

THE OLD RUN



**JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS**

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The Editor invites all readers to contribute articles, news items, letters, photographs and drawings on subjects of interest! All contributions should include the reader's name and address. Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd., the Middleton Railway Association, or the Editor.

All articles for the next issue should reach the Editor by 16th March, 1990 at the latest.

Frontispiece: At this time thirty years ago, some of these young men were planning to embark on a venture unique for its time: the operation of a standard gauge railway by volunteer, unpaid labour. This photograph of the Leeds University Union Railway Society's officers and committee members was taken at their A.G.M., about 1961-2. On the front row, third from the left, Dr. Youell's younger, darker haired and rather less portly self is easily recognisable, whilst beside him, front row centre, sits Graham Mitchell, then Student President of the L.U.U.R.S. and now Chairman of the Keighley & Worth Valley Railway Society. Though the University society, in its Middleton Railway Preservation Society guise, had not managed to achieve their early ambition to build a full-sized replica of 'Salamanca', a model of it has pride of place in the foreground. Dr. Youell remains an active member, of course, but others in the group may still be long-distance members. It would be very interesting to hear their side of the story from any who are. Photo: courtesy of R.F. Youell

EDITORIAL

Yes, it's late again! This initially was because of other commitments on the part of large-scale contributors, and also, as usual, last minute news keeps popping up which must be included, or which it would be a shame not to include - like a new engine! (Correction - 2 new engines!) This poses a problem similar to that which besets train staff on a very busy day; when a steady trickle of visitors keeps coming from the Ticket Office, whilst the train gets further and further behind schedule, at what point do you shut the coach gate and risk annoying the people still approaching by leaving them to the next train? Just when the last vital piece of information was expected daily, the Editor received an invitation from St. Luke's Hospital to spend an exciting six days in one of its surgical wards, from which it took me a further week to recover. Basically, however, the problem is caused by the rather anarchic situation governing receipt of articles, notices and photographs, etc. Production formerly took a few weeks, and there was no need for everything to come exactly on time, but computerised production is much swifter, and our new computer cuts out yet another intermediate stage, making full production time of the copy which goes to the printer not much longer than the typing-up time.

In view of this, the magazine's New Year Resolution is to be more regular and consistent, and I have therefore decided to have four regular "in by" dates for material. Because of the lateness of this issue, and the fact that it would be nice to include hot off the press accounts of the Anniversary Weekend in the Summer issue, the next two deadlines will be irregular ones, but after that, regular deadlines will be 1st March, 1st June, 1st September, and 1st December, and I would be grateful if all our highly esteemed contributors would please aim for these dates at the latest. On the subject of contributors, may I take the opportunity to thank all those who sent articles, reports and photos during the last year, and also ask for more members to put pen to paper for The Old Run? All too often the same few people provide the bulk of the material used. In 1990 it would be particularly interesting to have reminiscences from those who remember the line as it was being operated in the sixties, but articles on modern-day operating and maintenance experiences might be equally as interesting to members who cannot come often to the line. Photos old and new are always welcome, and what about some items from younger members, whose views are important, as they are the Railway's future. My researches of old newspapers, etc., for the History, have provided enough material for several long articles on the older history of the line, so if you wish to avoid a surfeit of these, now is the time to act!

SHEILA BYE

THE MURRAY LEGACY

Perhaps it was a sign of his modest, unassuming character, that when Matthew Murray died on 20th February, 1826, aged 60, *The Leeds Mercury* had surprisingly little to say as an obituary. But, after all, it would have taken most of one of the then only 4-page issues to have catalogued all his achievements. Instead, the issue for 25th February had the following paragraph in the 'DIED' column;

On Monday last, in the 61st year of his age, Mr. Matthew Murray, engineer, of the firm of Fenton and Murray, of this town. A man whose mechanical abilities were perhaps inferior to none; his great improvements in the steam-engine, flax-spinning, and other machinery, will be a lasting testimony of his unceasing labours.

After Murray's death, his firm came under the control of his eldest daughter's husband, Richard Jackson, and was known as Fenton, Murray and Jackson. He had been manager at the works as early as 1818, when he gave evidence at the inquest into the death of the engineman killed in the 'Salamanca' explosion. Murray's other two daughters, incidentally, married Charles Maclea and Joseph March, partners in the Union Foundry, a part of which still stands on the north side of Holmes Street, near the bottom of Dewsbury Road.

Under Jackson's guidance, the firm continued to prosper until its closure in 1843. Though surprisingly few locomotives were built there during Murray's lifetime - his superior work in stationary steam kept him sufficiently well occupied, under Richard Jackson the Steam Engine Manufactory supplied locomotives to many early railway systems in Europe as well as the British Isles. According to James W. Lowe's book 'British Steam Locomotive Builders', two were built in 1832 for the Roanne-Andrézieux near Lyons, which was a mine railway opened in 1835, only the third railway to be built in France. As the engines apparently were built so long before the opening, it may be that they were used during construction of the line. *The Leeds Mercury* of 18th May, 1833, carried the following report, which it attributed to 'Le Nouveau Journal de Paris, et des Departmens':

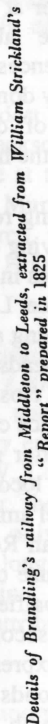
RAILWAY EXPERIMENT.- An experiment of very great importance to Railways has been tried with much success upon the railway of the Lowe, the construction of which was under the direction of Messrs. Mellett and Henry. A locomotive engine, manufactured by Messrs. Fenton, Murray, and Jackson, of Leeds, employed upon this railway for the transport of goods, has travelled with a weight of 15,000 kilogrammes, or 14 tons nearly, including the weight of the engine, tender, water, and fuel, and has surmounted an inclined plane of a rise of $4\frac{1}{2}$ in 100, with a velocity, the more surprising, as the pressure of steam did not amount to more than 38 lbs. upon the square inch. The inclined plane is 2184

yards nearly in length, and the engine ascended it in six minutes, and descended it immediately with great ease and in perfect security, by regulating the velocity of the descent. The power of the engine was only applied to one pair of wheels, and they did not slip round in the least. This experiment has far surpassed any which has come to our knowledge, and which has been made up to this day, for the experiment attended with the best results which has been tried in England, is that upon the inclined plane in the tunnel at Liverpool, the rise of which is only one in fifty; that is to say, four-ninths of the rise of the inclined plane at Bernand, where the trial took place. Up to the present time it has been thought that the maximum rise of an inclined plane upon which an engine could possibly travel, ought to be ten millemetres in one metre, that is, one in one hundred, or at most fourteen millemetres in one metre, that is, one in seventy-eight. The above trial, however, increases much this maximum. The inconveniences arising from the employment of stationary engines will be completely done away with, should they give place to locomotive engines, since the train of diligences can, through the mechanical agency of the latter, overcome the inclined planes.

This interesting report creates some mysteries. Presumably the railway was French, the report having come from a French journal, but Lowe and Bernand do not appear as place-names in the woefully inadequate index of our 1:200,000 Michelin Motoring Atlas of France. Lowe is not a typically French name, either, and the fact that all three railways existing about this time in France were near St. Étienne, which stands on the River Loire, leads me to wonder if the word "Loire" has been misread as "Lowe" by the printer. A close search of the area on the motoring atlas, however, has revealed no unindexed place called Bernand, so if anyone out there has a better knowledge of the area, or a better map, I need your help! It also would be interesting to find more details of the locomotive itself, which must have been quite small if engine, tender, water and fuel amounted to less than 14 tons weight. In his book 'French Railways of Today', Vivian Rowe states that the first lines to be built in France centred on St. Étienne because of its extensive mining industry, just as early English lines centred around our coalfields. The first was a tramroad from St. Étienne to Andrézieux, built in 1827. The second was from St. Étienne to Lyon via Givers, the first French line to be designed expressly for steam locomotives, and the first to carry passenger traffic in addition to goods. According to Rowe, two Stephenson locomotives were used on this line, which was built between 1830 and 32. The third railway was the Andrézieux-Roanne, which Rowe dates as 1836, whereas the booklet produced by the Musée Française de Chemin de Fer at Mulhouse dates it a year earlier. Rowe points out, incidentally, that the earliest French lines were built by British contractors, which led to a "keep left" rule for trains - still observed by the T.G.V., completely at variance with French road vehicle rules! But where did the incline trial take place? Until details turn up from a better map, it must remain a mystery.

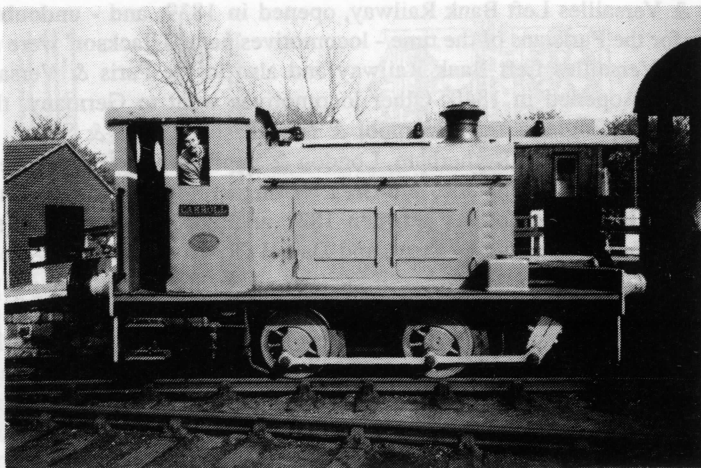
From Middleton Collieries to the Town of Leeds, Yorkshire

From Middleton Collieries to the Town of Leeds, Yorkshire



6

The works, under its various owners, gave an impressive legacy to the engineering world not just in its products, but in the men who received training and experience there. Among the many men who worked there during or after Murray's time were Richard Peacock, of Beyer, Peacock & Co.; Murray's grandson Murray Jackson, chief engineer to the Royal Danube Navigation; John Chester Craven, locomotive superintendent of the London, Brighton & South Coast Railway; Luke Longbottom, locomotive superintendent of the North Staffordshire Railway; David Joy, inventor of the Joy valve gear; Thomas Cryer, early lecturer and writer on technical drawing; Benjamin Hick, founder of Hick, Hargreaves & Co., mill engine builders; Charles Todd, who helped found both Kitson & Co. and E.B. Wilson's Railway Foundry, from the latter of which stemmed Manning Wardle, Hudswell Clarke and the Hunslet Engine Company; and the brothers Krupp, whose father Alfred was so impressed by work done by Smith, Beacock & Tannett for his famous armaments firm, that he sent his sons from Germany to Holbeck for practical training. With the Krupps came John Pflaum, who married into the Tannett family and stayed on in Leeds as an engineer with the firm Tannett, Walker & Co., engineers and machine tool makers, started by Robert Tannett, eldest son of Thomas the partner in Smith, Beacock & Tannett.



A rather earlier Murray locomotive. These technical drawings of a Murray/Blenkinsop rack loco were published in the 1815 French *Bulletin de la Société d'Encouragement pour l'Industrie Nationale*.

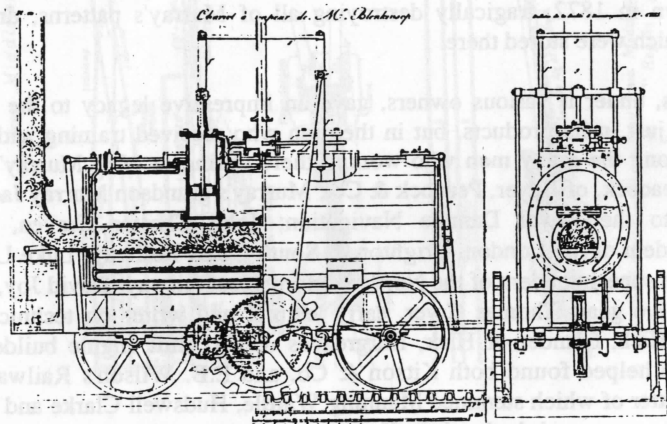


FIG. 3.—Murray and Blenkinsop's Rack Rail Locomotive, 1812.

Middleton 1989 - 'Carroll' at Moor Road Station. Photo: Mrs. B. Roi.

On several occasions during the past thirty years, we have had visits from descendants of Matthew Murray and John Blenkinsop. Now Mr. Jack Tannett of Kingston, Ontario, descendant of Thomas Tannett, has written from Canada to the M.R.T., and we look forward to a visit from him in April, forging yet another link with our historic past.

S. BYE

REVIVAL OF OLD CUSTOM

For decades, Middleton Railway was the "test bed" for locomotives made at Hunslet or Hudswell Clarke. In general, if an industrial locomotive would run on Middleton's track, it was safe anywhere! Middleton was not alone in having colliery-type track!

During September last, we acted as hosts in the same way to the group repairing a diesel loco from Fords of Dagenham, a rather heavy one. The loco was being given a complete overhaul, and sold to another firm. This is unusual in that it was not going from one preservation site to another. We understood from the workforce that the 'Ford' roared up the steep gradient to and from Middleton quite well - a good test of any loco. She left for the south by low-loader in the first week of October. It is perhaps symbolic of the present day, that the Hunslet Engine Works track to the Midland line nearby has been pulled up, and this very early nursery of locomotives has no connection with B.R. on which to despatch its end products.

R.F. YUELL

(The loco was EE1229 of 1967, an 0-6-0 diesel hydraulic. Hunslet's rebuilt it in 1977 as their HE89000/77. Formerly at Ford Motor Company of Dagenham, it was sold to Booth's of Rotherham, and then was bought by J.R. Engineering for resale. A Hunslet loco, 6685, was similarly tested at Middleton earlier in 1989, for despatch to the new owner of the latest visitor, a Mr. Watson, after whom 6685 was named 'Big John'. Mr. Watson obviously has a good sense of humour, as we understand that our latest guest loco is to be named 'Elementary'! The Editor is indebted to Ian Smith for these additional details.

PUBLICITY NEWS

At last, 1990 is upon us! In our 30th Anniversary year, we are hoping to demonstrate to all comers that we are as good as any of the bigger railways, if not better, with several events being planned. All special events for 1990 are listed at the end of this issue (for easy reference), but a few highlights are explained in better detail here.

SPECIAL EVENTS

Our first event for 1990 is the 'Footplatemen of the Year' Competition, sponsored by the magazine 'Steam Railway'. We are hosting the first heat on 31st March, the day before our normal passenger services commence. It is intended to use the event as a "launch vehicle" for the 1990 season, and already Yorkshire Evening Post are assisting with this by launching their own 'Preservation Supplement', possibly at the event itself. Ron Redman and the Editor of 'Steam Railway', Nick Pigott, will rename 'Mirvale' on the same occasion, the loco working a V.I.P. Special before taking part in the competition.

Another event is the '30th Anniversary Gala Weekend' of 16th/17th June. This is being organised with Yorkshire Evening Post, and is to be split into two distinct parts. The Saturday (16th June) will be the family day, and include such things as "bouncing castles", sideshows and other like attractions, whilst the Sunday (17th June) will have all these attractions plus a more "enthusiast" orientated day, with vintage freight trains etc. It is hoped to have two 'All Line Tours' each day, headed by L.M.S. 7401 and Sentinel 54, these being, respectively, our first working loco and our first working steam loco. It is expected that the locos will "top and tail" the trains, which, apart from adding to the interest, will also make for easier operating of the tours.

ANNIVERSARY DINNER

This will now take place on Saturday 16th June, at the Metropole Hotel, King Street, in Leeds city centre. The meal will take place in the Carvery, starting at 20.30, to allow time for those members participating in the Gala to get home and washed, etc. We are meeting in the hotel's 'Gaslight Bar' for drinks at 19.45. Guests of honour will be Fred and Susan Youell and Mr. David Morgan, Chairman of A.R.P.S.

The cost is £13.00 Adults and £6.50 Children 5-15. Full details and booking slip are enclosed with this Issue. Booking slips should be returned to Mike Scargill (address on Page 23) with the relevant deposit and a stamped, self-addressed envelope for confirmation to be sent. All cheques or postal orders should be made payable to

"Middleton Railway Trust Ltd.". Please book as soon as possible to avoid disappointment and to help us confirm numbers. We hope as many members as possible will attend this important event, to make it a really enjoyable evening to remember.

'MIDDLETON MILESTONE' RAILTOUR

This tour is scheduled to take place on Saturday 23rd June 1990, and will run from London Kings Cross to Leeds for a three hour visit. This allows time for a ride on the Middleton Railway plus a visit to Armley Mills Industrial Museum, where there is a special exhibition on Leeds-built underground locomotives used by the National Coal Board. From Leeds, the train will travel over the famous Settle & Carlisle Railway to Carlisle, steam hauled for most of the way. From Carlisle, the train will proceed back to London Euston. The train is to be formed of Pullman stock, and will feature a cinema coach in which Mr. John Huntley will be showing films depicting the early years of railway preservation. Full details of this tour will be given when available, by Flying Scotsman Services Ltd., the tour promoters.

IN THE NEWS

The Railway has been very much in the news recently. We have had articles in 'Railway Magazine' (articles on the Railway in June and on L.M.S. 7401 in December), and also in 'Steam Railway' in January. Yorkshire Evening Post have featured a number of items in the past couple of weeks, whilst we also have appeared in such papers as The Times and Weekend Telegraph. The 1990 celebrations have been largely responsible for this and, thanks to the generosity of Yorkshire Evening Post, that paper is sponsoring half the cost of our 1990 leaflets and also our Gala Day on 16th June. They undoubtedly will give us much editorial space throughout the year.

We also have appeared on Southern (!) Television on two separate occasions, one being in connection with 1990, the other about our motorway tunnel in 1970! Additionally, we are featured in the Tallyllyn's 125th Anniversary Supplement, a handout leaflet produced by 'Railway Magazine', and are to be featured in the 'Rail Riders' Magazine due out this spring, which is featuring the three pioneer preserved railways.

On the tourist side, we are to join the Yorkshire & Humberside Tourist Board, which will give us access to a number of new outlets for our publicity leaflets etc., and hopefully will increase our visitor numbers. Membership also may help in any grant applications we may make in the future.

The Trust is grateful to members Roger Hill and Mike Taylor for providing, respectively, a slide for our 1990 leaflet and photos for exhibition purposes. Of course, whilst I am publicising our Railway myself, all members are asked to "do their bit" by shouting our name from the rooftops. I can be contacted at home most evenings for information/advice or to arrange a lecture for interested groups, either by myself or another member. Let's all make 1990 a year in which the name of The Middleton Railway Trust is made more well known, and also well respected for its "customer care" and facilities offered to visitors and all interested parties.

IAN SMITH

SHOP!

At the end of 1989, John and Olive Chaplin retired as Sales Managers. They have done this job for well over ten years, during which time they supervised the transition of the shop at Moor Road from the old ex-B.R. containers into the splendid brick-built emporium we have now. They made good use of the new shop's potential, and it became a bright, attractive place - a useful source of refreshments for working members as well as visitors, and a place of financial temptation for the serious gricer as well as for souvenir-seeking families. Many thanks indeed, John and Olive, for all the hard work which went into making the shop the major source of income it now is.

And now, a big welcome to Mr. and Mrs. Parkin, who have kindly agreed to take on the important Sales Managership. They will be well known already to many working members, both as regular helpers in the shop, and as the parents of Graham Parkin. I am sure all members will wish them well in the job, and anyone willing to help in the shop who has not already been contacted by Mr. Parkin, can get in touch with him by post or 'phone (details on Page 23). Please do all you can to help our new Sales Managers - many hands make light work, as they say, and even if you can spare only one or two afternoons in the year, it takes some of the pressure off the other helpers.

CURIOUSER AND CURIOUSER

Continuing microfilm searches of *The Leeds Mercury* have just uncovered a strange sequel to the story of the 1818 'Salamanca' explosion. (See Issue 128.)

In the Spring of 1825, Parliament discussed the first Bill proposing the construction of a railway between Liverpool and Manchester. The Bill went into the Committee stage on the 21st March, with one of the Liverpool-Manchester's legal representatives, Mr. Adams, making an opening speech in which he stressed both the need for better transport between the two towns and the practicability of the link being a railway worked by locomotive power. He cited the Hetton and Killingworth railways, where heavy goods were safely and economically transported by means of locomotive engines. According to Samuel Smiles' biography of George Stephenson, Adams also stressed that "None of the tremendous consequences have ensued from the use of steam in land carriage that have been stated. The horses have not started, nor the cows ceased to give their milk, nor have ladies miscarried at the sight of these things going forward at the rate of four miles and a half an hour." Smiles continues "Notwithstanding the petition of two ladies alleging the bursting of the locomotive boilers, he urged the safety of the high-pressure engine when the boilers were constructed of wrought iron".

The Bill had many powerful enemies, including the Lords Derby and Sefton, who owned land on the proposed route, and the numerous proprietors and shareholders of the canal companies, who naturally saw railways as a threat to their own ventures. On Wednesday 30th March, nine days after Mr. Adam's opening speech, *The Times* - even then the "top people's" newspaper - carried the following report in a column of short news items:

On Saturday afternoon last, George Hutchinson, one of the men employed in conducting the steam-engines used in conveying coals from Middleton to Leeds, was blown to pieces by the bursting of the boiler.

The Leeds Mercury appears regularly to have taken copies of many national and regional newspapers, and they were quick to spot the item. Their issue of Saturday 2nd April printed it verbatim, with the following comments appended:

On which we have only to remark, that no boiler was burst, no man killed, nor any circumstance occurred which could give rise to the story, which appears to be a shear[sic] fabrication, meant probably to operate at this juncture in parliament, against rail-ways and loco-motive conveyances, and the Times, from the general accuracy of its intelligence, and the extent of its circulation, was adjudged the most fit vehicle for effecting the object of the writer.

Sadly, the *Mercury* seems to have forgotten its own substantial report of the actual event seven years previously, but their assessment of the motives for introducing this item into *The Times* is undoubtedly accurate. Twenty-five days after its publication, George Stephenson faced a long and gruelling interrogation as to the usefulness and safety of steam locomotives, during the course of which, he later said, "Some member of the Committee asked if I was a foreigner, and another hinted that I was mad." Despite Stephenson's vast weight of evidence in favour of steam locomotion, and his dismissal of the Middleton accident as being due to the driver being "in liquor", the influence of vested interests proved too powerful for the promoters. After a two months investigation the Committee, though it passed the preamble of the Bill by one vote, rejected its first two clauses, which were to empower the Company to make the railway and to take land for it. Without these, the Bill was useless, and it was immediately withdrawn.

The attempted sabotaging of the Bill must have been carried out by someone who had been interested enough in the event to keep a newscutting of it, or alternatively someone who had access to newspaper files. The 1825 item was in no way a copy of *The Times'* own 1818 report of Tuesday 3rd March, apparently sent to them post-haste by *The Leeds Mercury* on the evening of the accident:

STEAM-ENGINE EXPLODED.- We lament to state that the steam-impelled engine of J.C. Brandling, Esq. employed on the railway of his colliery near this town, exploded about 5 o'clock this afternoon. We regret to add, that the engineer is literally blown to pieces; several children who were near the place have been severely scalded, but we believe that no other life has been lost on this melancholy occasion. The cause of this shocking catastrophe has not yet been ascertained but it is conjectured to have arisen from the safety valve not having been properly attended to. - *Leeds Mercury*.

Nothing more came of the seven years belated "news item" in *The Times*, no further comment or retraction being published, and the use of the Middleton boiler explosion in an effort to discredit steam locomotion in the minds of the influential readers of "The Thunderer" seemed to have been successful - for the time being.

SHEILA BYE

P.S. The "top people's" term "conducting the steam-engines" is a new one to add to my growing vocabulary of early steam locomotion!

LOCO NOTES

1990 is a mere fifteen hours old as I write these notes. We have survived the Santa Specials, but not without problems, of which more anon. However, the New Year starts full of optimism, and as befits our 30th Anniversary, should be satisfactory from the loco point of view. The last few weeks of 1989 produced one surprise in the shape of 'Harry', a Barclay 0-4-0ST from the Peak Railway at Buxton, which arrived very much out of the blue just before Christmas.

2003 'John Blenkinsop' has been worked over the Christmas period, as necessary. A blowing mudhole joint on the firebox fortunately did not deteriorate sufficiently to fail the loco on one of the days, but we did have fingers crossed! Inevitably, it seems, there has been some tube leakage necessitating replacement of three tubes and re-expanding several others. Discussions with the Boiler Inspector have resulted in his agreement to the loco's continued use until 18th August 1990, subject to a satisfactory visual boiler examination, so we will have the loco available for most of the season.

385 After much hard work by various people, 385 passed its hydraulic test at the end of November. Rapid reassembly then followed, and enabled the loco to work the last Santa Specials of the season. Some problems have been experienced with one of the injectors, and this will be stripped down and overhauled over the winter. Despite having been stripped down, the paintwork has survived reasonably well, and as its centenary year is not too far off, a repaint has been postponed until nearer this date.

54 As foretold in the last 'Old Run', the Sentinel took part in the Open Day celebrations at Padiham Power Station at the beginning of October, where it apparently met with acclaim from all quarters and was one of the stars of the show. Once back on the line, it was rapidly stripped down for the annual boiler examination which, on this occasion, necessitated dropping the firebox. Following reassembly, the loco was used on the Santa Specials, but not without problems. Something is definitely not right, and the loco is not steaming properly. This has resulted in train crews having to stop for a "blow up", and on one ignominious occasion the Peckett had to be despatched post-haste to give a helping shove. Apart from sorting out the problems with steaming, only minor work is required on the loco during the winter, and it will be kept serviceable for special trains, etc.

1882 'Mirvale' The leaking main steam pipe was removed during October, not without difficulty as it is designed to be put in and taken out from the firebox end, which normally would entail removal of the cab. The new pipe has now been fitted through the smokebox, expanded and beaded into position, and a steam test has shown it to be satisfactory. The loco ran an axlebox hot on the Gala Day, but no

serious damage appears to have been done, and apart from running in once painted, it is ready for service. It is currently receiving its final coats of paint and lining out.

1310 Work progresses steadily on the loco and, apart from removal of the pistons and valves, it is now stripped down as far as possible. The frames have been jacked up, and the wheels removed to enable them to be sent away for tyre turning. Drawings have now been prepared for the new tanks, and we have received an offer to make these for the cost of the materials. New cab footplating is required, and the plate for this is on order. Both bufferbeams are to be replaced, as they are rather bent. A start has been made on overhauling the valve gear, but this has proved more difficult than expected, as the rods are hardened and tempered. The boiler has been removed from the frames, and tube removal is taking place prior to a full assessment of the work required. It is likely that some of this will be put out to contract.

1823 'Harry' Our latest steam loco arrived by low loader on the 12th December. It is ostensibly in working order, but its boiler certificate expired in November, and we are awaiting arrival of the paperwork before deciding what will be necessary to comply with the boiler regulations.

1697 'John Alcock' returned to the Railway on 5th October, on the same low loader that took the Sentinel to Padiham. The loco was off-loaded with the help of 4220038, but was driven back to the yard under its own power. It has now entered the workshop for the fitting of vacuum brake equipment, and other minor repairs. A new (second hand) Westinghouse brake valve has been fitted, as the original sometimes failed to operate in the service application mode - a very undesirable state of affairs. Some attention will be necessary to the gear change operating mechanism, always erratic in operation in the past. It is expected that 'John Alcock' will be available for service at Easter, and will be used on the Saturday diesel service.

91 'Alf' Work progresses slowly on the fitting of vacuum brake equipment and other repairs. New (second hand) batteries have been fitted, and the loco has made a test run up the line to Middleton Park.

Rowntree No.3 Some work has been done on this Ruston diesel, principally to remove the air tanks, a somewhat mammoth task. This is necessary, as we have no paperwork to cover the reservoirs, and because of this a full examination and hydraulic test is necessary.

138C Work on this has been suspended over the winter months. **4220038**, **D577** & **D631** are serviceable. All other locos are stored pending overhaul.

S.J. ROBERTS



The last day of steam working at Crossley's Scrap Yard, Shipley, 27.7.1984. 'Harry' pulls from the loading area a full 100 ton wagon - its maximum load.
Photo: Mr. J. Furness.

'HARRY'

It came very much as a surprise just before Christmas to receive a telephone call asking us if we would like another steam loco. There were two snags, the caller said - we had to pay for the transport, and the loco would have to be moved before Christmas! Well, if those were all the problems, we just couldn't say no. Thus a quick agreement was reached, and 'Harry' an 0-4-0ST duly arrived on Cramscenes' low loader during the evening of Tuesday, 12th December.

'Harry' is an Andrew Barclay standard 12" 0-4-0-ST locomotive, and was put in hand as a stock locomotive on 4th December, 1923. The Colzium Quarry Co. Ltd. placed an order with Barclay's on the 30th January, 1924, and the locomotive was used to fulfil the order, being delivered on the 14th March, 1924. The Colzium Quarry Co. went out of business in 1929, and the locomotive subsequently was sold to the Yorkshire Tar Distillers, Kilnhurst Works, Rotherham, where it spent the next 43 years. It was reboiled in 1946, and received its last overhaul in 1967, at about which time it appears to have gained the name 'Chemicals'. Changing circumstances led to the locomotive being declared redundant in 1972, and it was put up for sale.

As 'Chemicals' it was purchased privately, and moved to the Yorkshire Dales Railway at Embsay, where it ran spasmodically until laid aside needing major boiler repairs. In 1975, the loco was sold to Crossley's scrap merchants and that, perhaps, should have been the end. Amazingly though, Crossley's took this little loco to their hearts, and in 1980 'Harry' emerged phoenix-like from the worn out hulk that had been 'Chemicals'. It is named, incidentally, after Harry Crossley, the firm's founder.

'Harry' saw occasional, if not regular, use at Crossley's scrapyards at Shipley, near Bradford, and, if you were lucky, could be seen from the train shunting first 16 ton mineral wagons and later their successors the 100 ton bogie steel wagons. However, Crossley's changed hands, and the new owners had no use for this diminutive locomotive, and on 27th July, 1984, 'Harry' worked in industry for the last time before being presented on loan to the Peak Railway Society and moving to their depot at Buxton.

The loco was used fairly regularly at Buxton, but changing circumstances led to the loco's owners offering it on loan to Middleton for an initial five year period. It is already vacuum fitted, and should be eminently suitable for our operations. The open backed cab might not prove too popular with train crews though! 'Harry' is believed to be in fairly good condition, but a full assessment has yet to be made. It is understood to have a further year to run on its ten-year certificate, and if this proves to be correct when we obtain the paperwork, 'Harry' should see service this summer.

Technical Details

Andrew Barclay Works No.1823, built 1924

Weight in working order: 22 ton 5 cwt.

Cylinders: 12" diameter and 20" stroke

Wheel diameter: 3'2"

Working pressure: 160 lbs. p.s.i., since reduced to 120 lbs. p.s.i.

Tractive effort @ 85%: 10,300 lbs.

S.J. ROBERTS

STOP PRESS!!!

A second new loco arrived at the Railway on Wednesday 31st January. It is a Manning Wardle 0-6-0ST - the first Manning Wardle we have acquired, filling an important gap in our collection of Leeds-built locos. 'Arthur', MW1601 built in 1903, is a Class L contractors' type engine. Full details in the next issue.

SECURITY

There have been several break-ins to the workshop in the last few months. On each occasion, the method of entry was the same, and other aspects of the incidents make us suspect that it was the same persons each time. Apart from the first break-in, when sweets, petty cash and some personal tools were removed, no further apparent theft has taken place. However, because of these burglaries, we have reviewed our security arrangements. Thicker steel plate has been fitted to the main doors, and a comprehensive alarm system has been installed. These arrangements hopefully will deter and prevent unauthorised access in future.

S.J. ROBERTS

CARRIAGE AND WAGON NOTES

Coach No.1867 was completed in sufficient time to enter traffic for the Santa Specials. The extra capacity of this vehicle has been very welcome. However, we have fallen into the trap of retaining the existing plastic roof covering which B.R. latterly used on these vehicles. This has not stood up to the fire-throwing antics of the Sentinel, and will have to be replaced before Easter.

With the entry into service of No.1867, the L.N.E.R. riding van has been taken out of use, but will be retained as a spare passenger vehicle to enable one of the coaches to be withdrawn for maintenance as necessary. Some repairs are required, and it will be necessary to fit a guard's application valve for the vacuum brake.

S.J. ROBERTS

HELPFUL - OR NOT?

At Moor Road, we are drastically short of storage space, and the time has now come when we must take a critical look at what we store, and ask ourselves - is it really needed? Much of this material has found its way to the Railway through individual benefactors, who have had a clear out and thought that these bits might be useful at the Railway. It is very difficult to tell someone that his unwanted bits and pieces might also become our unwanted bits and pieces, especially after he has loaded up his car boot, trailer, or what have you, and perhaps driven miles to bring it to us. What is worse, is that we are now having to pay to have these unwanted items removed, so the "gifts" can turn out to be expensive.

Firewood is one notoriously bad problem. We have a couple of regular suppliers of very good quality firewood, ideal for our needs and provided in sufficient quantity to satisfy them. However, bits of chipboard, old kitchen units, etc. do not make good firewood, and are of as little use to us as they were to their previous owners. Rags are probably an exceptional case; we are always short of good clean cotton rags, but jackets, overcoats etc. are no use.

The answer to this is simple. We are still very keen to receive gifts of unwanted equipment, materials etc., but please do ask a senior official of the Railway before bringing it down to the depot, and if he says "No thank you" don't be put off next time you have something to get rid of; it might be just what we need. Anyone got a J.C.B.?

S.J. ROBERTS

THE SENTINEL GEARED LOCOMOTIVE

The year was 1924, and one Kyrle Willans, a brilliant mechanical engineer with inventive talent, who never gained the recognition received by many other engineers, was an uncompromising individualist, with no respect for the upper hierarchies of commerce, or managers who had no experience on the "shop floor", and as a consequence he moved from one engineering concern to another in various parts of the U.K. In 1924, Kyrle Willans held the position of Chief Engineer with a small firm of general engineers named Blackwell's in Northampton. One of their regular contracts was the repair and overhaul of industrial steam locomotives from Isham Quarries, between Kettering and Wellingborough. A steam man born and bred, he deplored the inefficiency of the orthodox steam locomotive for slow moving applications such as shunting local works sidings etc., arguing that a steam engine which could be geared down to the wheels would be far more efficient because it

would be kept turning at an economic speed, avoiding unnecessary heat losses, accompanied by condensation of the steam in the cylinders.

When a small Manning Wardle four coupled saddle tank named 'Ancoats', from the Isham Quarries, came into Blackwell's for repair, and it was found she needed a new boiler, Kyrle Willans - with the permission of the quarry company - was able to try out his theory. An old Sentinel steam waggon was purchased second-hand, and its engine and boiler were removed and mounted in the frames of 'Ancoats'. The engine drove on to one axle by roller chain, and a second similar chain was used to couple the two axles together. So successful did 'Ancoats' prove, that the Sentinel Waggon Works at Shrewsbury decided to take up the manufacture of geared steam locomotives, and engine and boiler units of greater power and capacity than those used in the road vehicle were designed for the new locomotives. Kyrle Willans was later to take charge of a Sentinel Locomotive Sales Office in Chester, before moving to their Shrewsbury Works.

Was 'Ancoats' therefore, in 1924, the first 'Sentinel type' geared locomotive, Aveling Porters excepted? Now all of you who have cursed and sworn when renovating and driving No. 54 know who to swear at!

MIKE TAYLOR

These notes were taken from L.T.C. Rolt's autobiography 'Steam in the Landscape' - Kyrle Willans was Rolt's uncle.

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Saturday 5th May to Monday 7th May, inclusive	MAY DAY HOLIDAY TRAINS
Wednesday 16th and Thursday 17th May	SCHOOLDAY TRAINS
Saturday 26th May to Monday 28th May, inclusive	SPRING BANK HOLIDAY TRAINS
Saturday 16th June and Sunday 17th June	30TH ANNIVERSARY WEEKEND
Tuesday 19th and Wednesday 20th June	SCHOOLDAY TRAINS
Sunday 1st July	LITTLE ENGINES DAY
Sunday 5th August	TANK ENGINE DAY
Saturday 25th August to Monday 27th August, inclusive	BANK HOLIDAY TRAINS
Sunday 23rd September	GALA DAY
Saturdays 1/8/15/22 December and Sundays 2/9/16/23 December	SANTA TRAINS

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ANNIVERSARY WEEKEND: special timetables in operation both days .

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FOLLOWS:

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SUNDAY SERVICES: steam hauled every 30 minutes between 13.00 and 16.30

WEDNESDAYS, August 8, 15, 22 and 29 only: steam hauled every 45 minutes
between 13.30 and 16.30

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