

The

OLD RUN

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**Fifty years of
volunteer operation**

Old Run

No.206
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EDITORIAL TEAM:

Editor: Howard W. Bishop,
23 Mountain View, Ballaugh,
Isle of Man IM7 5ER, British Isles
T: 01624 897287
E: hwb@wimanx.net

Assistant Editor: Andrew Gill,
18 Tinsill Drive, Leeds LS16
7DH. T: 0113 2300033.
E: d.andrew.gill@btinternet.com

Photographic Editor: Andrew
Johnson, T: 07749 228272
E: middleton@amjohnson.co.uk

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Editorial

As you will observe from the front page of this *Old Run*, we celebrate 50 years of volunteer operation this year. This is no small achievement for an organisation that started in June 1961 from extremely small beginnings. We have certainly got much to celebrate. The question, however, must be asked - with barely 10% of the membership taking an active part in the running of the organisation, and the active people inevitably ageing, how much longer can the Railway continue to operate efficiently and effectively? Particularly as the membership has remained at a plateau for many years now. See page 18 if you don't believe it.

It is the responsibility of all members to ask themselves, what can I do to help keep the wheels turning, the exhibits in good condition, the visitors fed and watered. For without the input from more of the membership we are in danger of our Railway ceasing to make progress; indeed, the reverse may well happen. Please think very carefully about this. How much does the Middleton Railway mean to you?

We carry our first paid advertisement for many years for which a donation has been paid to the Y7 restoration fund. Other similar paid advertisements would be always welcome.

Thanks to all who have sent it material: because of constraints on space some articles have been held back for future issues.

Howard W Bishop, Editor

The deadline for the next issue is 15 May 2010

Contents

3	From the Chairman
4-6	Can we have our loco back, please?
7	That Daily Telegraph letter again!
8-13	Fowler diesel has a face lift
15	Restoration of Y7 No 1310 commences
16-17	In the bleak midwinter
18	Middleton's future—it's in your hands
19	Bloomin' coal truck
22-28	Matters mechanical
29	Winter wonderland
30	Dear editor, "I must say....."

Front cover

Brush/Beyer Peacock 0-4-0DE 91 (7856 of 1958) is seen in brilliant sunshine on 7 November 2009 approaching Park Halt
(Howard Bishop)

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As we gear ourselves up for another operating season in 2010 it is worth taking a quick look back at 2009.

One of the main income earners for the Railway are the Santa Trains. In 2009 we exceeded our greatest expectations by sheer determination, hard work and team work. Unfortunately, every year when we attempt this feat we have all become one year older since the previous year. This is now starting to loom as a huge problem that can only be overcome by more people coming and helping out, who are preferably younger than those doing the job.

There is not such a problem with manning the train operations, but there is with the Engine House. This wonderful, brand new, shiny building is proving very difficult to "sell" to prospective volunteers.

The most unfortunate thing as far as volunteers are concerned is the ambience of the Ticket Office, Shop & Cafe area. For all intents and purposed you could be in a Zoo, Country Park or any other type of visitor attraction. This is something we have only recently become aware of, but in reality you are divorced from the train operations..

Perhaps this is where we are going wrong in attempting to recruit "railway enthusiasts" instead of people who just wish to volunteer their services. I know there is another appeal elsewhere in this issue for members to get involved, but we make

no apologies for duplication as this lack of manpower could well impact our operations in the future. It is hoped that as we now enter the 50th year of the Middleton Railway being run by volunteers we can get the publicity in the voluntary sector to attract new people to us.

I do realise that what we print here is read by the "converted", but you never know, somebody may be out there with not quite the confidence to make the leap into becoming a volunteer. If this is you then please pluck up the courage and give it a try.

On the positive side for 2010 is the starting of the Y7's major overhaul. This is quite a costly business, but, we have the money in place to do it. Although we may be thin on the ground at times with Engine House volunteers we have a really strong management team in place dealing with the finances of the company and the general day-to-day running. Last year we took the precautions of reducing our income budgets and increasing our expenditure budgets, this has proven to be a very wise move, as the Country's economic slowdown did have quite an impact on revenues, but fortunately not quite as bad as we had feared.

I hope as many of you as possible will try and pay the Railway a visit during this anniversary year, and in particular the September gala, which should be our best for quite a number of years. Enjoy your Railway!

Andrew Gill,

Chairman

tor

Can we have our loco back, please?

Howard
Bishop

Can we have our loco back please? Can we have our loco

Friday the 13th occurs when the thirteenth day of a month falls on Friday, which superstition generally holds to be a day of bad luck (though sometimes it can be a day of good luck). For the Middleton Railway Friday the 13th of November 2009 appeared at first glance to be a good-luck day, but for the owners of a certain locomotive it was transpiring to be a back-luck day!

All was quiet and peaceful as members of the Railway locked up and went home on the day before, Thursday the 12th November. Imagine their surprise and amazement when on arriving at Moor Road early on the morning of Saturday the 14th November to prepare for the day's operating, to discover standing on the headshunt in the car park an 0-6-0 diesel locomotive parked up to the gates leading to the shed yard! Had Christmas come early for the Middleton Railway? Where had it come from? Would the member who had arranged this please stand up? Lots of head scratching ensued as each person contacted said they were "not guilty"!

Later that afternoon our Chairman, Andrew Gill, received a telephone call from the Lakeside and Haverthwaite Railway (LHR) in Cumbria to say they had lost a locomotive! "I know", was his reply. "Are you sure it's ours?" came the response from the LHR spokesman. To convince them, our Chairman had to go outside and read the maker's plate to them, and confirm the number on the buffer beam! This was then relayed to the Lakeside chairman who was on another line, and it was indeed established that to their absolute horror, we had their locomotive. "Well it should have been delivered to an address in Leeds" was their reply, and Andrew assured them that it certainly had been, to the Mid-

Meanwhile we were also contacted by the Hunslet Engine Co, based in Staffordshire, asking if we had seen a locomotive fitting the description of the missing one. Meanwhile, reports of an unexpected delivery of a "new" locomotive to Middleton were appearing on the internet as the "railway mafia" got wind of the event.

Piecing the jigsaw together it was eventually established that the LHR had requested a firm of hauliers to take the locomotive from Cumbria to the Hunslet Engine Co, but, and here was the problem, to the Hunslet Engine Co's address in Leeds, even though the Hunslet Engine Co has been based in Staffordshire for a number of years now. Now the hauliers, being pretty astute folk, knew from experience that the only railway workshops still operational in Hunslet, Leeds, are at the Middleton Railway, and so they quietly and efficiently slipped in to the Moor Road car park and offloaded their precious cargo early on the morning of Friday the 13th as instructed on the waybill.

Whilst the Lakeside and Haverthwaite Railway were most apologetic we said that we had enjoyed having their loco and had got much pleasure from photographing it. A great tale, with everyone getting some fun out of it. In railway speak, this was a really good example of not 'coming to a clear understanding' of the task to be performed, by all the parties concerned.

Here is the text of the Middleton Railway's official press release sent out on 16 November 2009:

Unexpected guest at Moor Road!

Following the successful visit of class 05 D2578 in June 2009 the

Can we have our loco back please? Can we have our loco

our locoback please? Can we have our locoback please?

Middleton Railway in Leeds played host to its second visiting diesel shunter of the year in mid-November. Volunteers arriving for the day's service on Saturday 14th November were surprised to find class 11 'lookalike' AD601 in the car park and seemingly ready for service. Within an hour of the first person arriving it became clear that this was not a surprise guest for the Santa Specials, or indeed an early Christmas present for the Railway, and that the locomotive (normally based at the Lakeside & Haverthwaite Railway) had been delivered without any involvement from anyone from the Middleton Railway!

After a trawl of the internet, several phone calls and a certain amount of head scratching it transpired that AD601 was actually en - route to the premises of the Hunslet Engine Company for repair and somewhere down the line (or perhaps road) the haulier's instructions had translated that into the Middleton Railway - which is indeed situated in Hunslet, Leeds. As the haulier concerned has keys to the car park at Moor Road they had simply let themselves in, dropped it off and left with an empty trailer! With no-one from the Railway attending the site on the Friday it was left to Traffic Manager Andy Hardy to discover his new addition to the roster on arrival on the Saturday.



The scene greeting the bewildered Middleton Railway staff on the morning of Saturday 14 November 2009
(Ian Dobson)

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Can we have our loco back please? Can we have our loco

The Lakeside and Haverthwaite Railway were contacted and advised of the whereabouts of their wandering shunter and arrangements were put in place to have it collected and forwarded on early in the following week. Unfortunately the locomotive was heading for repair and not operational or an impromptu running day at Middleton may have taken place. Instead apologies were offered all round and the tale has a happy ending! It certainly provided an amusing interlude for the volunteers and visitors during the weekend.

AD601 was built by the LMS at Derby in 1945 and passed straight into War Department use; it passed into preservation at the Lakeside and Haverthwaite Railway in July 1980 and has never visited another Railway in preservation – until now! A nice tale to end the year, together with some jovial banter and photo opportunities. Thanks are expressed to Graham Magee of the Lakeside & Haverthwaite Railway for his co-operation in going public on the tale of their wandering shunter!

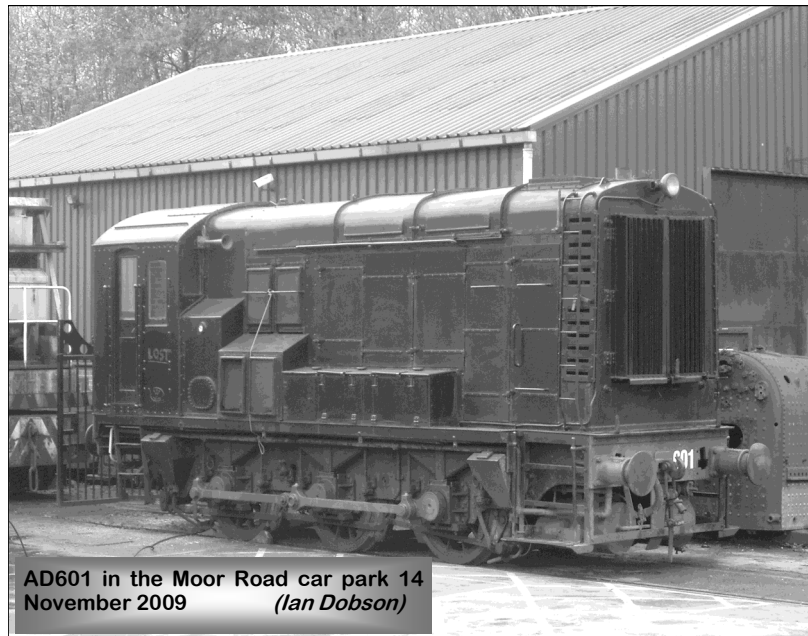
Technical information about Middleton's visiting locomotive AD 601 (taken from the LHR website):

Built by the LMSR (London, Midland and Scottish Railway), locomotive number 7120 was one of a batch of 30 locomotives constructed at their Derby works between 1945 and 1948. Powered by a 350hp English Electric 6KT 4-stroke diesel engine (with 6 cylinders of 10" bore by 12" stroke - 254mm by 305mm), this design of locomotive is actually a "diesel-electric", as the wheels are connected by two axle-hung, nose-suspended, 430V traction motors driven from a generator connected to the engine.

[Footnote, for the information of readers, the next significant event on Friday the 13th could well be when the asteroid 2004 MN4 makes its close encounter with the Earth on Friday,

April 13, 2029!]

tor



AD601 in the Moor Road car park 14 November 2009 (Ian Dobson)

Can we have our loco back please? Can we have our loco

That Sunday telegraph letter again!

That Sunday Telegraph letter again That Sunday Telegraph letter again

We published some letters from correspondents to the *Sunday Telegraph* in the last issue of *Old Run*.

Immediately after the journal had been put to bed, the editor received from the Chairman a copy of a letter sent to the *Sunday Telegraph* by our own Historian and Archivist, Sheila Bye. Unfortunately that letter did not see the light of day in that newspaper, but it is reproduced here for the edification of our membership.

"SIR—

I was very much interested by Sir David Mitchell's letter regarding early locomotives (*18th October 2009 issue*).

Sir David is correct in pointing out that the Stephensons did not develop the first steam locomotives, but *Puffing Billy* was not the first successful locomotive: since June 1812, that distinction had already belonged to *Salamanca*, at the Middleton Colliery Railway, Leeds.

Designed and built by Matthew Murray at his foundry in nearby Holbeck, *Salamanca* incorporated colliery manager John Blenkinsop's patented rack railway system. This was Blenkinsop's way of enabling a lightweight locomotive to pull a commercially viable load, without breaking the fragile rails used at that time.

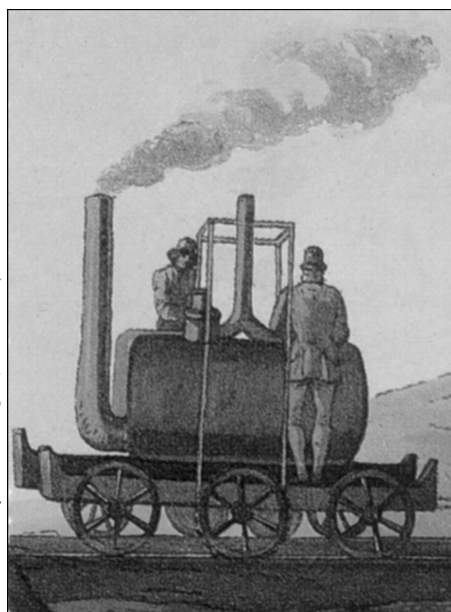
The four locomotives which Murray built for Middleton were known to pull trains of more than 30 loaded waggons - around 140 tons in total, hauled by one c.4-ton locomotive. This regular spectacle was observed by many visitors from the UK and abroad, including industrial spies and other 'interested parties' from Germany, the USA, Russia and

France! George Stephenson 'examined' a Murray-Blenkinsop locomotive as well as *Puffing Billy*, and copied its general design for his own first locomotives.

Sadly, the innovative rack locomotives were scrapped well over a century ago, but the Middleton Railway survived, in partly rerouted form and without rack rails (we do have one on display!). Last year was our railway's 250th anniversary, and next year we celebrate its 50th anniversary as a completely volunteer-operated preserved railway.

Sheila Bye,
Historian/Archivist
Middleton Railway Trust
Leeds.
www.middletonrailway.org.uk

The attached illustration is of *Salamanca*, a detail from *The Collier* in George Walker's *Costumes of Yorkshire, 1814*."



That Sunday Telegraph letter again That Sunday Telegraph letter again

Fowler diesel has a face lift

Andrew
Johnson

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John Fowler & Co 0-4-0DM diesel was built in 1945, and came to Middleton in 1967. At that time it had long been felt that another diesel locomotive, to act as standby to *John Alcock* would be a useful asset. *John Alcock* had been in regular use for goods traffic, and when not available steam traction was used, which was fine during the summer, when the days were long and plenty of time was available to light up engines, but it was very much a liability during the winter, when days were short and precautions were necessary against frost damage each time a steam engine was used.

In 1967 No 390002 was found reposing in the yard of George Cohen, and was in reasonable condition. Cohen's were approached to determine whether they were willing to dispose of it, a sale was agreed and the locomotive was transported to Middleton in December 1967. Built in 1945 by John Fowler & Co Ltd, the well-known Leeds engineering company (Works number 390002), and supplied to Keighley Gas Works it stayed there until rail traffic ceased and was then acquired by Cohen's. It was one of Fowler's standard range of small diesel locomotives, considerable numbers of which were built. It is powered by a Fowler Saunders 4-cylinder engine developing 40 h.p. Drive is by means of a dry plate clutch through a 3-speed gearbox and jackshaft final drive. It has 2'6" diameter wheels, weighs 14 tons and a tractive effort of 4600 lbs.

The locomotive was out of service for many years and was identified by the Middleton Railway Council as suitable as a static exhibit for inclusion in the Engine House during its design and construction. This is one of the three items that had been designated for display when the building was .

completed, the others being *Henry de Lacy II* and the *Greenbat*

Work commenced outside on the back track in the Moor Road car park in May 2005, where the locomotive had languished for some considerable time. It was quickly realised that the work required for the cosmetic restoration needed the use of undercover accommodation. Whilst investigating the state of the locomotive some initial needle-gunning was carried outside and a few problems arose. The cab roof was found to be so thin that the needle-gun went through the steelwork. Also the metalwork forming the chimney was found to also be so thin that, upon cleaning and putting a little bit of pressure onto it, it was found to have rusted through at the base.

The locomotive was shunted into the southern shed and some more investigations were accomplished whilst undercover. After a short period of time it was then shunted into the middle of the west road in the north shed. Dismantling then commenced once it was assured that we had a home for the next few years. The cab roof was taken off and placed into the scrap steel skip. Various panels from the cab were also removed from the framework. This sounds quite simple but each panel (and roof) was riveted to the framework so these needed to be drilled and ground off. The complete bonnet was dismantled down to component parts.

The front buffers and coupling were taken off, along with the front buffer beam plate so as to enable the removal of the remains of the wooden buffer beam. Quite a lot of the

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running plates were removed and scrapped. As the locomotive was situated over the pit the inside of the frames were cleaned, primed and painted.

A brand-new piece of oak was placed onto the drill with the front buffer beam plate as a pattern placed onto it, so that the holes needed for the various bolts, buffers and coupling hook could be drilled in the right places. This was then given several coats of preservative to try to ensure that it would last longer than the original. The buffer beam was then reassembled with many of the bolts being replaced, they having wasted away over the years.

As there was ample freedom of access the engine, clutch housing and gearbox were cleaned and painted in a similar shade of grey as MSC 67. The engine lettering and logo on the side were picked out in orange paint.

Many of the components taken off were stripped down to bare metal, primed in red oxide and undercoated. Quite a few of the running plates were replaced with new sheets of steel that had been cut, shaped, drilled, primed and undercoated, before being bolted onto the frames.

The chimney cap was removed from the rusty outer chimney, taken home and during a number of evenings the paint was stripped off to reveal a spun copper cap. A new outer chimney skin was rolled from steel plate. The chimney base is of a smaller diameter than the top by the copper cap and the taper was created before it was seam welded. Inside the chimney there is a large silencer. From the engine exhausts there is a silencer located horizontally above the fuel tank before exiting through the chimney.

Quite a few of the components that were worn out, such as pins in the linkage for the sand boxes, were replaced by new ones machined using our well-equipped workshop.

Framework for the bonnet was reassembled. Some of the panels were replaced by new steel, along with one of the steps located on the side panel at the front of the locomotive. The lower part of the front plate was replaced with new steel. All of the sections were bolted together with new galvanised nuts and bolts.

Cab plate work was then taken in hand. A number of panels were replaced in full for new ones using the old ones as patterns, before they were scrapped. One of the new pieces of steel for the cab floor was cut from one of the side tanks that *Brookes No. 1* had carried whilst masquerading as "Thomas". Each of the new cab pieces were temporarily bolted into place with metric nuts and bolts. A new cab roof was rolled by the supplier of the steel as our rollers are not long enough for the task, and then bolted into place. A suitable claxon type horn was cleaned, painted and affixed onto the cab front.

During a few weekends, one of which was the diesel gala, in June 2009, all of the cab panels and roof were riveted into place and the temporary bolts replaced by rivets. The locomotive at last was back together, but then there was a lot of work carried out to prepare for the painting to commence. This required a lot of fine filling, priming, and undercoating, and between each there was a lot of sanding and smoothing the surface for a suitable base on to which the top coat could go. This, and the excellent lining-

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out, was carried out by Middleton member Neil Carmichael.

As part of the restoration a number of components were replaced with new as there were some that had broken due to the age, such as the handles on the bonnet side and gear box cover. Each of the engine access panels are held in place with a pair of Gravelley turn-catches, also a pair hold the access panel in place in the cab. These are noticeable as they have a chrome-plated finish. New lights were fitted onto the bonnet front and the cab rear. Using the machinery that we possess has enabled the fabrication of new axle box oilers. These are located on the cab front at each side just below the step on the bonnet side – these now work, and have been lubricating the axles for several months.

In early November 2009 a framework was assembled for the replacement cab timber floor. The floorboards, including a

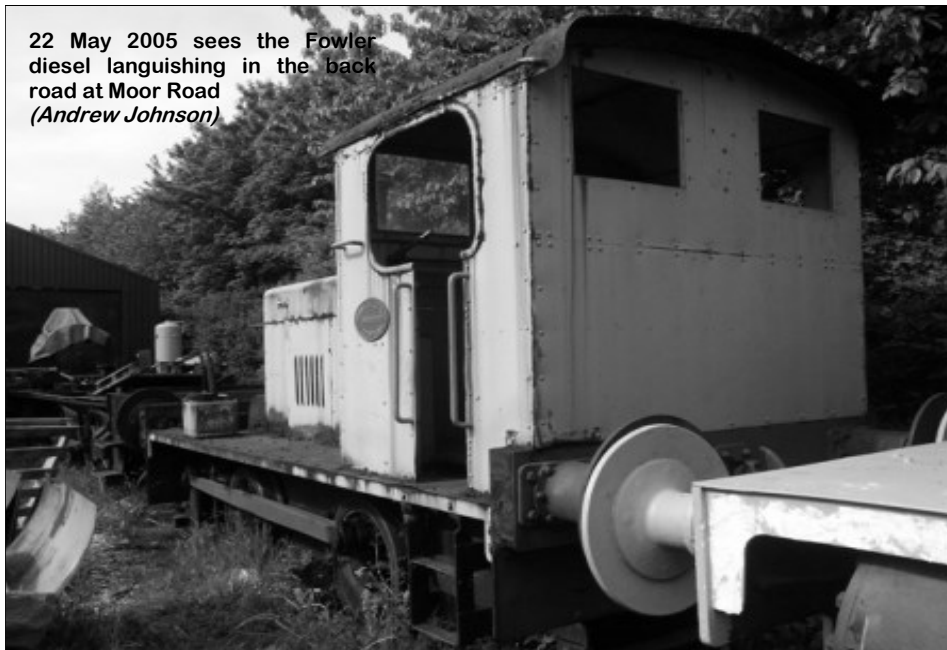
removable section to enable access into the battery box/tool store, were also completed. This sounds a simple enough task, but there are many items that come through the floor such as clutch pedals (one that had been removed many years ago was found in the tool van along with the engine fan), hand brake, buffers, coupling and parts of the frames.

There have been many hands helping with the Fowler restoration over the several years during which we have been working on the locomotive. They are all too numerous to mention by name but you can now see the magnificent handiwork on display in the Engine House.

Four and a half years of careful restoration has brought the locomotive back to its original ex-works appearance and is a credit to all those who have worked on the project.

tor

22 May 2005 sees the Fowler diesel languishing in the back road at Moor Road
(Andrew Johnson)



owl-



Restoration of the Fowler diesel

LEFT: Upper: In the back road prior to restoration, 22 May 2005.

LEFT: Lower: Receiving undercoating in the old shed on 6 May 2006.

(All photos: Andrew Johnson)





ABOVE; Receiving more undercoating after rebuilding of the bodywork and bonnet, and complete with refurbished copper chimney cap in the main workshop on 23 November 2008.

RIGHT: Upper: Nearing its final coats of paint in the main workshop on 25 May 2009.

RIGHT: Lower: Final livery as seen in the Engine House on 21 November 2009.



The street art mural applied to the Railway's over-bridge as seen on 7 November 2009. Acknowledgement is given to various groups, including the Middleton Railway

(Howard Bishop)

Special events

27 March 2010 2010 Operating season starts
 3, 4, and 5 April 2010 Easter holiday services
 2 and 3 May 2010 Bluebell Walks in the woods
 15 and 16 May 2010 Family Gala days
 31 May 2010 Spring Bank holiday services
 19 and 20 June 2010 Middleton Railway 50th Birthday gala
 3 and 4 July 2010 Model Railway show
 4, 11, 18 and 25 August 2010 Wednesday trains running
 30 August 2010 August Bank holiday services
 1 September 2010 Wednesday freight service from Dartmouth Branch
 18 and 19 September 2010 Autumn gala
 30 and 31 October 2010 Ghost trains
 4, 5, 11, 12, 18, 19, and 24 December Santa's special trains
 1 January 2011 Mince Pie Specials
 2 January 2011 Normal Sunday services

TUESDAY SOCIAL EVENINGS AT THE ENGINE HOUSE MOOR ROAD

02/03/10	David Monckton	05s in Trinidad and Brookes - The Movie
06/04/10	Peter Jordan	Colorado
04/05/10	Andy Hardy	Vintage films and railway miscellany
01/06/10	David Bapty	Transport on DVD
06/07/10	Ian Dobson	Seen in camcorder, part one!
03/08/10	Kris Ward	Narrow gauge railways of the world
07/09/10	Duncan Mcevoy	Steam in China, in 1990s



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

SOCIAL EVENINGS

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

17th March- *The Annual General Meeting.* (Members only) Followed by a general natter and grumble!
 20th April- *Sunshine Miners (Open-cast in east Leeds).* Presented by P Thompson, Friends of St Aidan's Walking Dragline
 WEDNESDAY EVENING 19 May—Visit to Abbey Light Railway at Kirkstall, Ticket only event for £5 donation.
 WEDNESDAY EVENING 16 June— Visit to St Aidan's Walking Dragline at Swillington. Entry by ticket only for £5 donation.
 SUNDAY 1 August (Yorkshire Day) - Toy Steam Engine Rally, Armley Mills Industrial Museum

Restoration of Y7 No 1310 gets under way

A part from the many hundred of hours of volunteers' time that will be donated to this project, it is estimated that the cost of the boiler repairs alone will be in the region of £30,000.00. That's right, thirty thousand pounds. The Railway, being a registered charity, would like as many people as possible to help with this project by making a donation. The amount does not really matter, it is the taking part and making a difference that counts.

If you wish to participate by making a donation, you can donate by sending your cheque to The Treasurer, The Middleton Railway Trust Ltd, The Station, Moor Road, Hunslet, Leeds LS10 2JQ. Please make cheques payable to MRT Ltd 1310. To help us make the most of your donation, please will you Gift Aid it. This only involves you filling in a form. There is NO additional expense to yourself, but the Fund will benefit by around 26p in the pound donated.

Here is the history of this locomotive:-One of the oldest locomotives at Middleton is 1310, a North Eastern Railway Class H 0-4-0T, built in 1891 at their Gateshead works. (Works No.38) Twenty four locomotives of this design were built between 1888 and 1923, mainly for dock shunting and departmental duties, though one of them aspired to the dizzy heights of passenger engine on the erstwhile North Sunderland Railway.

1310 (the number was retained throughout its life) was re-designated Class Y7 by the LNER and was withdrawn in 1931 and sold to the Pelaw Main Collieries. In 1947, the coal industry was nationalised, and 1310 became the property of the National Coal Board. With the closure of a large part of the Pelaw Main system in 1959, 1310, along with sister locomotive 1308, was sent to the nearby Bowes Railway, working at Ravensworth Ann Colliery. At the end of 1959, 1310 was transferred yet again, this time to Watergate Colliery on the Tanfield Branch. When Watergate closed in 1964, 1310 was destined for the scrap heap. However, several enthusiasts joined together to form a group called the Steam Power Trust '65, and bought the locomotive for the then princely sum of £300.

Much work was done on 1310 after its arrival at Middleton in June 1965, and it was restored to full NER livery. Incidentally, at some time in its life it was fitted with an extended cab. This is not the luxury it sounds as, even with this modification, the cab is probably one of the smallest ever fitted to a standard gauge steam engine of comparable size! 1310 celebrated its centenary in 1991 and, after a seventeen years' 'rest', the locomotive was given a major overhaul to return it to working order for its anniversary. After the expiry of its boiler ticket the locomotive was withdrawn and dismantled waiting its turn in the overhaul queue.

Sunday, 20 December 2009, and amid testing weather conditions Santa trains ran as normal, but topped and tailed to avoid frozen points and problems with frozen water supplies. Here Hudswell Clarke 0-6-0T MSC 67 (1369 pf 1919) is seen at Park Hall in a snowstorm, with Thomas Hill 4wDH138C (built 1964) at the opposite end of the train *(Ian Dobson)*



Christmas Eve saw further snow fall: despite this Santa trains continued to operate. Here Martin Plumb is busy adjusting the injector on MSC 67 as the train returns to Moor Road station. *(Ian Dobson)*



IN THE BLEA



LEAK MIDWINTER

The Santa Season in the run-up to Christmas at Moor Road was busy. We had takings in the region of £16,500 pounds, much of which was generated by phone through the Santa Hotline manned virtually throughout each and every day by David Guest. There were approximately 25 active men and women working members servicing the seven days of Santa up to Christmas Eve. The membership generally is in the region of 250 so it means that the 25 were working from early morning to evening each Santa day whilst most were not involved. The railway relies heavily on the Santa takings to fund the restorations and repairs including the upgrading of Moor Road for visitors. Santa is the Middleton's biggest money-spinner and it means that the small band of workers are really worn out by the time that 5 pm on Christmas Eve comes along.

We obviously cannot continue in this way because, whilst this small band is working their "cotton socks" off, they are getting older. If you are therefore one of the remaining 225, we need you to come down to Moor Road and give your help. It is understandable that if you live say 100 miles or so away, it might be difficult to travel, but assuming you live nearer than that, then to come to Moor Road, (as one of the small band does and travels up to 60 miles to do so) is achievable. It is also easy to say that you are 65 plus or have a heart problem, etc, but many of the small band are late 60s and early

70s and also have heart pace-makers fitted and other "gadgets" to keep themselves going!

I am sure from the above you will see that our Railway is going to receive a good input of finance at the Santa event, then there has to be a bigger input of members who normally pay their subscriptions but do not physically help. The simple fact is that if you are one of the majority who do not help at Moor Road and rely on others to do so, then it may come that in the very near future there will not be a Middleton Railway for you or anyone else, with which to be involved.

This is a desperate plea to you of the majority that your Railway requires you to give it at least 1 or 2 days of your time. We do not expect everyone to be engine drivers or firemen but there are administration jobs which are every bit as important to make the Santa event a highlight for lots of children and their parents each year. This also applies to many other of our special events.

We need you, and I will be repeating this plea in the autumn Old Run and hope that we will get some more of you to help the small band. Oh, and if your wife or partner would like to help for say a day or two then please bring him or her along. Ring the railway hot line on 0845 6801758 or drop a line to the railway for the attention of Andrew Gill our Chairman. **Your railway—Middleton Railway —needs you. If not it might not be here much long-**

Bloomin' coal truck!

David
Wraith

Bloomin' coal truck! Bloomin' coal truck Bloomin

Eighteen months ago we had a small coal truck on display, in a flower bed, in the compound storage area, but more space was needed to repair the cab and boiler off *Matthew Murray*. So the truck was moved into the car park, until we decided what we could do with it, and the flower bed was dug up.

I am also a volunteer for *Kippax in Bloom*, a village on the outskirts of Leeds. In 2008 we won a prize in the "Yorkshire in Bloom Competition" and so Leeds entered us this year into *Britain in Bloom – Urban Community, category*. In 2008 Beeston, not too far from the Middleton Railway, represented Leeds in this competition and used the White Rose Shopping Centre as their "Wow factor" How could we compete with that?

As Kippax was originally a mining village I told our team about the coal truck. They thought that it would be a good idea, so I asked the Council at Middleton Railway if we could borrow the truck for a year and they agreed.

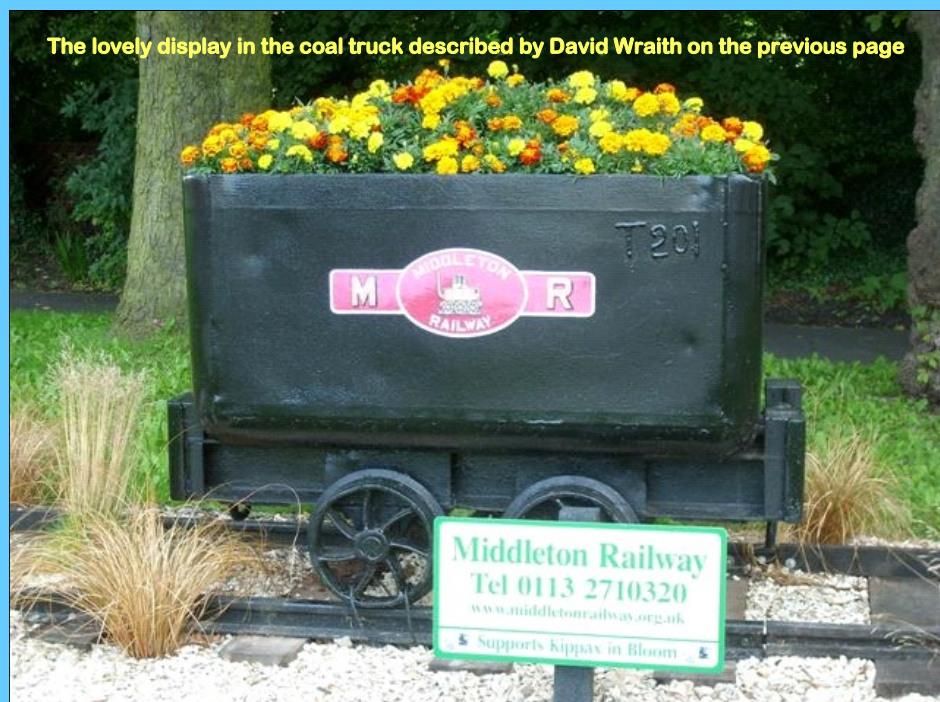
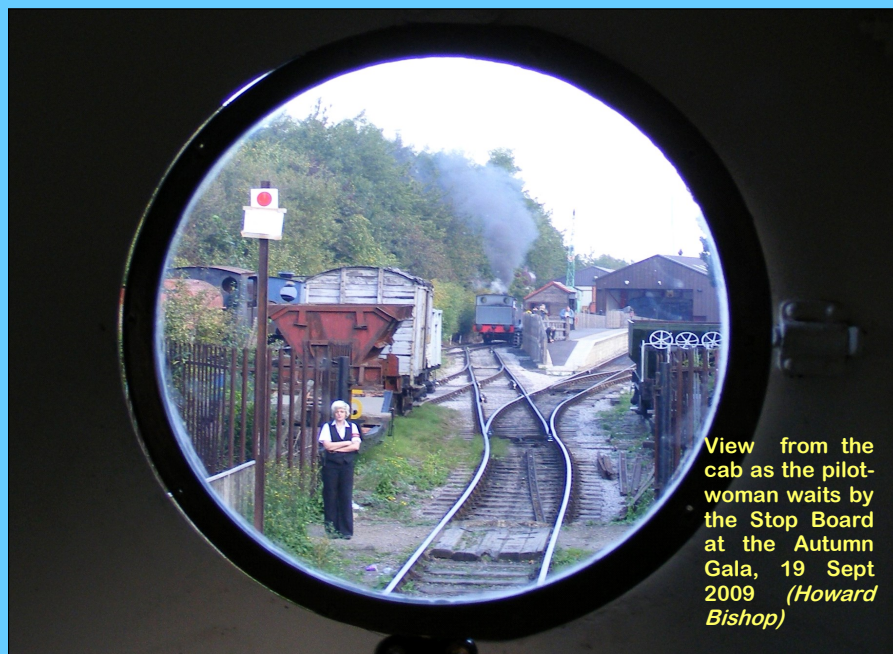
It was duly transported to Kippax, complete with a short length of track.

We prepared an area to display it, our aim being to construct a replica of the narrow gauge railway that ran from Ledston Luck Pit to Peckfield Pit, a distance of about 3 miles. (Our track was about 4 metres!). The display used decorative grass in the white ballast to represent weeds! And the tub was filled with French marigolds. Over the summer months it looked lovely and became a great feature in the village, as well as getting some publicity for Middleton Railway.

The *Britain in Bloom* judging took place in August, and we were told in September that we were in the last eight, out of over 150, which we were delighted with. At the Awards Ceremony, later in the month, we received a "Silver award" and some very good comments from the panel of judges.

The coal truck still looks "Bloomin" lovely. The Chairman and Council at Middleton Railway have agreed to an extended loan, so that we will be able to fill it with winter bedding plants, and keep on advertising the Railway! On behalf of *Kippax in Bloom* I would like to say a big "Thank You". **tOR**

Bloomin' coal truck! Bloomin' coal truck Bloomin



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Since the last issue there has been much activity but with Easter rapidly approaching, there is still much to do. The poor weather in December and January prevented work, many of our regular volunteers being unable to attend at Moor Road.

1601 MATTHEW MURRAY Recent weeks saw the re-assembly of this locomotive, the boiler successfully passing its formal hydraulic test in November after which it was lifted back into the frames. The various parts of the new smokebox were assembled and the remaining holes drilled. A short sentence that covers a large amount of work! Once the smokebox was completed, the top of the cylinder block was filled with sand and broken firebrick and finally levelled off with a layer of cement. Various fittings were then temporarily attached to the boiler to enable a steam test to be carried out, initially for our own satisfaction, then for the formal examination by the Boiler Inspector, this latter happening on 29th January.

With the fitting of the new smokebox, the opportunity was taken to rearrange the vacuum ejector pipe-work. This tidying up required the vacuum pipe to be rebuilt differently and the holes in the footplate to be repositioned, the old holes being welded up. Inspection of the main brass steam pipe in the smokebox showed that the flange that attaches to the cylinder block was badly cracked. It was removed and a new steel flange made ready for fitting. The pipe itself, which is copper, is in good condition and has been annealed. The pistons have been fitted to the cylinders, not without a bit of effort! The right-and piston would not move completely through

the cylinder, becoming stuck about two inches from the end. The cause was due to slight marking of the piston rod probably incurred whilst the piston was being machined in the lathe. It only took a slight polish with emery cloth to rectify the problem and the new gland bush bore was slightly enlarged to increase the clearance. Once the pistons were finally in place, the cylinder covers could be re-fitted. The slide bars have been fitted and aligned to suit the overhauled slippers. We discovered that five of the eight bolts that hold the slidebars in place were metric and, as all eight were a bit of a mish-mash, new bolts have been made and fitted. A feature of Manning Wardle class L locomotives is that, to remove the boiler, the spring hangers have to be removed.

Once the boiler was re-fitted and the springs replaced, it was discovered that the right hand trailing spring had virtually no load on it. This was obviously quite concerning as, if there is no load on a spring, it creates a potential for a derailment, as happened with *Sir Berkeley*. To overcome this, the spring pins have been lengthened slightly. The boiler cladding was new at the last overhaul and has required little in the way of repair before fitting. Fitting of this then enabled the cab and tank to be fitted. Some repairs are necessary to the front of the cab on the left hand side and this is to be tackled next. All the fittings have been inspected and overhauled where necessary, including grinding-in of the safety-valves and the boiler clack-valves. All valves were tested for steam leakage during the steam test and were found to be satisfactory with the exception of one clack valve. This has now had the seat re-cut and the valve itself has been re-machined to overcome the problem. A new



Work starts on NER Y7 No 1310 rebuild



TOP: The frames are free from the wheels and a start has been made on cleaning them down in preparation for painting. The insides have been needle gunned.

BOTTOM: The coupling and connecting rods were removed among various other parts to make access to the loco easier. A start was made on removing the springs from the loco, which requires each corner to be jacked and packed individually to take the load off the springs and facilitate their removal.

(John Linkin, 10 December 2009)

Penberthy injector has been fitted to the fireman's side. The old one will be overhauled and fitted with new cones to be available as a spare. All copper pipework has been annealed and inspected ready for re-fitting. Work continues apace to have this loco available for the re-opening on 27 March.

No. 67. Our Ship Canal tank has been the mainstay of the Santa season and has, fortunately, run without incident. The fireman's side injector had been giving trouble and in the run-up to the Santa's and it was decided to have the spare one, which was known to be in poor condition, overhauled and fitted. It was duly sent away to South Coast Steam, who specialise in such work. South Coast normally turn such things around in a few days. However, these injectors, although of Gresham & Craven manufacture, which South Coast specialise in, are fairly rare beasts and special tooling had to be made up first. In addition, some of the cones stubbornly refused to come out and despite the application of heat and long soaks in paraffin, they failed to yield! The days turned into weeks and, as it became obvious that a quick turn round wasn't going to happen, the existing injector had to have

some tender loving care from ourselves to keep it going. The overhauled injector finally turned up, almost as a Christmas present towards the end of December. The boiler blow-down valve started to leak badly during the Santa specials, not a problem operationally but it did lead to the loco losing a lot of water during overnight and especially during the week. The present valve was a bit of a lash-up done as a replacement for an earlier valve that similarly leaked. The original valve has now been overhauled, having its seat re-cut and the valve spindle re-machined and this has been put back on the loco, along with a new discharge pipe. The loco has now been stripped down in preparation for its annual boiler inspection, which is planned to take place in March

No. 6 There is little to report in the way of progress with this loco due to pressure of work in other directions.

1210 SIR BERKELEY *Sir Berkeley* has been on display in the Engine House throughout this period. It has been available as a standby locomotive but fortunately not needed. The lack of a cab and the extreme winter conditions would have severely taxed our foot-plate crew endurance, if it had! It has now been stripped down to await its annual boiler inspection. Various minor maintenance works will be carried out on the loco once shed space is available.

No.11 It is pleasing to record some progress on the overhaul of this loco. The badly worn two front axlebox bearings have been white-metalled and machined. Both the associated axleboxes have had the outside faces built up with weld and have been re-machined back to standard. The next step will be to carefully measure up the horn guides and establish what needs to be done to bring these up to

standard. The front brake hanger brackets have been fitted to the frames. These had been loose for some time and had worn badly. Repairs have required the making of new pins and the machining of the back faces to give a flat surface. The brackets were temporarily bolted to the frames and the worn holes were drilled out and reamed to be true and round. New, fitted, bolts have been made and driven in. (Fitted bolts have no clearance with the hole and require hammering in. They are not meant to be taken out, again!) Once the brake hanger brackets were fitted it was possible to fit the cross-shaft for operating the drain cocks. New pins for the spring links were made some time ago: these have been fitted and drilled for split pins.

2387 BROOKES No. 1 Presently on display in the Engine House whilst future options are being considered. The on-loan hydrostatic lubricator has been returned to its owner.

No.14 Nothing to report

No.1310 (LNER Y7) The grand shunt that was necessary to extricate the small Fowler from the workshops enabled the Y7 to be brought in to take its place. Since that time much work has been done on the chassis. Following removal of the connecting and coupling rods and dismantling of the brakegear and springs (all necessary prerequisites) it was lifted off its wheels and the axleboxes removed for inspection. The bearing surfaces were found to be good. It is hoped that the horns will also be found to require little work. The crossheads have been split from the piston rods and the pistons await removal to enable inspection of the cylinders. Again, we are hoping that all will be

well in this area. Fingers crossed! One job that we know will be required, is the making of new crosshead cotters as the existing ones are bent. The two front brake hanger brackets have loose pins in them and the old pins have been removed and new pins made. The brackets themselves were bored out to suit the new pins. However, it was found that the right hand bracket was cracked and a new one will have to be made to replace it.

The inside of the frames has been generally cleaned up and largely needle-gunned and primed. The outsides of the frames are generally satisfactory and are being cleaned and painted. It has been decided to put the boiler work out to contract, which is essentially a first for Middleton. Whilst there is nothing substantially wrong with it, much of the work requires tooling and experience in which we are lacking. The planned work entails replacement of all the foundation ring rivets, replacement of all the inner firebox seam steel rivets with copper lap screws and replacement of the front tubeplate. The boiler will be re-tubed and tested before return to Moor Road. We are hopeful that extra work will be minimal but, when it comes to boilers, the more you dismantle, the more that you generally find requires doing.. We have already discovered that the smokebox door is in need of replacement, along with part of the smokebox! The Steam Power Trust, who own the locomotive, have requested that its present NER paint scheme is retained, albeit slightly modified in the light of recent evidence as to how the locos were painted. They have also asked that the extension buffer beam at the rear (a colliery modification) is removed to return it more to 'as built' condition.

Fowler 3900002 As forecast in the last *Old Run*, this little Fowler has now left the workshops for display in the Engine House.

Fowler 4220033 Nothing to report due to pressure of work on other things, but it is 'next on the list' to do once workshop space

can be found after Easter. It has been covered in a tarpaulin to protect it but it is sad-denning to report that this has recently been stolen.

5003 AUSTIN'S No.1 Austin's continues to be our regular yard shunter and is generally a reliable performer. However, it recently started to give trouble with losing engine revs when working and, on occasion it would stall. This was traced to an almost blocked fuel filter effectively starving the engine of fuel. The filter has been replaced. In common with virtually all the operational diesels, a battery-charging socket has been fitted to enable it to be 'plugged in' when necessary. It is still intended to bring the loco into the workshops for a repaint as soon as space allows, which will be as soon as the coach overhaul and repaint are completed.

D2999 As mentioned in the last issue, a new fan was ordered to replace the broken one. On arrival it was found to be damaged and replacement parts had to be obtained. Fitting of the fan itself was a relatively straightforward job but returning the loco back into service has been a bit protracted. The overhauled oil cooler has been returned and has been fitted into the radiator bank and piped up. The loco is fitted with a hand pump for priming the engine lubricating oil and this leaked quite badly when in use. The pump rod was found to be bent and the seals were quite worn. A new rod has been made and new seals fitted. Then the engine was run up and checked over. It was discovered that the radiator overflow pipe was totally blocked and this has now been replaced. Other faults have been found in the cooling water system and it is obvious that the engine itself has not been cooled properly. The thermostat has been made to work, along with the engine temperature gauge. All now seems satisfactory but we must await the return of warmer weather to see if all this work has been successful in eliminating the over-temperature/low oil pressure problems.

138C With the non-availability of D2999 and the reluctance to use *Austins No. 1* on passenger trains, 138C has been the loco of choice for passenger working, especially over the Santa period when, because of the weather, top'n'tailing of trains became necessary. It has not been without its problems. The batteries being ten years old became unreliable, and it has been necessary to put the loco on charge before use to guarantee that it will start. This loco has also been fitted with a battery-charging socket to make this easier. The possibility of fitting new batteries is being considered.

1786, D577, D631, and 7401 are all serviceable and used as required. All other locos are stored, either on display in the Engine House or awaiting overhaul.

LMS Van M85133 There has been much progress on the rebuild of this vehicle. New 2¼" x 7" floor planks have been fitted. Two new doorplates have been made and fitted to protect the planks at the doorways. Fastening all this down required the provision of some sixty ½" countersunk bolts of a length that we didn't have and it was decided to make these on our Ward capstan lathe, a relatively simple job once the tooling was set up. The hoopsticks were manufactured by laminating several thin strips of wood together with glue and these have been planed to size and fitted. Once this was done the door reinforcing timbers were bolted in place and we were then able to start with the roof planking. Each plank is screwed to each hoopstick and to each end with two screws to each joint. We have again decided to stick with tradition, well almost, and used a canvas bedding compound on the roof. The break with tradition is that we have again used a nylon cloth instead of canvas following its successful use on the Palvan. The cold weather slowed down the drying time for the bedding compound and it was the New Year before t

he whole roof could be painted. Once this had been done, the roof was taken outside and lifted high in the air with our crane and the van chassis was run under it. It was then a relatively easy job to bolt the roof to the steel stanchions that support it. As a temporary measure, the van has been shunted into the Engine House but work has continued on the rebuild, principally applying the planking to the ends. This, in itself has caused much head-scratching and debate as it is not immediately obvious how this can be done, but, we have worked out a method that has proved satisfactory and is probably exactly how the vehicle was built over 80 years ago. It requires the outer vertical planks on the end to be fitted first, followed by the inner horizontal planks, starting at the top and working downwards! Once each end is finished, it should then be possible to start on the side planking, but this time starting with the inner horizontal planks. J u s t prior to the start of the Santa season it was discovered that the drive to the alternator on this coach had failed. This alternator charges the coach batteries when the coach is on the move and is chain driven from an axle via a gearbox. The batteries are necessary both to provide coach lighting and to power the coach heaters, which, although diesel fired, have an electric motor to drive the fans and fuel pump. To overcome the immediate problem, a temporary 24 volt charging supply was laid on to the platform to enable the coach batteries to be put on charge whenever the train was in the platform. This generally worked although it became 'touch and go' as to whether the heater would survive for the last couple of trains. Investigation established that the input shaft to the gearbox had sheared and had damaged part of the gearbox housing.

LMS van rebuild progress

The roof is finally taking shape, and is almost square! It is within 1/4 inch [that's about 6mm for the youngsters] across the diagonals.



Enquiries revealed that the gearbox was very much obsolete and could not be easily repaired. After some thought, a replacement drive shaft and housing was designed and built and attached to the remainder of the gearbox, being re-fitted in time for the last week of Santa operation

.Coach 1867

Each year we bring in a coach for a repaint and any repairs. We try to start this as soon as the New Year running finishes but this year we were delayed a couple of weeks because the LMS van roof was not ready for moving. Once inside, work immediately started on sanding down the exterior ply ready for undercoating. We had experienced problems with the



The roof frame corners are reinforced with good old fashioned coach bolts and the original brackets
(Both photos: Ken Barker)

MattersmechanicalMattersmechanicalMattersme-



The safety valves lift on the boiler of 1601 Matthew Murray during its steam test as described in this accompanying article
(Steve Roberts)

west side plywood panels coming away from the frame and we were expecting to find rotten frames here. However, we were pleasantly surprised to find that this wasn't the case and the real problem has simply been the lack of screws and that they weren't really long enough. The panels have now been re-fixed to the framework with much longer screws. We have discovered little in the way of rotten timber and what there is has been cut out and

filler and wood hardener used to rectify the problem. One small plywood panel has been replaced due to the plies becoming laminated and breaking away. Internally, the area above the waste rail has been repainted in cream, as usual.

Lowmac No progress to report with the vehicle presently stored at the far end of the headshunt.

tOR

MattersmechanicalMattersmechanicalMattersme-

RIGHT:
Peter Nettleton caught Martin Plumb setting off from Park Halt in the snow on 20 December 2009



Winter wonderland

There is probably no one in the UK who has not experienced the relatively unusual winter weather this year. It has been a long time since we at Middleton have experienced conditions like it and keeping the Santa and New Year trains running has been quite a task. The locomotives have had to be wrapped up when not in use to prevent water from freezing and damaging the very precious fittings and pipework. This has entailed wrapping each one in several layers of rags whenever they haven't been in use. It has been essential to keep a water supply available for the steam locomotives and, as a precaution, the tanks have been kept well filled. The water column did freeze up on a couple of occasions but we have managed to get it working again each time. Pointwork especially became very difficult to operate and it became necessary to top'n'tail trains to minimise the need to operate points. Many of our drivers have never experienced operating on rails covered with snow and had to come to grips with the fact that the rails became treacherous when the snow turned to ice. It was also necessary to clear the platforms each day, along with the ramps and steps. We tried to keep the car park clear but had to abandon this in the end, and simply keep the disabled parking spaces clear. Our supplies of rock salt were soon exhausted and obtaining additional bags was not the easiest of tasks.

Despite the atrocious weather conditions, we managed to run every train that we had advertised and these were never more than a few minutes late. That is something of which all who helped can be justly proud.

Steve Roberts

Book review

Eleven Minutes Late – a train journey to the soul of Britain

by Matthew Engel

Macmillan, 2009 [ISBN 978-0-230-74406-6 TPB and ISBN 978-0-230-70898-3 HB]

Britain gave railways to the world, yet its own network is the dearest (definitely) and the worst (probably) in Western Europe. Trains are deeply embedded in the national psyche and folklore – yet it is considered uncool to care about them. To Matthew Engel the railway system is the ultimate expression of Britishness. It represents all the nation's ingenuity, incompetence, nostalgia, corruption, humour, capacity for suffering and even sexual repression.

In his quest to uncover the mysteries, Engel travels the system from Penzance to Thurso, exploring its history and talking to politicians and platform staff. He discovers what he calls 'perhaps the longest-running policy disaster in the world: almost two centuries of prevarication and hopelessness'. Matthew Engel (half-John Betjeman, half-Victor Meldrew) finds the most charmingly bizarre train in Britain, the most beautiful branch line, the rudest railwayman, and – after the quest lasting decade – an Individual Pot of Strawberry Jam. *Eleven Minutes Late* is both a polemic and a paean, and it is also very funny. Highly readable, and highly recommended.

HWB

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

Dear Editor

Re letter from Chris Nicholson (December 2009). Not only do I remember the glassware for the 21st anniversary but I have them both in our railway room, which just happens to be our loo!

Susan Youell

The centre of the universe=home of all railways, Leeds!

Dear Editor

Andy Hardy's model of *Sweet Pea* in a recent *Old Run* reminded me of a couple of my favourite model locos, a scratch built Sentinel and a Y7. On a visit to the Middleton Railway with my Dad and Grandad the Y7 was immaculately turned out and it looked so good I wanted a model of one. Over the subsequent months at my Grandad's model making workshop I was building a Y7 whilst he was building a model of the Sentinel. In the attached photo the two are seen on my current model railway,

which I don't tend to do as much work on now that I play with full sized trains. It is weathering and not just dust on the models by the way!

**Kris Ward
Leeds**

*(see photo below taken
23 December 2009)*

Dear Editor

Our family has just spent the afternoon on the Santa Special. We had a wonderful time and thought Santa's gifts excellent value.

Thank you for all your hard work: we were made to feel very welcome and look forward to visiting you again in the New Year.

Wishing you all at Middleton Railway a Happy Christmas and New Year.

**The Prior Family
cprior1952@yahoo.co.uk**



DEADLINE FOR NEXT ISSUE 15 MAY 2010



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Registered Office: The Station, Moor Road, Leeds LS10 2JQ

Registered Company No 1165589 Registered Charity No. 230387

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Telephones: 0113 271 0320 (office & fax.) 0113 270 6162 (shed)

E-mail: info@middletonrailway.org.uk www.middletonrailway.org.uk

President

Gerald Egan 3 Warren Avenue, Knottingley WF11 0ET: 01977 672126

Vice-President

J K Lee B.E.M.

Chairman

DAC Gill 18 Tinshill Drive, Cookridge, Leeds LS16 7DH 0113 230 0033

Secretary

A J Cowling 2 College Street, Sheffield S10 2PH 0114 268 3812

Treasurer

S Holdsworth c/o Middleton Railway, Moor Road, Leeds LS10 2JQ 0113 271 0320

Council Members

A N Bateman c/o Middleton Railway, Moor Road, Leeds LS10 2JQ

J A Cowling 2 College Street, Sheffield S10 2PH **Council Secretary** 0114 268 3812

D Cook 1 Primley Park Drive, Leeds LS17 7LP 0113 2693129

D Guest *Lindisfarne*, 3 New Croft, Horsforth, Leeds LS18 4TD 0113 258 0521

A Hardy c/o Middleton Railway, Moor Road, Leeds LS10 2JQ **Traffic Manager** 07812 933058

B Jenkins 9 Whitley Road, Thornhill, Dewsbury, WF12 0LP

J Linkins c/o Middleton Railway, Moor Road, Leeds LS10 2JQ

S J Roberts 12 Pinfold Rise, Aberford, Leeds LS25 3EN **Chief Mechanical Engineer** 0113 281 3626

C Wood 4 Elm Grove, Huntington, York, YO31 9HD **Commercial Manager** 01904 633906

H Wood c/o Middleton Railway, Moor Road, Leeds LS10 2JQ

Other Officers

Sheila Bye 15 Leylands Lane, Bradford BD9 5PX **Hon. Archivist** 01274 543574

Sue Gill c/o Middleton Railway, Moor Road, Leeds LS19 2JQ **Membership Secretary**

D Plummer 44 South Broadgate Lane, Horsforth, Leeds LS18 4AG **Exhibitions Manager** 0113 258 1851

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E-mail addresses

Administration (Chairman/Secretary)

admin@middletonrailway.org.uk

Bookings (Advance Travel Reservations)

bookings@middletonrailway.org.uk

Engineer (CME)

engineer@middletonrailway.org.uk

Engineering (various engineers)

engineering@middletonrailway.org.uk

Finance (Treasurer)

finance@middletonrailway.org.uk

General Enquiries

info@middletonrailway.org.uk

Membership (Membership Secretary)

membership@middletonrailway.org.uk

Old Run (Editor)

oldrun@middletonrailway.org.uk

Staff Rosters (Roster Clerk)

roster@middletonrailway.org.uk

Traffic Manager

trafficmanager@middletonrailway.org.uk



**Brush/Beyer Peacock 0-4-0DE 91 (7856 of 1958) is seen in brilliant sunshine on
7 November 2009 *(Both photos Howard Bishop)***

