to travel, and that is exactly what happened - we were extremely quiet on both Tuesday and Wednesday. That dented our finances somewhat, but the event was successful over the weekend, and thus we have made a small return on our outlay. There's always May to look forward to - at least the weather will be kinder to us then!

I must thank all those who battled with the elements to come to the line on those two days, and those who also turned up every day to help with the event. The combination of running over Boxing Day and then right through to 1st January has proved a strain on our slender resources, and we must look closely at this for next year.

Resources are becoming a major problem for the railway as we come into 1997. It is only too clear that we are having great problems in staffing our major events these days and we do need more staff to assist, particularly in the shop, where staff levels are reaching critical levels. There must be some folk out there who could give the odd Saturday or Sunday to help in the shop. Please contact Shop Manager Rod Bailey if you feel you can help.

We now start our track laying programme, where we need to lay seven new panels between now and

Easter. Again, all offers of help will be greatly appreciated.

Finally, on behalf of the MRT Council I would like to wish all members a Happy and Prosperous 1997.

LOCO NOTES

John Wilkinson

Is the weather cold enough for you? Far too cold for me, and most of the steam locos are drained and in winter storage or in various stages of dismantling. The new shed is now full of stock, as the back road is now available following completion of the track laying and concreting. Thanks to all involved

1625 This is a changed loco. Following much 'tuning up' work by Nigel Crowther, the Cockerill is now performing admirably, steaming well and running freely. To quote an old friend of mine "it's amazing what you can do with a drop of oil". It is now capable of running the train service single handed without losing time and, more importantly, without making the crew feel up against it all the time. It is economical on both coal and water. Firing is best achieved with a thicker fire around the edge of the circular box and thinner fire in the middle. The injector and water pump both work reliably now.

These notes are being written in the first week of the New Year, and Nigel informs me that **1625** has run 300 miles in 1996. I wonder how many years it is since it last ran 300 miles in one year?



Courage, with a little help from her friends, draws the old tubes from 67's boiler, in September 1996. Photos: Graham Smith



1882 *Mirvale* has been on its travels since the last report, spending a weekend at the British Steel site at Laconby, near Middlesbrough, running demonstration freights with Foxfield's *Lion*. Since its return it has operated on most of the Santa weekends and also taken part in the New Year *Thomas* event. It is now in store ready for next season.

68153 Last used in November, this loco needs further attention - particularly in the form of a new chimney base. Otherwise the boiler certificate is current, and it will be available next season.

1601 *Arthur* Little further progress until very recently, when the main steam pipe was re-fitted. *Arthur* is gradually moving towards completion.

67 The cab and bunker have now been removed and the 'cast of many' are now cleaning the frames and boiler of scale and commencing painting with red oxide. The extent of repairs required to the chassis is being assessed, and the boiler being prepared for the boiler inspector, although it will need to be removed from the frames before his inspection can take place.

1310 Withdrawn from traffic in mid November for mid term hydraulic test and various repairs. The boiler is now blanked off, and simply requires filling with water for the test to take place. In the meantime, the reverser has been dismantled so that the notches in the reversing scale can be made square again, and hopefully the characteristic clang of the reversing gear will have

disappeared next season. The regulator valve has been taken off and a new one is being manufactured, which should stop the incessant leaking of steam from the loco when at rest. The new regulator valve will have the benefit of lubrication, as we are diverting the pump feed pipe from the steam brake to the regulator and providing a displacement pot on the steam brake. Many other small jobs will be completed before next season, and the loco should be fit for its next five years when it returns to traffic in the spring.

385 didn't make the last report for some reason although, as usual, it's been there all the time just getting on with the job as usual. It has seen service right up to the end of the Santas, and is resting up for the new season. There are a few small jobs to do but **385** is as reliable as ever.

2387 *Brookes No.1* Progress is being made, with the boiler now completely removed from the frames, and work is going ahead on the chassis.

D631 Graham Parkin and team have now started the restoration of *Carroll*, and the bonnet and engine have been removed, wheels and axleboxes have been separated from the frames, and remedial metal work, cleaning and painting are taking place.

7051 has not been used since the end of the diesel season until very recently, when it was required to stand in for **91** after the Traffic Manager (myself) left the battery switch on in the Brush loco and when Graham came to use it the batteries were flat! My apologies to

Graham who got cold in the very open cab of **7051** (no fire in these!!) rather than the comparative comfort of 91.

Rowntree No.3 is in store for the winter.

Brush 91 is in use for Permanent Way Trains, which are being run at weekends for the next section of track relaying.

138c Peter is pressing on with his repairs and improvements.

Tractor not a loco really, but warrants a mention anyway. Over the Xmas period, during one of its bouts of unreliability, its long suffering repairer suggested "it's more trouble than the Chairman!".

Plenty of activity as you can see from the length of the report; don't forget the trackwork if you can help, otherwise I hope you had a Merry Christmas and wish you all a Happy New Year.

PLEASE OFFER TO HELP WITH TRACKLAYING

see advert on Page 9!



The photographer's silhouette appears on his photo, thanks to the wintry sunshine on 21st December. Santa's helpers, pictured with the Old Gentleman himself, are Adam to the left and Robert to the right. A third elf, Richard, was busy elsewhere at the time. Like all members who helped during this busy time, they contributed to a very successful Santa Season, and made a lot of children (and parents) very happy. Photo: Ian Dobson



Thomas's Wintry New Year's Weekend, as pictured by Keith Wear. Thomas and 1625 survey the desolate scene somewhat ruefully, obviously wondering where the customary crowds were.





Above, 1310 hauls a demonstration goods train around the leafy bend on the Balm Road Branch on 22nd September, during a photographers' special for the BBLs. Photo: John Stiles

Unfortunately, late publication of the Winter Issue of *The Old Run* has meant that the January track renewal sessions advertised opposite will already be over when members receive the magazine. However, the February and March sessions are still to come, with plenty of work needed to make our track safe. **NO TRACK - NO TRAINS!**

"I've heard of sleeping policemen but this is ridiculous!!"

at lovely

YOUR HELP IS NEEDED

to relay 7 panels of track with concrete sleepers at the beginning of 1997 to meet the start of operations next spring

We require:

- 1 Chargehand - - - - -
- 1 Crane Driver - - - - -
- 1 Diesel Loco Driver - - - - -
- 2 Slingers/Banksmen - - - - -
- at least 3 Groundsmen (No special skills required for this)

Dates: JAN: Sun 5th, Sats 11th, 18th & 25th
 FEB: Sun 2nd, Sat 8th, Sun 16th, Sat 22nd
 MAR: Sat 1st, Sun 9th, Sat 15th, Sun 23rd

Contact: Douglas Lovely. Tele: 0113-2667082

THE LAST FREIGHT FROM BALM ROAD?

Ian Dobson, of the EM2 LOCOMOTIVE SOCIETY

As far as I am aware, the delivery of our spare bogies to the railway in June 1990 was the last 'through' freight from BR, and almost certainly the only international freight. In 1990, our locomotive ex-BR E27000 *Electra* was based at Ilford Depot, and when the Netherlands Railways (NS) offered us a spare set of bogies (5 of the 6 EM's sold to Holland had run 'over there') we had nowhere to keep them. I therefore contacted the Middleton Railway to see if we could store them there on arrival. This was agreed, and some of our members actually assisted in laying in two track panels at the south end of the yard in early 1990, to accommodate them.

The bogies themselves (ex BR E27004 *Juno* - NS No.1503) arrived at Hunslet Yard on the morning of 22nd June 1990. They had left the NS workshops at Tilburg, Holland, on 15th June and travelled via Roosendaal - Essen - Dunkirk, and thence via the train ferry to Dover. The wagon was examined on 20th June at Dover. On arrival at Hunslet, it was shunted on to the bottom of the Balm Road Branch by 08766. The bogies were collected from there by the Middleton Railway's brown Fowler (since departed), and then taken to the car park headshunt. Here, we had hired two road cranes to offload the bogies (they weigh 25 tons *each*). The packing timbers were donated to the railway's lighting-up pile - including the one inscribed "With best wishes from the carpenters of Tilburg", and the bogies were propelled to the south end of the yard, where they have remained ever since. The wagon which brought in the bogies was used in the freight train at the 1990 Anniversary Gala, before being returned to BR on the Monday (see the cover of *The Old Run* No.131 - the wagon is the first vehicle behind 1247).

The bogies are spares, but as *Electra* has no means of running in this country at present, it is unlikely there will be a need for them in the immediate future. If we should ever return to Holland (as we did in 1989) we may actually need them! *Electra* herself was repainted in BR electric blue livery early in 1996, and remains as a static - albeit *operational* (1500 v DC overhead permitting) exhibit at the Midland Railway Centre, Ripley, Derbyshire.

[Many thanks to Ian for this information on the origins of the bogies at the far end of the yard - several 'out of town' members mentioned the new arrivals around 1990/1, but I didn't have much information to offer at that time. Back in the 1960's, incidentally, our railway had other international traffic, though it was *outward* bound. This included a 21 wagon train with sections of a gasholder being supplied by Clayton's to a gasworks in New Zealand. Do any of our longterm members recall if we ever handled any other *incoming* international goods?

The EM2 Locomotive Society was formed in 1983, with the aim of repatriating an NS class 1500/ BR class EM2 electric locomotive.

Built at Gorton, Manchester, in 1953/4, these locomotives were to work the then recently electrified railway between Manchester and Sheffield, through the newly constructed Woodhead Tunnel. Expansion of the network failed to become a reality, so the locomotives always operated in isolation. After an uneventful career, they were withdrawn from BR

service in 1968 (the year during which regular steam traction also ceased). They were stored at Bury, until being purchased by NS (Nederlandse Spoorwegen), who broke one up for spares but overhauled the rest before returning them to service.

Eventually, in 1986, two of the EM2's returned to England. NS1505 *Ariadne* returned to her birthplace, to be exhibited in the Power Hall at Greater Manchester Museum of Science and Industry. When she was donated by NS it was agreed that she should remain in their grey and yellow livery. NS1502 *Electra* was selected as the second EM2 to be returned, because she was the first electric express passenger locomotive to go into BR service. In 1985, the Society arranged for these two locomotives to have their original names restored for their last year in NS service. After a farewell railtour, the two were returned to England, after working abroad for seventeen years. *Electra* was subsequently restored to BR livery. A third EM2, 1501 *Diana*, formerly BR 27003, is privately preserved in Holland.

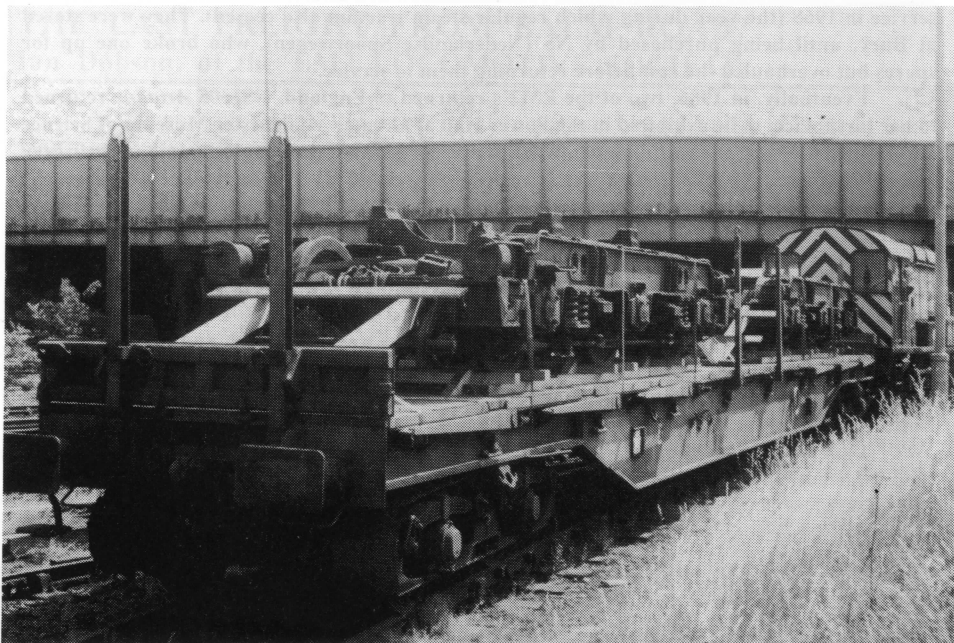
In 1989, the 150th anniversary of Dutch railways was celebrated, and *Electra* and her guardians participated, with the locomotive operating both excursion and scheduled trains during her visit. She has since remained on public display at the Midland Railway Centre, Butterley, Derbyshire.

I am indebted to the EM2 Locomotive Society for these background notes, culled from their information/membership leaflet. - Editor]

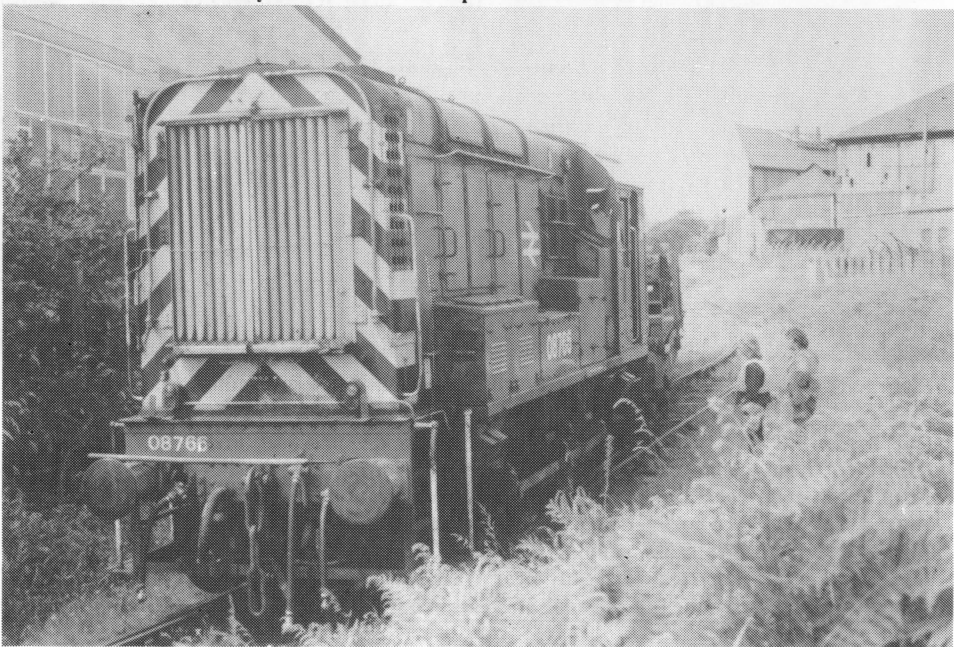


Electra pictured at Tinsley on 27th April 1996. Photo: Jim Bennett (Bradford Railway Circle)

Our friend Bill (the Bishop) Hampson recommends the following events at the Tanfield Railway to members travelling in the far North East during 1997: Coal Train Days on 23.3, 19.10 (NCB-style coal trains of the 1960s/70s as well as passenger trains); Branch Line Days on 27.4, 22.6 (mixed passenger and goods running), Two-Train Weekends on 4/5.5, 25/26.5, 24/25.8 (two passenger trains running each day). Tanfield also runs the usual family events such as Easter Eggstravaganza, Teddy Bear Weekends, Santa etc. (leaflets available later at Moor Road Station for the full calendar of events at our fellow 18th century colliery line).



Above: the EM2 bogies from Bury via Holland, are propelled on to the Balm Road Branch on 22nd June 1990. Below: the operation as seen from BR diesel 08766's point of view. The momentous event of the arrival of our last goods traffic was somewhat sidetracked by the MRT's 30th Anniversary celebrations. Both photos: Ian Dobson



THE CABLE GOETH

Sheila Bye

Can any members recall how much time during 1996 was devoted by British television channels to the subject of railways? Well, there *was* a series of *Great Railway Journeys*, plus repeat, but some of the constituent programmes spent more time away from the rails than on them; then, of course, there was a lot of newstime devoted to the Chunnel's problem, and to rail privatisation. Perhaps other members can recall more than I can, and 1997 has started more promisingly with the *Classic Trains* series currently on Channel 4. However, there was probably little more than a few hours of railway programmes in the whole of 1996 - certainly far fewer than I video-taped from German television channels during any week in December!

Three years ago, I wrote an *Old Run* pagefiller - *The Cable Cometh*, about railway programmes to be found on Cable T.V. However, of the items mentioned then, *Railway Adventures Across Europe* proved to be a limited series repeated *ad nauseum*, and in Spring 1996 we lost our favourite 3Sat German channel for three days a week, when Yorkshire Cable merged 3Sat with the RTL 'light-entertainment' channel. When both of these were replaced temporarily by yet another chat show channel, we felt that the time had come to switch to satellite. Most, if not all, German regional channels broadcast via satellite, and a relatively small percentage of our viewing is now from U.K. channels.

German channels do screen cheap-to-produce studio-bound topical discussions, 'talking heads' programmes, and games shows, but they also have a wide variety of beautifully filmed programmes about different areas of their own and other countries. These, naturally, are good for the tourist industry, and so are the RAILWAY programmes currently proliferating on many German channels.

The excellent *Eisenbahnromantik* programme, mentioned three years ago, continues on the 3Sat channel, with archive film, special runs by preserved locos, features on particular railways, stations or jobs, and occasionally model railway shows. Though it features mainly German railways, others are sometimes included, with some British archive film being shown last year. Since 'going satellite', we have discovered that the variable-length 3Sat version of the programme is actually the remains of a weekly thirty minute Sud West 3 programme, butchered to fit into 3Sat's schedules, and of course the full half hour is even more excellent.

During December, 3Sat screened a twelve part series in which the mysterious title *Vom Königstuhl Zum Fichtelberg* concealed a series about railways in eastern Germany. It was all rather like *Great Railway Journeys*, concentrating on one line or type of line, and looking at places of interest along their routes, often industrial history sites or preserved branchlines. One programme was devoted entirely to the city of Chemnitz, its railways and tram systems, and the history of the local locomotive engineering works, Hartmann's - birthplace of **385**. Railways are often featured in news magazines, and in general interest series. For instance, we have seen many editions of a short feature called *Kamerafahrt* (it means Camera Journey),

consisting of commentary-free film taken around picturesque towns and countryside. Out of perhaps a dozen and a half programmes seen, two have been railway journeys, including the renowned Brocken railway in the Harz Mountains.

Another series, *Milestones of Nature Science and Technology*, had an episode on *George Stephenson and the Locomotive*. Though only fifteen minutes long, this veritable Tardis of a programme covered not only George, but Cugnot and Trevithick, through to the later developments in steam locomotion, and ended with the I.C.E. and an experimental monorail, featuring one of the contemporary models of the Middleton Murray/Blenkinsop locomotives *en route*. How sad it was that the first, thirty minutes long, *Classic Trains* episode dismissed locomotion pre-George in one generalised sentence. However, the *Milestones* series is made for the European Union by a **British** company, so does the fault lie with our native programme makers and channel moguls, or is it the case that the average British viewer *expects, deserves* or even *demand*s a diet increasingly dominated by chat and game shows, soaps and sitcoms? Surely the number of U.K. railway preservationists/enthusiasts is large enough to warrant a lot more railway television *here*? Meanwhile, over in Germany, the MDR channel declared Boxing Day midnight to be the start of *Eisenbahnnacht*: over three hours of railway programmes, including a Russian route, a steam festival at the Dresden sheds, Meiningen steam loco repair works, and a winter version of the ubiquitous narrow-gauge journey up the Brocken.

Perhaps the most bizarre regular railway item on German television is to be found in the wee small hours of the morning on the ARD channel. *Die Schönsten Bahnstrecken Deutschlands*, (The Most Beautiful German Railway Routes) is a schedule-filler of varying length, consisting of extracts from a set of videos sold commercially and made, quite simply, by fixing the camera beside the engine driver and filming the track as the train goes along! Station stops remain in the film, as does the black screen when the train goes through a short tunnel (long ones are edited, however!). This truly is a cab-ride for the couch-potato. Amongst routes seen so far are the Rhine, Mosel and Eifel valley lines, parts of the Berlin S-bahn, a beautiful early morning journey through the Elster valley, and an equally lovely journey along the banks of the Elbe from Schöna to Dresden, which looked so pleasant that we have since written to two places *en route* for holiday information. At the time of writing, this programme has been sidetracked in favour of live tennis from Australia, but, just as I was experiencing withdrawal symptoms, 3Sat began a series about a variety of Harz Mountain walks, all featuring sections of the Harz narrow-gauge railways as their starting point (the first episode had yet *more* Brocken, beautiful steam and snow effects, and facts about the history of these lines, etc.).

Knowing that quite a few Middleton members are interested in European steam, it occurs to me that some of you might have satellite dishes aligned to Astra, but do not know how to access this plethora of German railway film. If you would like details of where to look for the channels, the relevant text pages to check and, for non-German speakers, what German 'buzz-words' to look for in the programme text, send a stamped, self-addressed envelope to the Editorial Address, and I'll put together a Factsheet. Meanwhile, there's hours of video tape waiting to be seen!



Above: *Sir Berkeley* heads for the hills, with John Wilkinson at the controls, on 13th October 1996. Photo: Keith Hartley Below: 1310 takes custody of *Sir Berkeley*, after a hot bearing caused his lordship to fail during the August Teddy Bears' Picnic event. Photo: C. Nicholson





Two fine Balm Road Branchline scenes during the September Gala. Photos: Stuart Lindsey



Above: 1, 2, 3 click! The gricers are griced as *Mirvale* and 1625 double-head a train during the September Gala. Below: *Sentinel*, *William* and 385 triple-head a demonstration goods train returning from Balm Road during the Gala. Photos: Graham Smith



THE MAN IN THE WHITE SUIT

Sheila Bye

..... no, not Alec Guinness in the vintage Ealing comedy film: not even Douglas Lovely or John Wilkinson in their footplate outfits. My title should have been *The Men* etc., and the oldest of them appears in George Walker's well known engraving *The Collier*. A modern interpretation of the picture, painted by Dennis Caton, hangs in our Ticket Office. In the background, a Murray/Blenkinsop locomotive trundles past with a short train of wagons; across the foreground strides the collier, clad in a white suit. *White?* ... for a *coal* miner? This is sometimes commented upon when schoolchildren are shown the picture. If pressed to think why, they sometimes suggest that it would make it easier for him to be seen in the dark tunnels, and I've always thought this was most likely so. At a time when miners worked by candle light, a white suit would be their equivalent of a modern fluorescent orange safety jacket: it would help miners to see where their colleagues were so as to avoid putting them in danger and, if accidents happened, victims would be easier to locate.

A more modern man in a white suit was encountered in Germany last summer. Directly alongside the Netzkater halt on the Harzquerbahn steam railway, north of Nordhausen in the southern Harz Mountains area, lies the Rabensteiner Stollen. Members may have eaten Stollen over Christmas - a sort of sweet fruit bread with marzipan through the middle, but Stollen also has another meaning in German: an adit or dayhole, a mine started by tunnelling directly into a hillside mineral outcrop instead of by sinking a shaft. Gosforth Pit at Middleton was started in this way, though within that tunnel a shaft was sunk to the coal seams.

The Rabensteiner Stollen, near Ilfeld in the southern Harz, is a dayhole dating back to 1737, and is currently the only visitor coal-mine in Germany, though its coal was actually so bad that it was known by the nicknames 'Ilfelder ashes' and 'the fireproof coal from Ilfeld'. Though it had not been worked since c.1949, in 1980/81 Rabensteiner Stollen was taken in hand by a preservation society, which gradually made a few hundred yards of tunnel accessible to the public, opening for visitors in 1990. Displays illustrating mining techniques and transportation above and under ground have been set up adjoining the Stollen mouth, and when we visited, several members were working on the restoration of a collection of underground locomotives, coal-cutting machinery etc.

It was all very interesting, but what particularly caught my attention was the fact that all the guides were wearing white suits. The material was rough - presumably an attempt to give it a traditional homespun look; this obviously required investigation, and at the end of the tour I asked our guide if his white suit was traditional miners' wear. Yes it was, he told us, but only in coal mines - there in the Harz and also in the Ruhr valley coalfield, and only when working: above ground, the miners wore the traditional German miners' *black* suits. The white suit was to make miners easier to see underground. In a series of programmes about post-1945 mining in the Ruhr valley, recently seen on German television, Ruhr coalminers were

still working in white overall jackets and trousers, as were coalminers in the Münster area in another programme. Some German and U.K. mining terms are also very similar to one another, for instance *schacht*/shaft and *hauer*/hewer. The working man travelled far more extensively in pre-railway days than is often suspected.

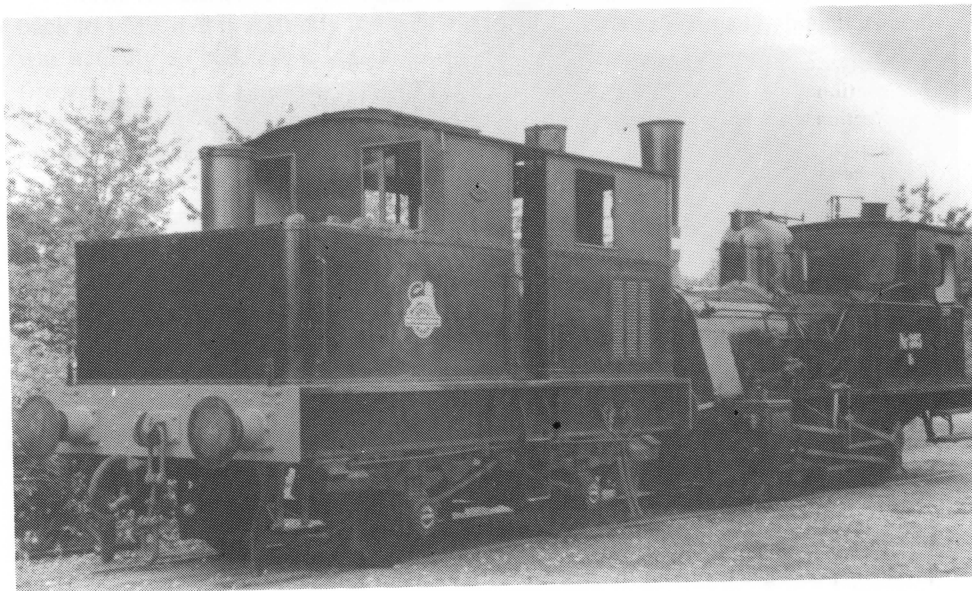
Middleton pit clothing appears to have been provided by the management, payments occurring periodically in the Pit Bills books. In August 1807, for instance, £1.12.8d was paid to John Batley "for making flannel cloaths for the underground men", and in April 1816, white flannel was purchased for the (pit) "Sinkers & c". Work clothes appear to have been provided (and maintained!) for other employees also since, in March 1828, John Hutchinson was paid 14s 4d for "repairing Engine Man's dress". Initially, I thought that the colliery manager perhaps bought in the flannel, had the clothes made, and then charged the men for them. However, there appear to be no records of such payments from the men, so perhaps the pit clothes were provided by the management as wages 'in kind'. The Rabensteiner Stollen guide seemed quite surprised to learn this and, so far as I could understand, said this was not the case in the German coalfields. He was very much interested by the news that, over in Yorkshire, the white suit had also been traditional miners' workclothes, and a postcard of our 19th century Man in the White Suit has since been sent to him.



John Stiles beautifully captures a quiet moment on the Balm Road Branch, during the 22nd September special goods run for the BBLS.



Above: early sunshine makes a dramatic picture, aided by *Sir Berkeley's* outburst of smoke and steam, as the BBLS are caught photographing their goods special. Photo: C. Nicholson
Below: Sentinel and 385 parked at Moor Road during the Gala. Photo: Graham Smith



TIMES PAST - WINTER 1834

Sheila Bye

The thought of an election looming in the near future, reminded me of the subject of this issue's *Times Past*, which happened back in the days when the electorate was far less extensive, when there was no secrecy involved - anyone could see for whom a voter was voting, and when the wooing of voters with bribes was rather more blatant than it is nowadays.

The by-election of February 1834 was called when the M.P. for Leeds, Mr. Macaulay, was appointed to a seat in the council of the governor-general of India. It was a clash between Edward Baines, owner of *The Leeds Mercury* newspaper, for the Whigs (Liberals), and Sir John Beckett, member of a prominent Leeds bank-owning family, for the Tories, with Joshua Bowers, a Leeds glassworks owner, as a Radical candidate. Mayhall's *Annals of Yorkshire* describes the contest as follows:

The electors were addressed by Mr. Baines, in the yard of the coloured cloth hall, on the 31st of December, and by Mr. Bowers, in the free market on the following day. Sir John Beckett addressed the electors on the 28th of January. The nomination was fixed for the 13th of February, when an enormous assemblage (said to have exceeded 40,000 persons) took place on Woodhouse moor. The day was beautifully fine, and the interest excited in the election was very great. After the several candidates had addressed the electors, and being questioned by Mr. Heaps [proposer of Joshua Bowers], and others, the mayor called for a show of hands, and declared that Mr. Bowers had the largest show. The supporters of Mr. Baines warmly disputed the correctness of this decision, and contended that Mr. Baines had the majority. A poll was demanded on behalf of Mr. Baines, and Sir John Beckett. The poll commenced on the following day (the 14th) with great spirit. At the close of the first day, Sir John Beckett, according to his own committee, had a majority of 84. The numbers as given by Mr. Baines' committee, were:-Beckett, 1,663, Baines, 1,593, Bowers, 19. The polling was continued on Saturday the 15th, and a more exciting struggle never occurred at an election. At ten o'clock, Mr. Baines was said to have a majority of one, and at one o'clock a majority of thirty. On the close of the poll, at four o'clock, the numbers were as follow:-

Mr. Baines,	...	...	...	...	...	W. 1,951.
Sir John Beckett,	...	...	...	...	...	T. 1,917.
Mr. Bower	...	...	...	...	...	R. 24.

All his superior potential for providing 'sweeteners' for the voters had failed to get Sir John elected, but why pass up an opportunity for a convivial evening? On Monday, 17th February, a post-election dinner was held in honour of the unsuccessful candidate, and among the supporters attending was "Mr. Bramling" of Middleton (*The Bradford Observer's* reporter obviously had a drop too much!).

There naturally were a great many healths to be toasted, and eventually the Chairman (William Beckett) proposed the health of "Mr. Bramling of Gosforth, and also Mr. Bramling, of Middleton, which was given with three times three". "Mr. Bramling, of Middleton, returned thanks, and concluded with proposing the health of the population of the

town of Leeds. Drunk with four times four, and one cheer more." The Middleton Mr. Brandling of this time would be the second Charles John, son of the Reverend Ralph Henry Brandling. The Reverend Brandling, who had succeeded to the estates when his brother, the first Charles John, died, lived mainly on the Tyneside estates, and his son, a former army officer in the 10th Royal Hussars, now a Yorkshire J.P., oversaw the running of the Middleton estates. Of course, the fact that one of his workmen had been killed only a few days previously by the explosion of one of the elderly Murray/Blenkinsop locomotives, would not spoil the young master's enjoyment of the post-election junketing. The evening of inebriation proceeded unabated, until, according to *The Bradford Observer's* reporter:

Mr. Kitchingman came forward, and begged of the Chairman, not to stay any longer, as the gas pipe to the lamp, which had been broken in the attempt to remove a drunken member of the party, was broken, and the place was filling with gas, and they should all be blown up.

The Chairman begged of them to keep their seats, and a cork having been stopped into the fractured gas pipe, quietness was restored.

The description of the knees-up does not really imply that "quietness" would be the most appropriate adjective to use but, nevertheless, an unseemly stampede was evidently successfully averted, as was the possibility of Charles John Brandling II suffering a similar fate to that of his hapless engineman.



Above: Nigel Crowther, seen hard at work in September 1996. Photo: Graham Smith

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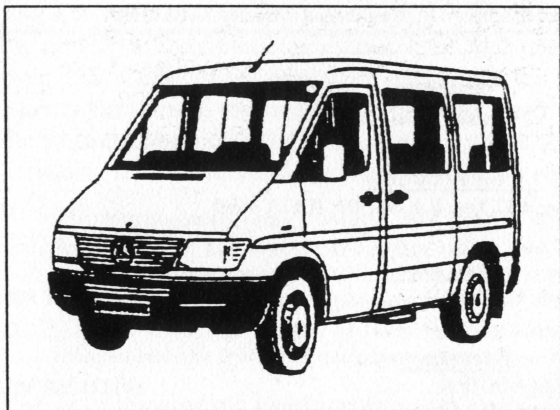
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