



**THE JOURNAL OF THE
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**Our newest arrival, Mersey Docks and Harbour Board No. 45. getting
down to business shortly after its arrival to us.
Find out more about it on page 11.**

The Old Run No. 237

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Editor: Jenny Cowling
2 College Street
Sheffield, S10 2PH
Email:

oldrun@middletonrailway.org.uk

Photo Editor: Andrew Johnson
Email:
middleton@amjohnson.co.uk

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Items for publication, including images, are acceptable in any format and may be sent via CD, post or email.

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Front Cover:

As stated, No. 45 enjoying a run shortly after arriving at our railway. Thanks to Andrew Johnson for the photograph.

On the Platform Jenny Cowling

A great deal of hard work has been done since the last issue of this magazine was published, but much of it might not be noticed by the casual observer as it consists of finishing work to the Picton Shelter and the new Running Shed, both of which are now in partial use.

We are very pleased that our passenger numbers are steadily increasing as our railway appears to be becoming more popular. The only snag to this is that it becomes more difficult to find time and space to carry out necessary maintenance on our track. Without this, of course, it would not be possible to continue to run the trains we need for the passengers. Ever heard of the chicken and egg situation?

On a smaller scale (excuse the pun you will shortly realise you have just about escaped), some of our young and enthusiastic members cannot get enough of "real" railways, and have taken to developing a model railway. Known as the "Middleton Estate & Colliery Co. Ltd.", it has kept them "amused" and "out of mischief" (this sentence will have me ostracized from the railway) for many hours of painstaking labour. The layout has been exhibited at several major model railway exhibitions, and has been very well received. Sufficiently that it has been invited to two exhibitions for 2018 already. You can find out how the model was made in John Linkins' article starting on page 14.

The occurrence that has caused us much grief, however, was the vandalism perpetrated on our stock at the end of October. Steven Roberts writes about this in his Loco Notes, starting on page 8. It is very sad that some members of today's youth have no respect for other people's property, and that they derive enjoyment from destroying it. It is much more than sad for our volunteers who have spent many, many hours of willing, volunteer, labour to construct something for the pleasure of others, only to see it wrecked. We hope one day these vandals will see the error of their ways.

Another year older and deeper in debt. As we speedily approach the end of yet another year I think that it is safe to say that The Middleton Railway is another year older. But what about being deeper in debt? I believe that we are in fact deeper in debt to our members, supporters and visitors to our railway.

At the end of 2016 and in the early months of 2017 we were saddened by the passing of a number of volunteers and supporters of Middleton Railway. We are grateful to them for their past support and work that they have done to ensure the continuance of our society. We continue to be in their debt as we have received legacies and gifts from their estates.

Throughout the year our volunteers have set, and achieved, high standards of service and care for our visitors. Many people make regular repeat visits. For example Santa bookings for this season include many families who came in past years. These include a nostalgia booking by a couple and their two children who are now adults! Our high standards do not go unnoticed – We have been told that our floral displays are of an award winning standard. The museum displays and workshops have resulted in The Middleton Railway being selected as a suitable place to look after valuable items. For example the Potts clock and the recently arrived Hudswell diesel locomotive shown on our front cover. Space for display of artefacts will, it is hoped, be addressed by the erection of a mezzanine floor in the Engine House.

Unfortunately not all of our visitors pay to get in and some think that they can either go away with souvenirs other than those available in our well stocked shop or create more work for the members by their vandalism. Security of our premises is constantly under review. It is clear that we must protect

vulnerable items, such as coaches, so plans are afoot to erect a carriage shed.

Again our society will be in debt to our deceased members as the funding for these two major projects is likely to come from a legacy.

On trial at present are revised operating rules and a scheme for encouraging our teenage volunteers to learn more skills. A sub-group of the members of our council is reviewing the structure of our railway. This will ensure that The Middleton Railway will, for the foreseeable future, be another year older each Christmas for many years to come.

It has been my custom in the past to make a donation to The Middleton Railway in lieu of sending Christmas Cards. Thus I hope that readers will once again regard this column as being the method that Margaret and I are using to wish everyone a peaceful Christmas and a good New Year. A donation to the funds will once again be made.



Malcolm and his wife, Margaret, celebrating their Golden Wedding Anniversary in Switzerland earlier this year. Many congratulations from us all.

The Story of Brookes No. 1 - completed.

*Picking up the story from our September edition,...*Because of local authority opposition the plan to plinth the locomotive was eventually shelved and it was sold to Mr Alf Hall of Delph Station in September 1971. It operated a few times at Delph and then moved to Peak Rail in March 1983 and was the first steam engine on their site.



HE2837 'Brookes No. 1' Stored at Delph Station. C. W. Milner Collection

It was steamed periodically until Summer 1985 when it was stopped for boiler and firebox repairs.

In the Spring of 1991 'Brookes No. 1' was acquired by Middleton Railway Trust member David Monkton. Overhaul started in 1995 and included a new boiler. The overhaul was completed in 1999 but the locomotive was initially styled as a 'Thomas the Tank Engine' facsimile with side tanks instead of saddle tanks and was lent out to a number of railways – for example between 2003 and 2005 It worked on the Mangapps Farm Railway Museum at Burnham-on-Crouch. During January 2007 it was converted back to its original form and ran on Middleton Railway until the end of June 2009 when its boiler ticket expired.

At the start of 2013 the Middleton Railway Trust acquired ownership of 'Brookes No. 1' and a full overhaul started in April 2013. This was completed during the Spring of 2017 and once again 'Brookes No. 1' graces the tracks of the Middleton Railway.

The return to service of 'Brookes No. 1' on the Middleton Railway means not just the return to service of the last surviving member of its design but also the return to service on the Middleton Railway of a type of locomotive which once worked on the Railway in National Coal Board days and of a locomotive type which was once characteristic of the Yorkshire Coal Field.

Brookes No. 1 - completed.



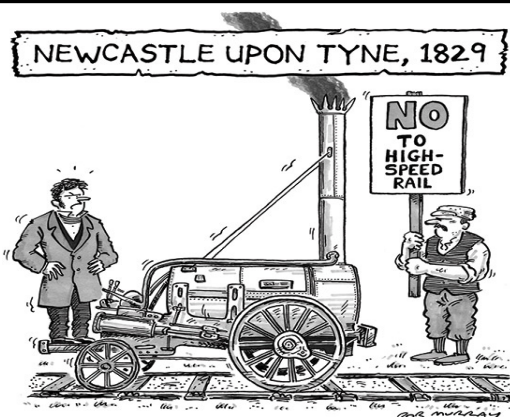
*HE 2387 'Brookes No. 1' With Freight train on the Middleton Railway in 2009
C W Milner Collection.*

Returning to service of 'Brookes No. 1' gives the Middleton Railway a living link with the manufacture of explosives for the Royal Navy in the Second World War, with the first successful artificial paving stone (like Portland cement another Yorkshire invention), with the wartime Atlantic convoys, with the building of new homes for Londoners in the 1920s and 30s and with the construction of the main port in what is now Israel as well as with the North African campaign of World war II.

For a numerically small group of industrial saddle tanks, the 14 inch Hunslets touched a surprising amount of modern history.

Charles Milner

*Some things
just don't
change ...*



An extract from the Memoirs of Dorothy Hebden



Hudswell Clark No. 1544, built in 1924, the year Dorothy Hebden moved to Leeds, at our railway.

An extract from the Memoirs of Dorothy Hebden (1923 – 2004)

Born in Cornwall, Dorothy lived in Middleton all her life from 1924 until her death. She taught at the school on Town Street Middleton, overlooking the colliery area before the Manor Farm estate was built. This is part of her memoirs written after she retired from teaching.

Old Belle Isle consisted of two or three dozen cottages. Old Row was the longest row and each cottage had a piece of garden in front of it. There was

a stream, and by the park was a quarry, not worked, but it had some interesting rock formations. Adjacent to the path from the park were several three storey houses whose roofs were level with the path. One of the cottages in Old Row was a house / shop and I recall that Mr Topple who lived in one of the tall houses kept a donkey in the house. It was a fascinating place. In later years, Ronnie and I used to walk through this hamlet on the way to Hunslet Rugby ground, under the railway bridge and past the water cress beds to the ground. Most of the people who lived there either worked at the colliery or at the brick works or the coke ovens. Today, our Middleton Railway runs by the site of this old hamlet.

Behind the hamlet ran the colliery railway, taking coal to the coal staithes at Hunslet Road. It went up into the colliery yard and we often saw the engines at work. A high wall surrounded the colliery, but we were impressed by the date “1914” worked in white tiles over a tunnel like entrance. We could walk up to Nova Scotia and then up Town Street home.

Uncle Charlie was in charge of the pit ponies. They had airy, whitewashed stables underground and were brought up to surface for a break. Each year, new ponies were acquired and named according to the letter of the alphabet allocated for that year. Many of our Sunday school friends lived in Nova Scotia. Rose cottage was the home of Eileen Ledbeater and Dorothy Walker lived nearby. The Wainwright family

Memoirs of Dorothy Hebden, continued

lived in the long row of cottages. I remember Grandma Wainwright on baking day when there were freshly baked loaves on the table and fatty cake which was delicious with butter. Nearly all bread was baked at home. At the far end of the terrace were three or four steps which you climbed to get on to the rope hill with all its wild flowers, despite the winding up and down of the coal trucks. You could hear the noise of the winding gear quite clearly. This was on Town Street, not far from Staithe Cottage. To the left of the winding gear stood the Institute. This belonged to the colliers and had billiard tables, my first introduction to the game, as Uncle George Wainwright took me there sometimes. The Middleton Babies Welcome also met there each week. Mrs Dixon gave a big rocking horse and there were other toys to play with.

Adjoining the Institute was the workshop of the colliery. This included the joiners shop and the engineering workshop. The wire rope hauled coal trucks which were off-loaded on Town Street and the lorries were weighed on the weighbridge by the office on the far side of Town Street. There was a wagon way from here up what is now Staithe Avenue to Middleton Park Road. This ran, I remember, at the back of the allotment gardens of the houses in Hopewell View.

At the side of the weighbridge, on Town Street, stood the cottage of the Silverwood's. In this cottage, on demolition, it was found that the lintels of the windows were rails from an old rail system. An expert who examined the rail in 1995 thought that the rail was from the colliery underground system. We question that! Behind this cottage were two cottages facing the chapel. In one of these the first Methodists in Middleton held their first class meetings before the chapel was built. Opposite the school, there was a high

stone wall which enclosed the village pinfold where stray cattle were kept many years ago. Next to the pinfold were two cottages, one of which was a house / shop kept, in our day, by Mrs Roberts. George Wainwright's house was the police house and outside it was a box containing a telephone. A telephone was a rarity, so we were often tempted to pull the door open to see what happened. Nothing of course as it just revealed the phone. A little building at the side of the house housed a fire cart, all red and shiny. I was often lifted up when very small, to see this wonder.

Manor farm stood next to Maude Hall and on the other side of the farm was Wark Hill. This was the miners' footpath to the colliery. In winter, this hill became the sledging run of all the children in Middleton. A long pull up after a great ride down. It was quite dangerous as there was a pond half way down and a ridge which threw you off balance.

Opposite the Church was the walled garden of the Hall, and Gardens Cottage. On the cellar of this were arches from a Catholic meeting place of the 19th Century. The Hall was a lovely old building, the back of which could be seen from the road. Some of the outbuildings were used by the Guides and Brownies meetings. There was a garden party at the Hall each year, and then we could see the gardens and the little fish pond where there was a lot of watercress growing.

Rose Cottage, Grandma Peachey's home was by the park. Granddad Peachey had been the coachman for the family at the Hall. In the 1920's the horse and coach was often seen in Middleton.

Provided by Dorothy's son, David Hebden; (Ronnie was Dorothy's husband, David's father.)

Locomotive Notes

As these notes are being written we are preparing for the hectic four weeks that is our Santa season to be closely followed by the relative relaxation that the winter shutdown brings. As always, though, there is too much to do and, it seems, too little time to do it. A lot of planned jobs over the last few months remain just that, planned jobs, for that very reason.

1601 MATTHEW MURRAY

Our little Manning Wardle has soldiered on throughout the season with incredible reliability. It has now been withdrawn for the winter and the boiler and tanks emptied and all plugs and mud-hole doors removed preparatory to a boiler washout. No significant work is planned for the locomotive over the winter period, other than the annual boiler inspection

No. 6

No physical progress to report, as has been the case for some time now. However, the re-commencement of work is imminent and a significant step forward in its return to service is being planned for next year.

1210 SIR BERKELEY

The overhaul has yet to start and, until then, it remains on display in the Engine House.

No.11

Nothing to report yet again.

No.1310 (NER H)

As mentioned in the last Old Run, 1310 went to the Mid Suffolk Light Railway at the end of August where it performed satisfactorily. It returned for our own gala but, in the event, was not used. The loco failed during October with a badly leaking boiler tube, necessitating diesel substitution on the day. The offending tube has now been removed and replaced. On inspection, the tube

was found to be holed at a corrosion pit, which is quite concerning as the boiler treatment is supposed to prevent such happenings. The worry is that, if one tube is in this condition, others may be in a similar state and, as they are only seven years old, we would not expect this. As mentioned, the tube has been replaced and the loco test steamed. It remains available for traffic and is on standby for the Santa season but not planned to be used.

1544 SLOUGH ESTATES No.3

In traffic and used as required. The loco will share the Santa services with Brookes No.1. Something that has only just been realised is that the ashpan arrangement is fundamentally flawed and doesn't provide enough clear space for ash at the rear of the fire grate. This can cause the fire to get choked, leading to clinkering and even burned firebars. It also explains why, unusually, a chain connection is fitted to operate the damper. Enquiries with the loco's owners (The Slough & Windsor Railway Society) indicate that the original ashpan was missing when the loco was first returned to service and the present ashpan was built as a replacement. If possible, a replacement ashpan will be made for it over the winter but it may not be possible to remove the existing ashpan without removing the boiler, in which case we will have to persevere with the existing one.

SENTINEL No.54

Steady but slow progress has been the order of the day and quite a bit of work still needs to be done before a first steaming is undertaken.

It has been decided to replace the main steam pipe, which carries the superheated steam from the regulator to the cylinders. Although this was replaced at the last overhaul, it is

deemed a sensible move to replace it as the cost is not significant and the consequences of failure are quite high. The pipe has been bent to its rather complex shape but it remains to be fitted as it has necessitated the manufacture of two new flanges to go with the new pipe. Work has also been ongoing with the exhaust steam pipe. This was newly made and fitted some while ago before the boiler was placed in the frames. Unfortunately, once this had happened it was realised that the operating rod for the boiler drain would need to go straight through the middle of the pipe so, as moving the boiler drain would have been a significant task, it has been decided to modify the pipe. This has been one of those tasks that is easy to say and think but not so easy to do, even though the required movement of the pipe was not much.

The brakes have been finally adjusted and been tightened up. The steam brake operating valve has been fitted to the boiler top plate but still requires piping up. The combined bleed and check valve for the cylinder oil feed to the regulator has been overhauled. This has required the manufacture of a new bleed valve and the provision of new steel nipples to replace two rather corroded ones. This is typical of the work presently being carried out. Each little item is small in itself but is requiring a significant amount of volunteer skilled labour to bring it up to a satisfactory standard.

Work continues with refurbishment and, where necessary, replacement of the windows. This work is largely being done off site at the home of one of our volunteers. The front windows require a complete new frame and there is some doubt as to whether it can be fitted into place without removing the chimney. This will be rather annoying if it is the case but it is a sufficiently close

situation that we will have to try it and see.

HE 2387 BROOKES No.1

Brookes No.1 finally entered service during September. Since then it has been in regular use and has proved to be a popular returnee to our loco fleet. One or two minor faults have manifested themselves in its first few days of operation but there is nothing that has prevented it from being in regular service. Although it was intended to rectify these during November, pressure of workshop space and more urgent work has prevented this from happening and, as the loco is wanted for the Santa trains, it is likely that these will be deferred until the winter.

Older members will recall that, when first returned to service by its previous owner, the loco masqueraded as a 'Thomas', complete with side tanks; an identity it kept for the first few years. However, by 2007 it had been returned to its original saddle tank state as Brookes No.1. The 'Thomas' tanks were not scrapped but put into storage for possible future use. However, the changing fortunes of 'Thomas' within the heritage railway sector mean that the loco is never likely to take on this role again and the tanks were just sitting there, awaiting their fate. We were somewhat surprised when we heard that the Buckinghamshire Railway Centre were aware of their existence and were wondering if we might be willing to sell them. Following an inspection visit by them, a sale has been agreed and the tanks have now left us for a new lease of life in deepest Buckinghamshire.

Cockerill No.1625 LUCIE

As mentioned in the last Old Run, this locomotive has been sold and left the railway on 11th September on the

Locomotive Notes continued

same low loader that brought D1373. The new owners have made a rapid start on its overhaul and the boiler has already been removed from the frames for assessment and repair. The owners have also been delving into the locomotive's history, thanks to a contact in Belgium. It appears that the loco was originally built for the Brussels Tramways as their No.8, something of which we had previously been unaware. The offer of a return to Middleton has already been made so we may yet see this loco at the head of a Middleton train once more.

Fowler 42200033 HARRY

The loco has been available for traffic and used as required. However, it was the subject of an attack of vandalism on the night of 28th October when the front and rear cab windows were smashed, along with the majority of the cab gauges. The cab window frames have now been removed to enable new windows to be obtained and fitted. The condition of the various gauges still needs to be assessed. We are hopeful that the damage will be confined to the glass but each gauge will have to be carefully checked as to its true condition.

Peckett 5003 AUSTIN'S No.1

Available for traffic and used as required. The air receivers recently underwent a working inspection by the Boiler Inspector.

D2999

The last Old Run recounted the problem with the locomotive's axlexboxes. It was expected that this would be a relatively quick repair but, in the event it has taken several months to get the locomotive operational again. Much of this delay can be attributed to people taking well-earned holidays and the never ending pressure of more important jobs. We are also rather short of volunteers with the skills to undertake the necessary white-metalling and machining work so

the absence of a key player can (and did) bring the job to a stand. The resulting delays meant that the loco was not re-wheeled until November, following which the various associated items, such as brake gear could be re-fitted. After some consideration, it has been decided not to replace the axlexbox oiler pads and these have been omitted. The main reason for this is that there is no means of either filling or emptying the small reservoirs in the underkeep and, when the axlexboxes were stripped at the beginning of the work they were all found to be full of water. Some consideration was given to fitting a drain plug but, because the loco has fly cranks on the axles and full width horn stays, access to the underkeep is virtually impossible without removing the horn stays and even this would only enable the reservoirs to be drained and not filled.

The loco was eventually started and run up for the first time on the 15th November and has so far been run in light, preparatory to being put on a train.

D577 MARY

The loco is available for traffic and sees occasional use.

HE 6981

No real progress to report this time.

D631 CARROLL

Available if required but generally on display in the Engine House. As mentioned in the last Old Run, new drive belts have now been obtained and fitted for the vacuum exhauster.

L.M.S. 7051

The jammed gear selector mentioned in the last Old Run has now been freed off, enabling all four gears to be selected once more. This has enabled the loco to return to traffic as and when required. The air receivers recently underwent a working inspection by the Boiler Inspector.

OLIVE

Work continues on the repairs to this vehicle at the Vintage Carriages Trust premises at Ingrow.

D1373 MD & HB No.45

As briefly mentioned in the last Old Run, the Railway has acquired this locomotive, in full working order and generally in very good condition, especially cosmetically, as you can see from our cover picture. The locomotive arrived at Middleton on a low loader on the 11th September. As the East Somerset Railway could not locate any up-to-date inspection records for the air reservoirs these had to be inspected and approved by our Boiler inspector before the locomotive could be put to use. After this had been done and the brakes adjusted it was possible to undertake crew training. Initially, those drivers who had been passed for the now departed Thomas Hill No.138C were given a quick conversion course as the two locomotives have very similar transmission arrangements. Once we had a pool of drivers it was possible to put the locomotive into service on passenger trains.

The locomotive is fitted with a vacuum exhaustor but the vacuum system does not operate the air operated locomotive brakes. However, the necessary equipment has been obtained to allow the fitting of a vacuum-air proportional system and this work will be undertaken over the winter period. Also on the 'to do' list is replacement of the torque converter charge pump as the converter pressure is well below the 45-65 psi at which it should be running.

Greenbat 420452

A locomotive that rarely appears in the pages of the Old Run. However, after several years standing out in the open

this electric coke ovens locomotive has recently been moved under cover in the Picton shelter. Not only that but a start has been made on its cosmetic restoration. This is going to be a long slow job but, just like eating an elephant, if it is done a bit at a time it will get there. Four second hand Oleo buffers have also been obtained to replace the unserviceable originals. The existing buffers on this locomotive are at a low height to suit coupling to the coke car with which it was once paired. There is the possibility of putting the replacement buffers at a more standard height to make shunting of the locomotive an easier and safer task but this needs further consideration before it is implemented.



The "Greenbat" © Robert Taggart

All other locos are stored, either on display in the Engine House or awaiting overhaul.

CARRIAGE & WAGON NOTES

LMS Brake Van No.158760

The last Old Run reported on progress with both the van body and the chassis. This work has continued and many hours have been put in on both parts although there is perhaps little to be seen in the way of change. New bushes and pins have been made for the brake gear, as found necessary

Locomotive Notes continued

and the brake gear is now largely back together. The brake column has been extracted from storage and is in the process of being cleaned up and fettled, as necessary, prior to re-fitting. Now that D2999 is back in service it is possible to undertake the necessary shunt to be able to lift out the large centre weight with the crane and this is becoming more imminent. Once the weight has been lifted out and everything cleaned and painted and the weight put back the chassis can be moved to be under the body once more. As a prelude to this, work has started to lift the van body to the requisite height so the chassis can simply be run under when the time comes.

Coaches

It is distressing to report that coach 1867 (the saloon coach) suffered a severe attack of vandalism on the night of 28th October. In the attack, seven windows were broken, necessitating their replacement before the coach could be used. Whilst we initially set to with the intention of simply replacing them it became obvious that some of the underlying woodwork would need attention before any such work could be realistically undertaken. As the intention was to rebuild the coach to provide full disabled access and the internal condition was not as good as it should be, it was decided that it was time to bite the bullet and start on the rebuild straight away. The old seats have now been dismantled and removed, along with all the internal panelling. The floor, which is not the best, is of a lightweight concrete composition and it is intended that it should be removed. However, there is a concern that it may contain a small amount of asbestos so a sample has been sent away for analysis. Until this has been completed and the results obtained we cannot progress the rebuild much further as the floor needs to be done before anything else. The

present intention is to retain the overall layout of the existing arrangement but to modify the north end vestibule and doors to provide the full disabled opening of 800mm. This will require the seat positions moving slightly and the south end doorway will be reduced in size to accommodate all this.

Coach No.1074 was just in the last throes of being put back together when the damage to coach 1867 was discovered so it was hurriedly given an examination and put back into service to replace it. Some final painting had to wait until the following week and we have not been able to replace the interior panels in the north end saloon, which are still the original stained and varnished plywood.

The withdrawal of Coach No.1867 meant that the brake coach (No.2084) was left without any heat as it previously relied on the saloon coach for this, one heater providing the heat for both coaches. To rectify this we have bought a new heater, identical to that on No.1074 and work is ongoing to fit this and get it operational for the start of our Santa trains in December. To date, the wiring loom has been fitted and mounting brackets made for the heater and for the fuel tank. Outstanding work includes the fuel pipework and the hot air ducting which we hope we can fit within the next two weeks.

VANDALISM

Trespass resulting in vandalism is something that we get from time to time and have learnt to live with, even though it is disheartening when it happens. Recently we have had unauthorised entry on three occasions, we think essentially by the same group of youths. On the first occasion (19th October) a group of four lads gained access and spent a significant amount of time simply using the site as an assault course. Initially, they climbed

on top of the coach roofs and ran up and down them before jumping off and moving on to the platform waiting shelter which they again climbed on. They then turned their attention to the water tank which three of them climbed up. The fourth was more stupid and decided that he would climb onto the running shed roof, which he did. Our neighbours (Jewson's Builders Merchants) saw this and called the police who duly turned up and managed to arrest one of the culprits although the others ran off.

Not content with this, the same group returned the next day and generally did the same thing although this time they tried (unsuccessfully) to climb onto the Engine House roof. As well as their climbing antics, they created a mess in the coaches but fortunately did no damage.

On the 28th October we had another visit, almost certainly at least some of the same people but this time including a girl. Again they enjoyed climbing on the coach roofs before going on a wrecking spree smashing windows in one of the coaches and a loco before climbing over the fence into Jewson's yard where they did yet more climbing and further damage.

The police are currently investigating the incidents but it is unlikely that we have sufficient evidence to secure a prosecution. We have also had a visit from the local crime prevention officer who was generally praiseworthy of our existing security measures but has made several recommendations, including the addition of another CCTV camera and the installation of anti-climb paint and associated signs.

CIVIL ENGINEERING NEWS

Quite a lot of civil engineering work has been going on in the last few months but we seem to forget to report on it. In the running shed many hours have been

spent in laying a wooden block floor utilising blocks that came from the closed part of T F & J H Braime in Hunslet. This work is now complete and is a great improvement on the earth ballast floor that preceded it. High above the floor, work has also been ongoing with the provision of the smoke trough which will hopefully allow us to light up and steam locomotives under cover without the need to leave them outside overnight. The smoke trough is complete and two of the four vents have now been fitted. Other very necessary work involving many man hours has been the installation of the electrical supply and lighting, much of the latter using L.E.D.'s to give a bright light and minimise running costs. A new workbench has also been built for use in the running shed. Once the walls have been painted shelving will be fitted to enable the water treatment and other equipment to be stored here where it will be more conveniently situated for use.

Work has also been taking place in the Picton shelter, as it is known. The track within has been dug out and levelled, revealing the fact that many of the sleepers were very much life-expired and in need of replacement. These have now been replaced as necessary and the whole lot covered in limestone ballast to give a much better and cleaner surface.

Finally, we have recently acquired three sets of 'Ironmen' through an Internet auction. These are small lifting gantries that run on the track but can easily be lifted off when required. They can be used for lifting and transporting rails, sleepers and other track equipment. It is planned to retain two sets and offer the third to others to offset the cost of acquisition.

Steven Roberts
Mechanical Engineer

The Middleton Modellers

The Middleton Modellers

...or how another 'good idea' came to pass.

I'm not sure how many members are aware but the MRT still maintains a presence at a number of model shows throughout the winter months, namely those in Leeds and Wakefield as well as circulating leaflets to others in the area in order to promote the railway's activities. Those in the autumn are obviously a great platform (excuse the pun!) to circulate this seasons' Santa leaflets as well as sell merchandise and chat to people about the ongoing work we are doing.

An ongoing issue however is that a small 6ft table with a few displays and selling the odd pencil and book doesn't tend to attract much attention. It also led to us being left somewhat 'in a corner' by many exhibition managers who were quite rightly more concerned about the locations of layouts than our sales stand. While exhibiting at the 2015 Wakefield show, Kris Ward had brought along a small diorama with a shuttle system so that an '00' gauge loco could at least potter up and down with a Middleton Wagon...another sales ploy but somewhat more effective I felt. We could chat to interested parties about the real wagon, its restoration process and indeed the history of coal mining plus how it linked to the history of the MRT.

I then had another of my infamous 'good ideas', why not build a layout of our own? There were plenty of members interested in model making, especially in '00' gauge and thus we would have plenty of hands to make light work of such a project. An initial approach through a Facebook group confirmed my belief as several offers of help and materials were forthcoming. An initial meeting prior to starting provided a large quantity of track, tools

and even a controller which could be used. Everyone knows, however, that the first thing you need is a baseboard on which to construct such a model. The solution was the 8ft 6" x 20" board that had been part of my model railway at home in Kent. Over the Christmas holidays it was divided into two sections for portability and transported back to Yorkshire. In this time Robert Taggart had also sourced a colliery building on Ebay which seemed to fit the bill as a centrepiece for the layout. Things were coming together nicely...

Now anyone who builds models will tell you to start with a plan, then build the baseboards and buildings to fit it taking careful consideration of enough space for your desired track layout. We had gone about things somewhat backwards and thus the challenges of even making a workable track plan were considerable. After a couple of evenings at Moor Road considering our options we finalised a track plan and realised we had most of the track required to complete it. Some additional pointwork (namely a complex Double Slip), point motors and cork track base would be required before track laying could commence. Now I would like to point out that at this point, my last foray into '00' modelling had been more than 15 years previously and that had been fairly simplistic track laying and wood work with my father doing the electricals. This project was going to require a real team effort and I am grateful to all those who provided help and advice, especially Richard Pike who supported me though my electrical ignorance in the early stage of the build. It is testimony to this guidance that I did not fry myself and the layout now runs reliably.

Several sessions of work later and the basic track layout was complete, we had considered carefully the operation of the layout and how it might represent

a typical West Yorkshire colliery. We examined track plans of both Broom Pit and the smaller New Pit, the layout is really a nod to these rather than an accurate model but we hope it captures the essence of our history at MRT. It allows the scope to operate both 'mainline' locomotives on the incoming coal traffic as well as smaller industrials, mostly in NCB guise, in the colliery area. We also wanted to demonstrate the diversity of the coal industry in the area so several private owner wagons from Middleton, Airedale, Prince of Wales and other local collieries appear on the layout (as well as for sale in our shop and at shows, another sales plug).

Wiring up the layout, as mentioned above, took some considerable time but was not really as complex as I had envisaged, the main stumbling block being where to locate the point motors. Again, having to work with an existing baseboard meant many of the cross-members were just where a point was located and thus the motor could not be located underneath the baseboard. Luckily for me, some helpful suggestions from Kris Ward and the offer of a building he'd made meant we could hide several above baseboard level. Once powered up the layout operated surprisingly well with only one minor fault and smooth running across the baseboard joint which was an area I was concerned about. The rails at the join had been soldered to screws to avoid them coming out of alignment and this has mostly worked satisfactorily.

As the 2016 MRE exhibition approached in June, thoughts turned to getting the layout to operate for this. A couple of late nights prior to the show allowed us to get the backscene boards, control panel and some basic scenery in place. We had been slowly obtaining buildings ready-made as a 'quick fix' with a view to scratch building others at a later date. In hindsight, they serve a purpose well

with some judicial weathering and will probably remain in place for the time being.

The weekend of the 2016 MRE proved very successful with a number of operators having a go and commenting on the layouts successful operation. After this, however, work slowed down somewhat and having to come down to the railway every time to work on the layout was proving very time-consuming, especially when I moved house in November 2016. On the up side, the new house was much larger than my old flat and a spare room became available (well, SHE calls it the office, but I call it the railway room).

Once I could work on the layout easily most evenings things started to progress again and members of the railway who travelled to support me agreed the new location was perfect and very well equipped...there was a kettle, beer fridge and pizza oven handily located as well as a fiancé who was far more tolerant than I deserved and provided support when required. Scenery progressed through the winter of 2016-17 and one last structural challenge had to be overcome.

We had decided early on that the layout must still fulfil the function of a sales stand as well as a layout, so that we would not require much more room at exhibitions than previously and would be more likely to be accepted. Thus, as the fiddle yard/storage sidings were to be located at the back of one baseboard I considered we could build a basic box around them with shelves above. The design of this as well as attaching it to the existing backscene took some figuring out but the final result is something with which I am very pleased. We can display our wares, including written material, neatly and safely while also being able to operate the layout.

Continued on page 18.

The Middleton Estate Colliery Co. Ltd. *In the making and*

The team hard at work...this is called professional pondering.



Below - complete bridge in place with coal train running from the right





Top - the completed exhibit. Bottom - a close-up of the detail.



The Middleton Modellers continued

The final scenic challenge was the centrepiece of the layout, a large bridge that not only spanned three tracks but also provided a scenic break and concealed the track joins. Robert had sourced a readymade bridge but this was only half the length required. It did, however, look the part and roughly emulated the GN bridge which passed over MRT's formation albeit much further from Broom Pit than on the model. I had a cunning plan, by obtaining another bridge and cutting it in two, attaching half to each end of the existing bridge we could have just what we needed (some would call this a bodge, I call it a brainwave!). This proved to be correct and I am very pleased with the finished product, it took a little work and some judicious use of filler to hide the joins but it fits the location perfectly.

Completing the model (if a model is ever complete) including adding images to the backscene (don't ask how much struggle that took), grass, coal and lighting took another couple of months. The project did get extended by visiting model railway shows and seeing good ideas we could use on the layout, such as the lighting, which added to the workload but was worth it. Final touches included a Perspex barrier at the front of the layout, an excellent suggestion by Robert again that keeps keen young fingers away from delicate and expensive locos.

Something else that we should have considered from the outset was how the layout would stand up; thus far it had been placed on tables or boxes which was clearly not suitable for an exhibition setting. David Cook kindly volunteered to produce 3 sets of trestle legs as are used for the tables in the Engine House to a height of 40" which has proved to be both an excellent viewing and operating height. They fit neatly inside the frame of the layout and are therefore safely secured without the need for any screws or bolts. To conceal these legs and

provide a neat appearance a curtain was contracted out to my long-suffering mother who has done a superb job. This is simply attached by Velcro along its length and even gathers up like a real curtain would do at home. Finally, name boards were designed and produced by Robert through his printing contacts and simply had to be cut out and attached to the layout ready for the 2017 MRE. This year we got pride of place at the centre of the main line-up of layouts. Thanks to Ian Dobson for trusting that it would be complete and worthy of being allowed into the show.

The layout is named 'Middleton Estate and Colliery Co Ltd' because this tells people what we are all about and allows us to educate (we hope) a few more people about our past, present and future. At the first show, it was very well received by both operators and the viewing public, in fact within 30 minutes of setting up we had received our first invitation to exhibit at another show. Thus far we have four bookings for the layout before Christmas and doubtless this will lead to further changes and improvements including a more formal operating schedule to maintain interest for visitors as well as for our operators. We are in need of extra support for shows in 2018 and if anyone is able to give a day here or there it would be very much appreciated. No prior experience is necessary as full training will be given.

Overall it has been a really rewarding process, allowing several members to improve their skills and socialise in a different environment. I have certainly enjoyed doing it and only now and again seriously regretted having the idea in the first place! We all hope the layout will continue to serve for many years to come as an ambassador for the MRT and to demonstrate the important part coal mining played in our history and that of West Yorkshire.

John Linkins

Middleton Railway MICs to Summer 2018

Thursday 11th January – Civil Engineering. A look at civil engineering, including rail wear, the state of our track and how it's condition is affected. Covering the planned works in 2018 and a brief introduction to our new buildings. Lead – Mark C

Monday 12th February – Volunteer Management, Induction and Safeguarding – With many changes both formally and informally in how our railway manages induction, safety and the welfare of our volunteers this MIC is key for anyone and everyone no matter how long you have been part of MRT. Lead – John L. Support – Andrew G, Malcolm J, Mark W.

Tuesday 13th March – The Diesel Fleet. A variety of locomotives will be covered including ones new to our fleet, a chance to share good practice for all our crew. Lead – Steve R. Support – Mark W, Richard P.

Thursday 5th April - Guarding. An important refresher in an area that provoked great discussion last time around, this will also support those who are new to guarding/have recently taken a conversion. Lead – Mark W. Support – Douglas L, John L.

Tuesday 8th May – Steam Fleet - Overview of the steam fleet, including specific pointers relating to the Sentinel and good practice as the new season opens. Lead – Steve R. Support – Mark W, Mike M.

Monday 11th June - General Safety and Induction. This over-arching course will also allow some reflection related to the new rulebook and its implications on some areas of our operations. A key MIC for all volunteers. Lead - Mark W. Support – John L.

All MICs take place in the Engine House from 7.30pm. Please see John L or Mark W for further details. Practical sessions are also being planned to accompany the above.

Training is also being planned and provided for our young volunteers, those under the age of 18, details of which will soon appear in the workshop, Engine House and on the members area of the website. Any members who are able to assist with running sessions for our younger volunteers are requested to talk to John Linkins in the first instance.



Safety and Operations Report

Safety & Operations

As we fast approach the end of 2017, the Safety & Operations Committee would like to use this article to issue a few reminders, as well as a brief look ahead to what we will be undertaking in 2018.

It is also worth noting that we welcome Andrew Gill back on to the Safety & Operations Committee – since Andrew stepped down due to other commitments, there has been limited representation on the Committee from the Engine House area of the railway, and so, when approached for a member to step forward from the Engine House, a favourable change in his commitments allowed Andrew to re-join the Committee.

Rule Book Update

As noted in the last edition of the Old Run, the updated Train Operating Regulations and associated Company Rules came into force on Saturday 2nd September; for those without a hard copy, the updated rules and regulations, including the briefing material, are all available on the members area of the website.

The updated rules and regulations are subject to a 6-month review period running through until 2nd March 2018, where feedback is encouraged and can be anonymous if members wish. Forms for this have been developed to capture any feedback (including suggestions for change if applicable), and all feedback received will be reviewed by the Safety & Operations Committee. The review will consider whether any amendments need to be made to the revised rules & regulations; if so, these amendments will be made and updated documents issued accordingly. All feedback received will be responded to following the 6-month review period, so members can understand where changes have been made, or if changes have not been made, why they haven't been incorporated. Any feedback on the rules

and regulations should be directed to the Traffic Manager in the first instance.

Should anybody have any queries on the updated rules and regulations, or wish to obtain copies of the documents or have a briefing, please do not hesitate to contact the **Traffic Manager, Mark Whitaker** (07828 849 113) or by email at trafficmanager@middletonrailway.org.uk, or the **Safety Officer, Tony Cowling**, at safetyofficer@middletonrailway.org.uk.

Staff and Public Accident and Incident Reporting

Unfortunately, the last 12-15 months have seen a number of incidents and accidents. These have been investigated and reviewed where appropriate, and some learning points identified. The next edition of the Old Run will cover in more detail the lessons that can be learnt from these incidents.

Whilst some incidents resulted in repairable damage to infrastructure and locomotives, in different circumstances these could have led to more serious damage and even injury to members of staff. The learning points will be publicised in an attempt to prevent a recurrence, however we would not be in a position to undertake reviews of incidents and identify learning points without these incidents being reported. In efforts to make the railway a safer environment in which to work, it is essential that we learn from any incidents that occur, and we can only do this if incidents are reported. We all encounter accidents, which may be beyond our control, but through reporting and investigation, we can identify root causes and causal factors that in turn allow us to make adjustments to improve site safety, or how we carry out tasks at the railway – so please do not be afraid to report any incidents you may see or be involved in – the reports will not be used as a blaming exercise, but a learning exercise and a mutual improvement of the railway.

Accident and incident recording should be by means of a record in an accident book for injuries (there are two on site; one in the shop above the ticket selling window and one in the workshop opposite the health and safety noticeboard), or a written report to the Safety Officer and/or Traffic Manager for any incidents which result in injury or damage, operational or otherwise. This report allows an investigation to be undertaken, which will identify any underlying factors and drive improvements in how we operate the railway.

A Look Ahead

The Shunter's Handbook has been under development by the Safety & Operations Committee for some time now, however we have now reached the stage where this will be formally launched in early 2018 – everyone involved in operations will receive a copy.

The Safety & Operations Committee will be developing further handbooks for other duties. However the immediate focus will now be on competence and management of competence. This process will be worked on intensively over the coming months, with the end product being a syllabus for each grade, robust assessment documentation and clear guidance on frequency of duties and assessment. From here, handbooks will be developed to support training of crew and also to help those already passed for duties to maintain a high level of competence. This process is in the early stages of development, so should any members have any thoughts and suggestions on competence, or what they you would like to see in the syllabus for each grade, please do not hesitate to contact the Traffic Manager or any other member of the Safety & Operations Committee.

Alongside competence management development, and related to an earlier item in this article, the Committee will also be developing an incident report form that is a simple form with as many tick-boxes as practicable to make reporting accidents and incidents quicker and easier, and also for us to form a more robust record of accidents and incidents.

As always, the Safety & Operations Committee is keen to hear from members with any suggestions for areas for the Committee to look at and create documentation and procedures if required – as usual, please contact any member of the Committee with any thoughts.

Traffic Manager Role

I became Traffic Manager in 2014, and am amazed at how the time has flown! I thoroughly enjoy the role, although I have to admit it has involved more of a time commitment than I expected.

Due to personal circumstances, it has become apparent I am going to struggle with my time next year and beyond, therefore I am looking for some assistance with fulfilling the Traffic Manager duties. Initially I am seeking a Roster Clerk, and should anybody fancy themselves as the next Traffic Manager, I am more than happy to appoint a suitable Deputy Traffic Manager - who can both assist me now, but also develop up to taking on the role full time when ready.

If anybody is interested in either role, please do contact me. Full training for the roles will of course be provided, and I am more than happy to discuss the requirements and duties of the roles.

You can contact me on:
Mark Whitaker – 07828 849113,
marks_mac@hotmail.com or
trafficmanager@middletonrailwayorg.uk

A Surprise Visitor?

Andrew Gill writes:-

On Wednesday 11th October we had a surprise visitor by way of Mr Ray Abbey who was a member of the Hunslet RLFC Wembley Squad of 1965. Ray is pictured here next to the Running Shed wall where a memorial, in the form of inscribed bricks, has been placed to the members of that team.

Sadly, Mr Abbey went through every player in that team and there are only a handful still surviving.

Now living further afield, Ray still feels his roots are in Hunslet and he has great admiration for the volunteers of Middleton Railway and what they have achieved over the past 57 years, keeping the name of "Hunslet" alive".

Mr Abbey beside the Running Shed Wall. © Andrew Gill





Ian Dobson's Famous Social Evenings

take place on the first **Tuesday** of each month, at Moor Road, starting at **7.30 pm**. It has been scientifically proven that there is nothing better to do on a Tuesday evening and, if you're lucky and ask nicely, Mr Dobson might even make you a cup of tea! Usual rules apply, all welcome, tea-break provided and no membership of any

organisation is required, so bring your friends.

The programme for 2018 is as below:

2nd January:	Travels in 2017 (Kevin Tattersley)
6th February:	Travels in 2017 (Andrew Johnson)
6th March:	Title TBA (Malcolm Hindes)
3rd April:	Return to Australia (Mike Swift)
1st May:	Far East steam in the 60s (Frank Craig)
5th June:	TBC
3rd July:	TBC
AUGUST:	NO MEETING
4th September:	TBC
2nd October:	Powered by Napier (Nige Paine)
6th November:	TBC
4th December:	Christmas Quiz



Santa train - early on 9th December © Ian Dobson

Middleton Memories

A new production from the MRT Video Shed

Firstly, are members aware that the MRT has its very own YouTube channel entitled 'Middleton Railway Video Shed' where you can follow the Brookes restoration story from initiation in 2013 to completion very recently? The other ongoing production is entitled 'The Middleton Minute' which we hope will eventually become a bi-monthly update of everything going on around the site thanks to our wonderful volunteers. These are regularly updated.

Also available are archive extracts from the Hunslet 150 production, Victorian Gala and other gems of videography. Gavin Johnson, our talented cameraman/editor/production manager and occasional footplateman has kindly built this over a number of months.

Over the coming year it is planned to produce a new film entitled 'Middleton Memories' where members past and present present their reminiscences, anecdotes and memories of MRT down the years. We really want to interview as many people as possible, partly for the production but also for posterity, to provide archive material for generations to come and also to display in our museum. We understand not all members will be happy speaking in front of camera but we can give you support and advice, or you may prefer to simply make a sound recording of your memories which can be included (for example, by placing it over still images in the video sequence) in the final piece. Needless to say, members old and young are welcome. We'd particularly like to speak to new members about what drew them to MRT in the first place.

If you are interested in contributing we

will be 'setting up shop' in the Conference Room at Moor Road on the days below and people are free to come along and record their piece at any time 11am to 4pm. Alternatively if you cannot attend on these dates or indeed get to the railway, we are happy to make alternative arrangements. Please contact John Linkins in the first instance on jlinkins87@gmail.com or 07909 081908 or by leaving a message for me in the shop at the railway. The dates are as follows:

Saturday 13th January

Saturday 10th February

Saturday 10th March

We look forward to making some more memories in 2018.

Richard Stead is in the wars!

One or two readers may have noticed my absence from the railway since early September. They may be speculating that this was due to an objection on my part to some wayward or reckless decision by Council. The explanation, however, is rather more serious and can be traced back to negligence by the public authorities of this city in respect of the safety - or otherwise - of the pavements. I slipped on a slanting, slippery paving stone and haplessly, tore a tendon. The full business followed; 999, ambulance, A&E, major surgery (two weeks later), a leg-brace and crutches and being house-bound for several weeks!

The accident could have been better-timed: it happened just a few days before the Railway's Heritage Open Days which I had arranged and which I was planning to play a large part in delivering - that is, giving a series of 30-40 minute talks in the museum area of the shop and in the display hall. (No tours of the workshop were envisaged, please note!) Hats off to Ian Smith, and Charles Milner who stepped into the breach!

Difficult times bring out the best in people and many friends - from the railway, the bike club, church and the associated amateur dramatics group (I paint the scenery; I don't tread the boards!) have been very kind: the shopping, the ferrying to hospital appointments and - you might not have thought of this - running the car. As a single bloke, I would otherwise have been in a real fix! You'll be glad to know that I am now able to walk to the local shops. The difficult bit is dealing with two crutches AND a basket AND reaching for the stuff I want to buy. This requires four hands.

There have been one or two technical innovations on the domestic front. With crutches, how do you get a cup of tea from the kitchen to the sitting room? The answer is that you can't! What you have to do is have the kettle in the sitting room - easy! Also, it is possible to get the laundry-basket, the laundry and the crutches down the cellar steps to the washing machine. What's not quite so easy is arriving at the bottom with the laundry still in the basket! Solution: basket goes on leave and the transportation is done by rucksack. Q. E..D.

The main problem, of course, is cabin fever, aka going insane. Sheila Bye has helped here, keeping me busy doing a clutch of illustrations for her next project. This is a sequel to "Bert's Tales" and takes the story of our railway up to 1960. When will this publishing sensation hit the bookstalls? Well, you'll have to ask Sheila and Janet Auckland about that. Beyond the illustrations, well, some people do jigsaws, others sudoku; I've been making balsawood model aeroplanes. The WWI biplane and the glider are finished and the Hurricane just needs covering. The Spitfire should see me through to full recovery (and a fly-past). Then of course there is the physiotherapist's exercise programme: much muscle-flexing and tendon-stretching to be done. I did read that hospital wards whose walls are decorated with images of people being active, have

better rates of recovery than wards with pictures of flowers and trees, so I have been (repeatedly) watching the recording I have of one stage of the Tour de France. I now know the commentary backwards so it goes on mute while I listen to the radio. I read. Eventually the TV goes on to be sure: Gunpowder... Last Post.. Game of Thrones... Blue Planet... the rugby..

The big moment last week was coming down to Moor Road to help wrap presents. I am hoping that the recovery will carry on so that I can make some contribution at least during the Santa Season. And at some stage in the future I will be walking along and suddenly I'll realise that I've forgotten the crutches and left them behind somewhere - then have to run back and get them! No, damn it, I won't need them! Roll on!

Richard Stead 13/11/17

Stop Press: We were very pleased to see Richard fit enough to work in the ticket office/Café/shop on 3rd, 9th and 10th December. Keep up the steady (oh dear, sorry!) recovery Richard.



Restoration of “Conway”

Restoration of our Kitson locomotive “CONWAY”

MRT Vice President Ian Smith visited Shildon on 19th October to view progress on “CONWAY”. This loco went to Shildon in 2014 for a cosmetic restoration using their volunteer workforce with materials being funded by our railway.

The locomotive is outside the museum building at present, but preparations are being made to have it inside for the winter. The outside of the frames are more or less completely painted now, and all footplating from bunker forward is off the engine for repair/replacement, the steel being available for this.

The new smokebox is in situ and apart from a few minor details, is complete. It will need “finishing” once the footplating is back – squaring up and filling small gaps. One thing that has been found is that the smokebox door is actually slightly off-centre. NRM engineer Richard Pearson has measured things up and he has replaced it just as it came, slightly off-centre as it's part of the locomotive's story.

The tank has been prepared for shotblasting, which will take place on November 8th. Immediately after this, a single coat of primer will be applied. There are areas which have been cut out but will not be repaired. The tank is effectively scrap and would be replaced at an overhaul, but is good enough for a cosmetic restoration thus it is felt there is no need to replace steel which isn't going to be seen by the public.

A winter job will be to continue the inside of the frames, scraping and removing years of grime and rust – hopefully the frames will begin to be painted towards the spring time.

The tank will also be repaired and then

painted. We have previously agreed that the locomotive will be painted black, lined red, the livery in which it was delivered, with rear windows being round as opposed to the large square ones it currently carries.

The next major job will be the cab, which is currently being “loosened” ready for lifting. Most of the cab floor needs replacement, as does a lot of the cab itself. Richard is in discussions with another college who might be interested in manufacturing or repairing the cab for us and will report back in due course.

The overall plan for re-assembly is that the tank will be lowered back on to the loco before the chimney is put back on, as their lifting frame won't clear the chimney if it's in situ. The cab will be repaired/replaced and then put back on once all footplating has been repaired/replaced.

As part of the cosmetic restoration, we will need two “CONWAY” nameplates and a pair of Kitson worksplates. The thought is to order the nameplates early next year, so they would be placed on the tank and used as part of the display of the engine while it's being restored, the nameplates obviously being the focal point.

Basically, the engine is making slow but steady progress, as was planned back in 2014 and it is beginning to look as if it will be ready for display towards the end of next year/early 2019. We will need to plan how it is to be exhibited at Shildon and for how long, before it needs to be displayed back at Moor Road – probably late 2019 or early 2020.

Ian Smith



“Conway” in focus



Conway - then

Photographs © Ian B Smith



And - NOW!

Mark Whitaker visited the Mid Suffolk Railway



And saw
1310 in
action -
while it
was
visiting
them for
a while
back in
August

Seen
working
here
with
985, its
sister
loco.

© Mark
Whitaker





John Linkins and his wife Beth, at their Wedding during the summer. We wish them every happiness together.



Contrary to the report in the September issue of the Old Run, this photograph shows Mrs Eileen Page, Noble Grand of the Nelson Branch of the Oddfellows Society, presenting a cheque for £453 to the Railway in memory of Geoff Nettleton who sadly passed away in December 2016. We apologise for this error - and also for not mentioning that the other people in the picture are our worthy Chairman, Malcolm Johnson, and our dedicated Commercial Manager, Janet Auckland.



© Mrs Helen Bullock of the Oddfellows.

Long Service Rewarded!

Middleton Railway - Long Service Awards

Doubtless you will all remember the picture which adorned the front cover of the June edition of this magazine, showing all the people who had been presented with Long Service Awards at the Annual General Meeting. It was lovely to realise we had so many loyal members. However, two of them were not expecting to be able to attend the AGM, so were awarded their **50 Years** badges by Lord Faulkner, President of the Heritage Railways Association, at the Chairman and Presidents' day on 14th June. Yet another had not quite achieved the 50 years by that date, so was presented with his award on 17th October.

In total, we have five members who have each achieved 50 years of service to our Railway. They are: Steven Roberts and Mike Jackson included in the front cover of the June edition; Sheila Bye and David Hebden, pictured here, and Tony Cowling, also pictured here. We are most grateful for their long service.



Sheila and David are pictured here with Lord Faulkner of Worcester, who made their presentation.



Tony Cowling received his award, presented by our Chairman, at the Volunteer's Forum in October 2017.

Each of those members who had clocked up 50 years of service received one of some brilliant drawings of our Railway done by our resident artist, Richard Stead. In order that all our long-serving members can appear together, reproduced below is the picture which appeared on the front cover of our June 2017 edition of this magazine.





The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

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Registered Company No. 1165589 Registered Charity No. 230387

Accredited Museum No RD2114

Telephone 0113 271 0320 (Office) & 0113 270 6162 (Workshop)

Email: info@middletonrailway.org.uk Website: www.middletonrailway.org.uk

President (Currently Vacant)

Vice Presidents

Ian B Smith, Don Townsley

Chairman

Malcolm Johnson, email: m.johnson324@btinternet.com

Secretary

Tony Cowling, 2 College Street, Sheffield, S10 2PH 0114 268 3812

Treasurer

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David Hebden

Robert Taggart

John Linkins

Mark Whitaker - Traffic Mgr

Jenny Cowling (Council Secretary)

Other Officers

Sheila Bye (Honorary Archivist)

Derek Plummer (Exhibitions Manager)

Membership Subscription Rates (from 1st January 2018)

Adult Membership (FT).....£23.00

Senior Membership (OT)..... £18.00

Junior Membership (of MRA)..... £16.00

Family Associates of Trust Members (in same household) ..£5.00 per person

Life Membership (LT).....£450.00

Useful Email Addresses

Administration (Chairman/Secretary)

admin@middletonrailway.org.uk

Education (Schools Programme)

education@middletonrailway.org.uk

Engineering (Mechanical Engineer)

engineer@middletonrailway.org.uk

Finance (Treasurer)

finance@middletonrailway.org.uk

General Enquiries

info@middletonrailway.org.uk

Medical Officer

medicalofficer@middletonrailway.org.uk

Membership (Membership Secretary)

membership@middletonrailway.org.uk

Old Run (Editor)

oldrun@middletonrailway.org.uk

Safeguarding Officer

safeguarding@middletonrailway.org.uk

Safety Officer

safetyofficer@middletonrailway.org.uk

Staff Rosters (Roster Clerk)

roster@middletonrailway.org.uk

Traffic Manager

trafficmanager@middletonrailway.org.uk

Volunteer Liaison Officers

volunteering@middletonrailway.org.uk

Excited children make their way to meet Santa on 2nd December 2017

© Tony Cowling



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