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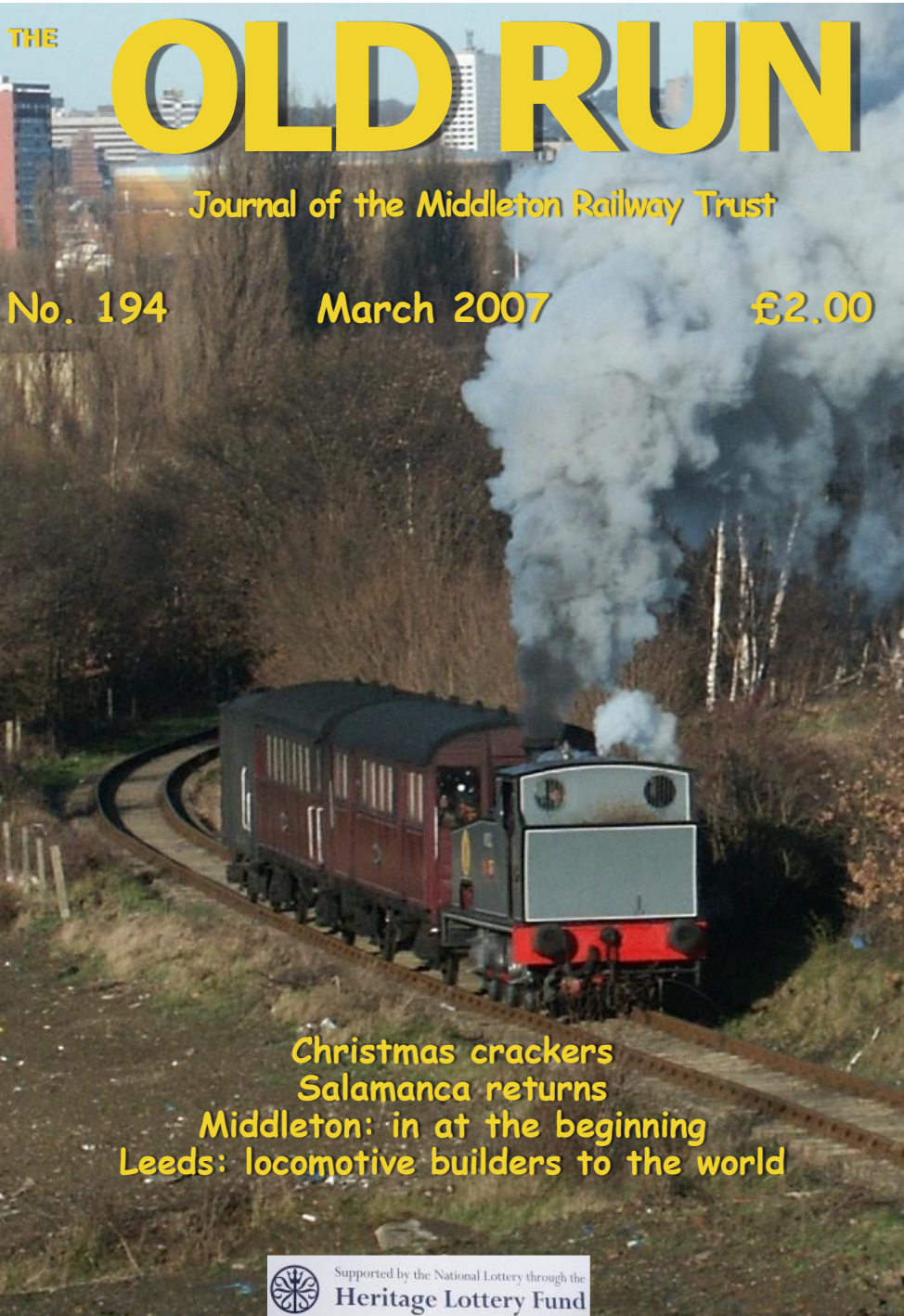
OLD RUN

Journal of the Middleton Railway Trust

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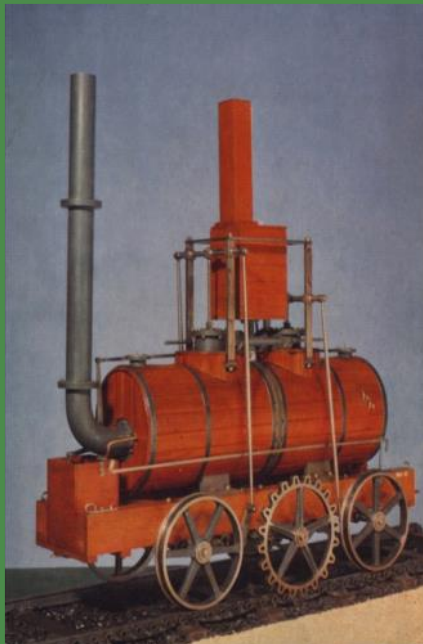
Christmas crackers
Salamanca returns
Middleton: in at the beginning
Leeds: locomotive builders to the world



Supported by the National Lottery through the
Heritage Lottery Fund



Above: Model of Blenkinsop/Murray 1812 locomotive *Salamanca* as seen in the Engine House on 22 November 2006 on loan from Armley Mills Industrial Museum, Leeds
Right: Science Museum model of the same locomotive. See page 9 for more details.



Left: Work in hand on two Manning Wardle locomotives: in the foreground is *Sir Berkeley's*, saddle tank, behind is MW 0-4-OST 1795/1912, and *Windle* beyond.

Below left: The ancient gateposts have found a new home at the end of the car park, where they will be renovated.

Below: David Cook stands by his latest creation, a wooden mock-up of steam locomotive, designed as an educational work station for use by children in the Engine House. (All 22 November 2006)



Editorial

There's much to look forward to this year at Middleton! Not least the Official Opening of the Engine House in April, when we can display our new facilities to the world: a testament to the hard work and persistence of so many of our members, past and present. Followed by some different and unusual special events—see page 11 for details.

A word of appreciation is due to those who have contributed to the contents of this issue, making it a bumper edition once again. Please keep sending in material both written and pictorial.

There is a different arrangement of the coloured pages this time. In order to keep printing costs within reasonable bounds it has been found necessary to print coloured pages back to back. We hope that this new arrangement proves acceptable.

Howard W Bishop, Editor

The deadline for the next issue is 15 May 2007

Front cover

Pyrotechnics galore, as Hudswell Clarke 0-6-0T No 67 (1369 of 1919) attacks the grade beyond Great Northern Curve on the 1400 hours Santa Special on 17 December 2006, hauling two passenger coaches and, new for 2006, the LNE 1940-built ballast brake van
(*Andrew Johnson*)

Contents

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The Old Run is published quarterly by The Middleton Railway Trust. Publication dates are 25 March, 24 June, 29 September and 25 December with deadline dates of 15 February, 15 May, 15 August and 15 November respectively. The Editor welcomes contributions—photographs, articles, news items and letters—relating to the interests of the Trust and the operation of the Railway. Copy for publication can be typewritten or word processed and is acceptable on CD or by email. Photographs can be prints, or saved to disk in jpeg or tif format. Opinions expressed by contributors do not necessarily reflect those of the Middleton Railway Trust Ltd., Middleton Railway Association, or the Editor.

Especial thanks to those who have provided copy for this issue.

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From the Chairman

The panto season is nearly over and so it is back to 'izzy whizzy lets get busy' with a vengeance because we are all truly on the last round of remaining finishing off jobs to be dealt with to prepare for the Grand Opening on April 14th. To help us on our way we are using the last of the available money to pay contractors to do various finishing off and display things. The worst of the hard and disruptive work is truly behind us and we have got a reasonably successful first operating season in our new surroundings under our belts. I say reasonably successful because we deliberately didn't oversell or stretch ourselves last year - rather we needed the opportunity to grow into our new way of doing things. The success of the Santa Season bears testament to a job well done by all of you who were involved and really shows the potential we now have to give our visitors so much more. By the time we open our doors again to the travelling public we will be able to offer them even more to see and do - so again a big thank-you from all the rest of us to everyone working steadily behind the scenes to achieve this.

When you next come to Moor Road on or after April 14th please pause and think for a moment and appreciate how far we have come since 1960 in developing a Society, a working railway and our Moor Road Site in a way that I am sure Fred Youell and his fellow pioneers would relish when they set off on the road we have followed. If we were allowed to sell them you could put a monetary value of well over a million pounds on our buildings and their contents but that pales into insignificance when compared with the incalculable value of the volunteer effort that has been so freely and gladly given over the years and which

is the real heartbeat of our Railway.

Now, nothing is ever perfect and a valid criticism of our new surroundings I have heard from some working members is that *'you can now be here all day and never see the train'* which is very true. (Memo to the Editor ~ can we have even more pictures of trains in *Old Run* so that they can see what they are missing without stopping work?).

Set out below there is a preliminary outline of what we hope is going to happen on April 14th. Then, on April 15th it will be time to take a deep breathe and move on to the next challenge which will be to use our new facilities to their best advantage and continue to go from strength to strength in a professional and business-like manner without losing our friendly image. In recent times we have had a glimpse of what we can gain from saying to people with no interest in railways *'we have a lot to offer, what can we do for you?'* with the result that on a January Monday, Tuesday and Wednesday we earned more from them than we do in many summer weekends catering for our regular visitors. What's more they say they would like to come again. (For the curious a national company hired our new facilities to run training courses for their engineers). The future beckons!

THE GRAND OPENING

Well it's official, whatever happens between now and then, on Saturday 14th April 2007 we are going to have a Grand Opening and it's down to us all to get everything as finished as possible and to make it a day to remember. First and most importantly we need to dispel the rumour that the ceremony is anything to do with bearing witness to the public opening of my wallet ~ that certainly won't be happening. To whet our appetites here is what is pencilled in for the day, it is all still fairly provisional at the moment but the plan for visitors and guests is as follows:

All Guests are invited to arrive at 11-30 for 12-00 when the Ceremonies will take place in The Main Hall. The volunteers who are helping on the day will probably arrive at dawn. We anticipate there will be:

- a welcome and introductory talk by a senior member of the MRT.
- a Civic Welcome from the Deputy Lord Mayor

- a few words from the Heritage Lottery Fund
- the Engine House Opening Ceremony by Sir William McAlpine
- the HRA Small Groups Award will then be re-presented by an HRA Celebrity

Then about 40 minutes later if all goes according to plan and we finish the work in time at least *SIR BERKELEY* should be in steam just outside, where it will be unveiled and returned to traffic fresh from its overhaul. Then the inaugural train should be flagged off at about 1-00 and will operate to a 40 minute timetable thereafter.

Because we are expecting a lot of people we will be splitting them into two groups according to the colour of their invitation. One will get first go at a buffet set up in the Café area and then be offered guided

tours of the site or be allowed to wander on their own, or later to go on the train. The other group will ride on the train first and then have a go at their buffet, be offered guided tours or be allowed to wander on their own. To whet your appetites, as well as all of the regular attractions, we should have an important visiting steam locomotive (the last one built in Leeds to date) plus visiting Leeds built static and traction engines, all subject to their getting here on the day.

This should all make for a good do and a happy day out for everybody and just to add to the anticipation and excitement I am running a 'spot the difference' competition between what has been said here and what actually happens on the day. There is no prize for the winner - remember the earlier comments with regard to my wallet - but you can feel a warm glow at having taken part, particularly if you have been there since dawn.

Remember admission is by ticket only so get your request in now or miss out (the form is in the latest Moor Road Messenger or on the website, and we really do need to know who and how many are coming both for the catering and also for crowd management - more than 125 have said yes at time of writing). If you feel you can help on the day in any way, shape or form let me know and I will gratefully point you in the right direction (not all the rosters will start at dawn so there are no excuses!).

David Monckton

TOR

Conway joins the Leeds Locomotive Collection

The Middleton Railway Trust has plugged an important gap in its collection by obtaining Kitson 0-6-OST (No. 5469 of 1933) *Conway*. This loco has been stored at Northants Ironstone Railway Trust HQ, Hunsbury Hill. *Conway* is due to move to Middleton in March and is to be cosmetically restored for display in the Engine House. There are no plans to return it to steam. More details will be given in the next issue of Old Run.

Matters mechanical

Steve Roberts

The days since the beginning of the New Year have seen much activity on several fronts. However, if we are to meet our target of being ready for Easter, there is still very much to do.

1601 MATTHEW MURRAY. Our Manning Wardle saw service on the first of the seasons Santa Specials before giving way to 67. It has now been stripped ready for the annual boiler inspection although lack of a boiler washing out facility is presently standing in the way of this happening. We are not expecting any surprises from the inspection, but you never know with steam locos!

No. 67. This loco was the mainstay of the Santa specials, principally because its water and coal capacity is sufficient for a full days service without being refilled. However, the addition of the Ballast Brake to the train consist did have an effect on water usage and some crews found it necessary to obtain a splash of water for the last trip. Problems with the regulator lubricator manifested themselves during December and this was replaced by a second hand one from our stock of spares. This, too, was short lived as it was found to be cracked. A replacement will have to be made before the start of the coming season. Like 1601, 67 is due a visit from the Boiler Inspector shortly and will require a boiler washout beforehand.

No. 6 Apart from an afternoon spent riveting up part of the cab there is little to report in the way of progress on this loco due to pressure on our resources elsewhere. The period after Easter should see a resumption of work, however.

1210 SIR BERKELEY Sir Berkeley continues to be the main focus of activity within the workshop. The Heritage Lottery funded Project for this loco reaches its conclusion at the end of March and the loco has to be completed by then.. The valve gear has been completed and the valves set. During the Christmas/New Year break the opportunity was taken to have a grand shunt of the workshops to get everything into position for the forthcoming programme of work (see p.29 Ed.) In the event, just two locos (Sir B & Fowler 3900002) actually swapped places with each other but it took the whole day and quite a bit of volunteer effort to accomplish. This move allowed the new boiler to be fitted into the frames, a task that pleasingly went rather smoothly! Much work has since been spent on making and fitting of new boiler cladding plates. The insulation and cladding have now been fitted, not without a great deal of effort by several people. This has allowed the water tank to be trial fitted, principally to establish whether there would be any problems when it is finally fitted (*next issue, Ed*). The present water tank is a welded copy of the original and was never fitted with handrails. These have now been fitted in similar style to those on Matthew Murray. Another important item missing from the welded tank was a balance pipe. This allows water in one side of the tank to migrate to the other side as the level falls and means that either injector can be used on all water in the tank. A new one of these has now been made and will be fitted when the tank is finally positioned.

A new ashpan has been made to replace the badly corroded original. This is similar to that made for 1601 but incorporates certain differences, such as the operating handle being on the drivers side and only having a rear damper door. The damper door fouls the rear axle and will have to be slightly modified to overcome this. We have had fun and games with refitting the lubrication pipes as some of the pipe runs appeared to be impossible with the lengths of pipe that we had. However, this does now look as though it can be overcome. The cab sides have now been fitted and a start has been made on replacing the various fittings. However, four new valves are required as the originals were brass and do not comply with modern standards. A pattern has been made for these and the castings are presently awaited

Fitting of the boiler allowed the reverser quad-

rant to be fitted, along with the cab spectacle plate. These items bolt directly to the boiler and, without suitable drawings, the securing studs and mountings could not be accurately fitted until the boiler was actually in position

The sandboxes have now been fitted and this has thrown up a bit of a puzzle. The left hand sandbox is quite conventional for a Manning Wardle class L, being made of a one piece casting but the right hand one, whilst cast, has a steel plate top to it. This we assumed was a good repair to a damaged sandbox. As part of the cleaning and overhaul of this sandbox this top was removed revealing that the sandbox itself was fitted with hinges. These did not fit the existing lid and it was obvious that the operating mechanism was not original but had been added later. So, was this sandbox originally supplied as a tool box, was it a modification of a sandbox to form a toolbox, was it off *Sir B* originally or did it come from another loco? When was it converted (back) to a sandbox? It has different hole fixings to the original sandbox but there are extra original fixing holes in the running plate to suit an original box. Lots of questions for the historian!

No.11 No progress. The third generation of resident spiders is rapidly growing up! However, the owner has vowed to re-start work once Easter is over.

2387 BROOKES No.1 *Brookes* came into the workshops during December and a start was

made on removing the various redundant bits and pieces. Then, following the boiler lift for *Sir Berkeley*, the cab roof, bunker and tanks were removed, followed by the old and rather battered boiler cladding. The original boiler cladding has been retrieved from storage and, on inspection, was found to be in fair condition and suitable for re-use. The race is now onto have this loco reverted back to a saddle-tank, repainted and passed by the Boiler Inspector by Easter!

1309 HENRY de LACY II The loco was moved into the Engine House during the grand shunt and work has progressed on its repaint in this building. Whilst it was originally agreed that such work would not occur within this building this rule has been relaxed as all the rubbing down and dirty work had already been completed and the remaining work was considered to be of a 'clean' nature.

No.14 Following careful measurement of clearances the horn guides have been built up with shims to bring them back to a satisfactory condition. The loco was lowered onto its axleboxes over the Christmas period and it is now moveable once more.

Fowler 3900002 Work continues on the cosmetic restoration of the Fowler as and when labour is available. The front bufferbeam consists of a steel/timber/steel sandwich and the timber was quite rotten. A replacement piece of oak has been sourced and work progresses to fit this. Whilst we reported in the last *Old Run* that the majority of the corroded platemwork had been cut out, additional work has found that there is much more to do in this respect. It is always a question of balance as to whether it is easier to completely replace a piece of steel with new or cut and splice, retaining as much of the original as is possible. Other work has

centred around cleaning and painting the engine unit. This loco came out of traffic many years ago with radiator and cooling problems and a cracked cylinder head. The head was repaired at that time but the problems with cooling, which required a new radiator and water pump, were not dealt with. It is possible that the loco can be restored to working order if suitable replacement components can be sourced.

The Greenbat No further progress to report.

5003 Austins No.1 continues to be the general workhorse and yard shunter, in very regular use, both on passenger and engineering trains

D2999 is presently having a good

Steve Roberts prepares the boiler of Sir Berkley for mounting on the frames, and the saddle tank of locomotive is readied for return to that loco. 4 December 2006 (Andrew Gill)



rest in the Engine House

7401 Work on the re-paint and minor repairs continues. A section of corroded floor has been replaced with suitable steel plate cut from Thomas's

(Brookes) tanks.

D1344 The Owner continues with the slow task of overhauling the engine unit. It is distressing to report that the loco suffered at the hands of vandals over the New Year period when two cab windows were broken.

138C, D577, D631, 1886, the Wickham and OLIVE are serviceable and used as required.

IN THE WORKSHOP Recent acquisitions have included an electrical die grinder and various measuring instruments. Our 7" angle grinder suffered a terminal failure recently and a replacement has now been ordered. Another new acquisition has been a tool and cutter grinder, which has been put to good use in sharpening many of our drills; a big improvement on the 'doing it by eye' previously used.

MOOR ROAD Recent work at Moor Road has centred on improving our loco watering facilities. The present arrangement was a last minute lash up to enable steam locos to be properly serviced. The plan is to build a water tower using our existing tank and some steel kindly supplied to us by Builder Centre when they were knocking down buildings earlier in 2006. The footings have now been dug out and will be concreted imminently. The steelwork will then be erected, allowing the tank to be placed on top. Along with this, the footings for the water column (which will be adjacent to the north end of the platform) have also been excavated and will be concreted at the same time. The erection of the water column is not a priority, however.

ALONG THE LINE Work on the track has been carried out on Saturdays during January, as the weather has allowed. The principle task this year is the lifting and packing of rail joints on the concrete sleepered length of track. Good progress has been made with this task but it has highlighted the deficiency in stone ballast on certain sections and additional ballast will have to be dropped to overcome this. **✂OR**



Sir Berkley in the workshop receiving its undercoat, prior to receiving its new boiler. 8 October 2006 (Andrew Gill)

Salamanca returns to Middleton Railway - in model form at least

Howard Bishop

As readers will have seen from the photograph on page 2 of this issue, the Blenkinsop/Murray 1812 locomotive has returned to Moor Road, albeit in model form, to be admired by visitors to the Middleton Railway. The model, owned by Leeds City Council's Armley Mills Museum, was built, it is thought, around 1929, and is on permanent loan for display in the Engine House.

This 'modern' model of Salamanca [modern as opposed to the 1810s cast iron model] seems identical to the Science Museum one, apart from not having an exhaust muffler, and having the cog wheel on the opposite side, perhaps a bit of "artist's licence" on the part of the model makers. Compare this with the second photograph on the 1960s postcard from the Science Museum.

According to the TEE Publishing's facsimile reprint of the Matthew Murray biography of 1928 by E K Scott, there is a picture of a 'modern' model opposite page 80 captioned "Model of locomotive as made by Murray, 1812, in the Science Museum Collection, South Kensington", and it doesn't have the exhaust muffler as shown on the latest postcard either! Does the Science Museum/NRM have two almost identical models, or is the exhaust muffler box detachable so the model can be displayed with or without it? Our historian and archivist, Sheila Bye, says, "It is some years since I saw the Science Museum/NRM model, but I actually don't recall it having an exhaust muffler box".

The fact that E K Scott used an image of

the Science Museum's model in his book does seem to indicate that the Leeds model was made some time after 1928. It is thought that Scott would have used an illustration of that if it has existed.

Sheila Bye continues: "What was the purpose of the exhaust muffler? On 4 October 1813 John Blenkinsop wrote to John Watson at the Kenton & Coxlodge tramway, I am happy of informing you that I have got the noise of the steam taken completely off by fixing a wooden cistern between the cylinders as a receiver and a discharging pipe fixed on the top of it 8in. Square inside and carried the height of the chimney. This box must come nearly to the bottom of the wooden receiver (inside) and the steam will discharge with more ease thus. The box is made of 1/2 in or 3/4 in stuff size 2'1" x 1'6" x 2'9" in ht. The wooden pipe is fixed a little at one side so as the steam not to blow into it from the cylinders but against the roof of the box. There must be a small pipe at the bottom so as to carry off the condensed water or the cocks with the choked, the expense is very trifling in making a trial, both the engines her are done so".

"Maybe the artists thought it a bit clumsy so missed it off their pictures, like they all missed off the canvas canopy over the footplate or running plate, which only one artist, one Dalrymple, showed. Or maybe Blenkinsop discovered later that the muffler didn't work after all, that it wasn't the good idea it had seemed in October 1813, and had it removed.

Oh for a Time Machine!"

✂OR

Remains of Round Foundry revealed



As part of the development work taking place in Holbeck's Round Foundry complex, the former works of Fenton, Murray & Wood in which the Blenkinsop rack engines were built, a long demolished part of the old works has recently been excavated. An 1841 map of the area shows this to be the site of one of the 'Fitting Up' shops. The foundations have remained buried beneath a car park until recently. It is possible to see the outline of this part of the old works, as well as remains of later building works on the site. Modern buildings are planned for the site, though the development work has been sensitive to the historical importance of the site with surviving buildings refurbished and a number of plaques being installed detailing the history of the site.

Above: Site of the Fitting Shop in December 2006. Some of the walls in the foreground are likely to be of later buildings but foundations and stone floors from Murray's works are also visible. The three-storey building in the background is a surviving part of the works. **✚OR**

Kris Ward

Masons help Middleton

The Middleton Railway Trust obtained a National Heritage Lottery Grant of £743,000, but this was contingent on raising £74,000 from other sources, for which purpose, the president launched an appeal.

Construction has advanced to the point of fitting out the training and display area where it is hoped to provide a DVD player and plasma screen on which to show short educational films. The dedication of the group of volunteers, who have carried out a large part of the site works themselves, was considered worthy of support, and W Bro Raymond Sheller, the Master and W Bro Wilfred Armstrong, PPJGW, Charity Steward, of the Lodge of Benevolence No 5612, went along to the new building in Hunslet and presented a cheque for £1,000 from the Provisional Grand Master's Fund towards the cost of the plasma screen.



President of the Middleton Railway Trust, Mr Gerald Egan (a former Station master of Leeds City Station), expressed a wish that as many Masons as possible would visit this important addition to the heritage of the City of Leeds."

Report from
W Bro Peter N Holdsworth, PPSGD

(The above photograph shows the presentation taking place. It was scanned from a print and we apologise for the poor quality, but thought it was worth including nevertheless, Ed.) †OR

MOOR ROAD - SPECIAL EVENTS 2007

April 21 and 22 Spring Gala—to mark opening of the Engine House

May 6 and 7 Guided Walks—see Middleton's beautiful bluebells with Friends of Middleton Park

June 9 and 10 Children's Gala—share adventures of *Fenny, Murray and Woody*

July 7 and 8 Model Railway Exhibition—our first in the Engine House with Rmweb2

Sept 22 and 23 Autumn Gala—Intensive timetable and all line tours
Rail bus services

October 27 and 28 Hallowe'en—Ghostly goings-on—dare you travel through the Great Tunnel?

Dec.1, 2, 8, 9, 15, 16, 22, 23, 24 Santa's Special Trains—Present for the children. Refreshments for the adults, and fun for everyone!

Christmas comes but once a year - or does it?

Cedric Wood

For some people, Christmas lasts for twelve days. It lasts longer for others - like supermarkets that have trees and decorations for sale in September. It lasts considerably longer for those involved with Santa trains on the Middleton Railway. The twelve days of Christmas becomes the twelve months of Christmas.

And then there is planning for the event - which is where I come in. The first stages of planning start in the second half of the year before the Santa trains. The planning for Santa 2006 started in August 2005 when dates and times were fixed. This advance planning is necessary to enable the information to be supplied for the 2006 service train brochure.

Christine Nettleton has an eye for a bargain. Christmas present buying is an all year round effort when she gets her gifts for the best possible price. These presents do not wrap themselves. Volunteers take boxes of presents and wrapping material home to wrap.

The operating department needs to be involved. What locomotives will be available? Is the track available for service? We need staff. Not just a Santa a day, but Santa's helpers, extra shop staff, extra booking office staff. The booking clerk's job is a full time occupation - for further reference see *Trials and Tribulations* in the next issue. When the first big day came the shop staff and train staff were on duty from 0830 to ensure everything was in place and to make final checks. The loco crew had started earlier.

The event was not without its problems. A confirmation letter is sent to a family which acts as proof of payment when they make a reservation. The booking form and the confirmation letter ask people to arrive at least 30 minutes before departure time to allow for congestion. One family could not understand why the train went without them when they arrived in the car park two minutes before departure time. Another family refused to pay until they had received their confirmation letter. Both problems were amicably resolved.

For the statisticians amongst you, some information regarding Santa is given below. For comparison, previous years totals not including schools

	Adults	Childn	People
2006	1620	1348	2968
2004	1580	1316	2896
2003	1207	1011	2218
2002	1237	1062	2299

The majority of families came from Leeds and Wakefield. Families had booked from Chesterfield, Hull, Newark and Rochdale. A family of casuals came from Stoke on Trent. We took over £21,000 for the entire 2006 event which is the best ever.

Thanks need to be given to the elves who included: Chantelle, Emma, James, Katie, Roy, Staccy, and Tim with Barbara, Dinah, Hayley, Hilary, Jean and Sue with apologies to anyone left out.
✱OR

**Deadline for next issue
15 May 2007**

Leeds: locomotive builders to the world

Ian Smith

This is the title of our map of the World, which is on display in the Introductory Gallery of the Engine House at the Middleton Railway.

It's a little known fact that Leeds was second only to Glasgow in the total numbers of locomotives produced, and many of the Leeds' products saw service overseas. Indeed, the oldest working steam locomotive in the world is a Leeds product. *FAIRY QUEEN* is a 5'6" 2-2-2WT built by Kitson, Thomson & Hewittson in 1855, works no 481.

A recent visit to South America as part of the Second World Steam Congress, gave me the chance to see locomotives from Leeds in a variety of moods and states of preservation, and also laid the foundations for a new section of our website. Part of our remit under the terms of our Lottery Grant is to tell the story of the Leeds' locomotive building industry, and so it is intended to set up a new page on the website to look at locomotives all over the world, all built in Leeds.

Argentina uses three distinct gauges for its railways, "Standard"; "Metre" and "Broad" [in this case the 5' 6" gauge]. The very first steam loco in the country was *LA PORTENA*, built by E.B.Wilson in 1856 [works no 570]. This small 2-2-0ST can now be found in a museum at the historic city of Lujan, about 40 miles west of Buenos Aires, where the accompanying photo shows how she is displayed. A very nice certificate alongside shows that the locomotive was designated a national historic monument on the orders of Juan Peron, then President of Argentina. What was interesting about the display board was that it stated that the locomotive was built by "Manning-Wordle" and company!! Have you ever tried to correct something when you don't know their language and the people there don't know your's??

When you look at the photograph of *LA POR-*

TENA on the next page, you can see the ancestry of Manning locos quite clearly. When E B Wilson finally closed in 1858, the business and all it's accompanying paperwork, goodwill, etc., were auctioned off. In September 1859, Manning, Wardle & Co purchased lots 3370-3372, comprising full drawings for three designs of locomotive, all for the princely sum of £41. These drawings were used by Manning's as the basis for all



their successful designs, and if you look at the shape of the tank on *LA PORTENA* and compare it with both *SIR BERKELEY* and *MATTHEW MURRAY*, the lineage is quite obvious.

Similarly, the safety valve "Trumpet" on *SIR B* clearly harks back to *LA PORTENA* and her Wilson sisters.

The day after my trip to Lujan, the Congress party crossed the wide River Plate to the city of Montevideo in Uruguay. This is a real haven for Leeds built machines. This delightful steam crane was displayed in the harbour entrance alongside artefacts raised from the German battleship *ADMIRAL GRAF*



"Double-Boss" wheel centres. Close inspection of the cab reveals two vertical plates riveted to the cab front, which just happen to line up with two attachments on the firebox backhead - these are clear evidence that the locomotive had Salter safety valves when built, a feature seen in the works photograph.

The locomotive had been used in the 1980s and was then laid up until the Uruguay Railway Circle had her rebuilt to her present condition in 1994. The lovely wooden nameboard says it all! I had the opportunity to look on the foot-plate and despite having a welded boiler now, she is still very much a Manning product and a delight to see!

Also present at Peneral works, but unfortunately inaccessible for photographs was a Hudswell-Clarke 0-6-0T, very much in pieces, and another Manning,

SPEE - a real contrast! Sadly, the crane didn't have its works plate, so the only thing known about it is that it was clearly no. 17 in the dockyard fleet and was built by Smiths of Rodley

One of the most famous locomotives in Uruguay is MW1198/90, seen here at Peneral Station, Montevideo. This loco was actually a "special" design for Uruguay, based upon the standard Manning *OLD I* class. One interesting feature is that the wheel centres on this loco are much more "modern" than those of *SIR BERKELEY*, despite the latter being a good year younger! These wheelsets have only one "boss" as oppose to *SIR B*, which has the classic E B Wilson



Wardle 0-6-0ST. I am hoping to get photos of these two locos sent to me, and they will no doubt feature in another short article!

Photos by Ian Smith

✉



Christmas crackers 2006 by Andrew Gill



Hunslet Aust

See accompanying notes by Andre



LEFT:
Austerity L
Whiston (H
3694/1950
Middleton
25/9/04

RIGHT:
Austerity L
OST 150 R
Pioneer (R
7136/1944
3892/1969
Rowsley (P



LEFT:
Austerity L
Monckton
(HEC 3788
at Bolton A
note the cl
exhaust

RIGHT:
Austerity L
0-6-OST 6
(RSH 7169
& Monckto
(HEC 3788
at Embsay

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itor)



Christmas crackers 2006 by Andrew Johnson

17 December 2006
and Hudswell Clarke 0
-6-0T No 67
(1369/1919) negoti-
ates Great North
curve on a return trip
from Middleton Park
Halt



Middleton Railway
president, Gerald Egan,
guard of the day gets
ready to depart with
another Santa Special
on 17 December 2006

End of another day's
Santa Specials sees the
rear of the last train
easing down the gradi-
ent from Middleton
Park Halt 17 December
2006



Middleton in at the beginning

- the birth of the steam railway locomotive and the role of Blenkinsop and Murray in relation to their contemporaries

Howard Bishop

Ask most people, and not just schoolboys either, who invented the steam locomotive, and you will almost invariably be told, "George Stephenson", a reply that is patently untrue. The reason he is remembered, whilst the names of engineers of equal or greater ability are forgotten is a simple one. He is popularly regarded as the author of the railway and the steam locomotive. No other invention had such an overwhelming effect upon society as this first form of mechanical transport, nor has it been usurped in the affection of subsequent generations. If George Stephenson was not the author of all this, his vision and unshakeable faith in the powers of the locomotive, helped to bring it about. Indeed railways enabled the Industrial Revolution to grow and created the Victorian Age.

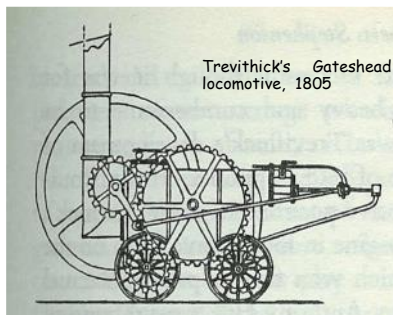
Colonel Edwin Kitson Clark, that doyen of a famous firm of locomotive builders Kitsons of Leeds, said, "In my judgment, there is nothing so serviceable or so valuable to mankind as the steam locomotive..." It is, he continues, "a machine easy to make, easy to run, easy to repair, never weary from its birth in mint condition to the days that saw it worn, dirty and old; wasteful as nature and as inefficient as man, very human in characteristic, far from ideally economic in action but, like our race, ever in a stage of development, master in emergencies, its possibilities of improvement inexhaustible." Certainly the simplicity of the steam locomotive contrasts with the complexity of its early history!

The origins of the steam locomotive have been the subject of bitter dispute between champions of rival claimants. Whilst George and Robert Stephenson together were responsible for introducing the locomotive and the railway as a practical means of long-distance transport, it was due to their being in the right place at the right time, and they were able to capitalize on the work of other pioneers in their field. Not unnaturally, the friends and descendants of other pioneer locomotive engineers resented this undue concentration of limelight upon Stephenson.

Francis Trevithick threw down the gauntlet

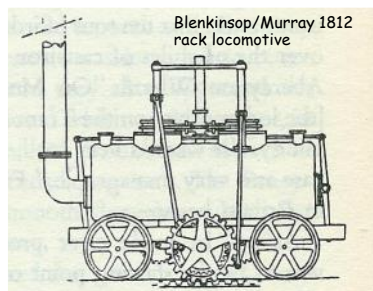
in his biography of his father Richard Trevithick. Oswald Dodd Hedley entered the list to champion his father William Hedley and for years John Wesley Hackworth crusaded on behalf of his father Timothy Hackworth. Matthew Murray and John Blenkinsop too, had their spokesmen.

There is no doubt that if any one man can be entitled to be called the inventor of the steam locomotive it is that great Cornishman, Richard Trevithick. James Watt's beam engine, whilst satisfactory for stationary purposes, was too heavy and cumbersome to be used in mobile form. Trevithick developed his high-pressure engine despite opposition from Boulton and Watt, and created the steam locomotive the *Catch-me-who-can*, in 1804 at Pen-y-Daren. It was used only for demonstration purposes, but from that moment locomotive history began. Immediately thereafter, Christopher Blackett, owner of Wylam Colliery in Northumberland ordered a



Trevithick-type locomotive to be built in 1805 at John Winfield's foundry in Gateshead. Unfortunately this locomotive never ran because it was too heavy for the track, and it was immediately converted to a stationary engine.

The Napoleonic war finally induced colliery owner Charles Brandling of Gosforth House, Northumberland, to look at using steam locomotives in order to save on horse fodder, it being envisaged that the iron horse might be more economical than the use of many horses and their minders. Brandling had laid a wooden wagonway of Tyneside pattern to carry coal in Yorkshire from the Middleton collieries to Leeds. Brandling's Agent at Middleton was John Blenkinsop. In 1811 Blenkinsop patented a system of rack propulsion for locomotives and Brandling authorised the building of an engine on this system by Matthew Murray of Messrs. Fenton, Murray and Wood, the Round Foundry, Holbeck, Leeds. The old wooden wagonway was relaid with cast-iron edge rails, one line having the rack teeth cast on the external face, and the Blenkinsop/Murray locomotive was given its first test-run on 24 June 1812. Murray complained that a one-sided rack system was unscientific and uneconomic in operation, but the alternative of a



single central rack and pinion was out of the question because the space between the running

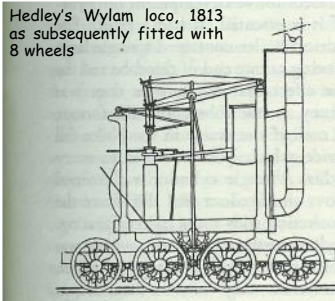
rails had to be kept clear as a horse path.

On 12 August 1812 the first Blenkinsop/Murray locomotive *Prince Regent* and her sister *Salamanca* began regular working on the Middleton Railway. In 1813 they were joined by two others, one of which was initially sent to the Tyne where it worked for a short trial period on the Kenton and Cowlodge tramway just three miles from

ter Salamanca began work on the Middleton Railway. In 1813 they were joined by two others, one of which was initially sent to the Tyne where it worked for a short trial period on the Kenton and Cowlodge tramway just three miles from where Stephenson was working at the time, before return to Leeds. We may be sure that when in his neck of the woods, this locomotive did not escape the shrewd eye of George Stephenson! The Blenkinsop/Murray locomotives gave reasonably reliable service for at least 14 years, **and were the first in the world to do so.** One 5-ton engine did the work of 16 horses by drawing a load of 94 tons on the level at a speed of 3.5 mph. The four locomotives replaced 50 horses and 200 men. No small achievement especially where speed was of less consequence than the tonnage hauled! As originally built steam admission to the cylinders was controlled by four-way semi-rotary plug valves as introduced by Trevithick (for which Trevithick was paid £30 for the use of his patent): later they were fitted with Murray's great contribution to locomotive development, the slide valve which he had patented in June 1802. The big problem of the day was that cast iron rails could not take the weight of heavy locomotives. Two other pioneers were tackling the problem of heavy loads on cast iron rails at the time. William Brunton of Butterley Ironworks, Derbyshire, built a locomotive propelled by two feet actuated by piston rods via complicated levers. The other pioneer was William Chapman of Durham who developed a six-wheeled chain-hauled engine with a four wheeled bogie.

In 1813 the Wylam wagonway, now relaid as a cast iron plate tramway, saw William Hedley build his first successful locomotive, the celebrated *Wylam Dilly*. It had four smooth flangless wheels. In four-wheel guise they broke, then destroyed the cast iron track, but when converted to eight wheels where successful and ran until around 1825/1830. Hedley was assisted in his work at Wylam by Timothy Hackworth (see later). George Stephenson had seen the Blenkinsop/Murray and Chapman locomotive

Hedley's Wylam loco, 1813
as subsequently fitted with
8 wheels



at work at
Coxlodge and
Lambton and
was a frequent
visitor to
Wylam. In
1813 Stephenson was ordered to supervise the construction of a locomotive for the Killingworth wagon-

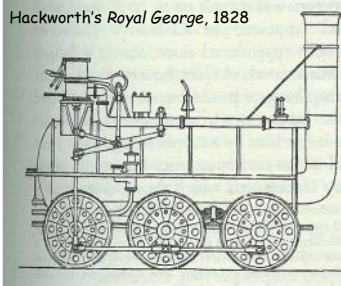
locomotives built by Fenton, Murray & Wood of Leeds. But they informed Pease in 1825 that "It does not suit with the present arrangements of our Business to take orders for High Pressure or Locomotive Engines. We have not made any this 8 years". So by that time Murray had lost enthusiasm for building steam locomotives. It was not until the 1830s that locomotives were again built at the Round Foundry, Leeds, by the then firm of Fenton, Murray & Jackson.

Faced with this antipathy and doubt in the engineering industry, yet still convinced that the demand for locomotives would increase as railways spread, the two Stephensons, Edward Pease and others took the momentous decision in June 1823 to open a works of their own, Robert Stephenson & Company, North Street Works, Newcastle. Orders were placed for the first two Stockton & Darlington locomotives, Nos. 1 and 2, *Locomotion* and *Hope*. *Locomotion* was a four-wheeled engine and, not without serious teething problems on the day, when wagons derailed several times, horses stampeded after the locomotives safety valve lifted, the opening day, 27 September 1825 saw the first train reach Stockton Quay.

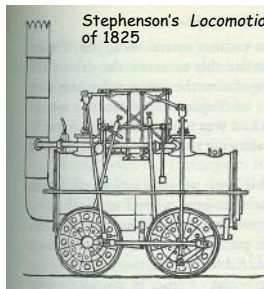
Timothy Hackworth was appointed superintendent of the Shildon works and the world's first shed-master at the Stockton & Darlington Railway, and in 1828 Hackworth's six wheeled locomotive *Royal George*, proved a triumph over George Stephenson's *Experiment* built in 1827 at the Newcastle works. *The Experiment* was the first attempt to break

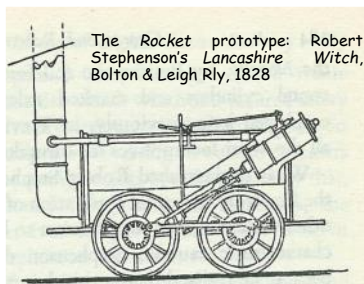
During the building by George Stephenson of the Stockton and Darlington Railway in 1823, the question of who should build locomotives for the S&DR was raised by the Quaker landowner and railway backer Edward Pease, on a visit to Killingworth. An approach was made by Pease for the use of

Hackworth's Royal George, 1828



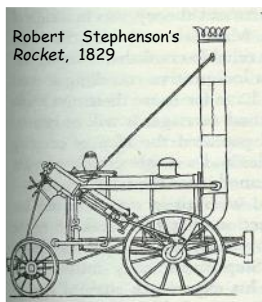
Stephenson's Locomotion,
of 1825





away from the vertical cylinder convention which had held sway since Blenkinsop and Murray's rack engine. Stephenson returned to Trevithick's

practice of mounting the two cylinders horizontally in one end of the boiler. From this developed Stephenson's successful Rocket type locomotive of 1829 Liverpool and Manchester Railway fame, but that's another story.



So we see that John Blenkinsop and Matthew Murray (and, *ipso facto*, the Middleton Railway, Leeds) played a crucial, pivotal role in the vanguard of development of the steam railway locomotive. After Trevithick's inventive experimental genius, Blenkinsop and Murray developed and built

the first commercially successful steam locomotives to operate anywhere in the world. These ran until the 1830s. Blenkinsop and Murray's work enabled others to capitalise on those experiences and knowledge gained, and people such as the Stephensons, because they were in the right place, at the right time, and received the backing of wealthy industrialists and landowners, took the concept forward, enabling the Industrial Revolution, the Victorian Era and public transport to rapidly grow nationwide and ultimately worldwide.

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If you have not seen the Act of Parliament for the Middleton Railway a copy is available on the Internet at http://www.railwaysarchive.co.uk/documents/HMG_ActMiddle1758.pdf

**Deadline for
June 2007 issue
15 May 2007**

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



My sister Betty keeps me informed of The Middleton Railway Trust. So to everyone, thank you, for a job still being 'well done'. Congratulations on the splendid achievements so far. I was in at the beginning, one of the founder members (I think) my membership number being 12, with a lot of hopes, dreams and not much else.

So please keep going, keep up the good work. Renewed thanks and congratulations.

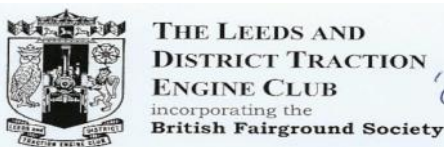
Renie Wiseman
Leeds

We send our very best wishes to Renie, who was a regular helper in the Moor Road shop over many, many years (Editor)

I visited Middleton yesterday on spec - I was picking my son up from university for the Christmas holidays.

I have to say that the staff on site were extremely helpful in showing me round the site and answering my questions regarding various locomotives. I spent around an hour on site and the team there are to be congratulated on the magnificent job of developing a museum dedicated to Leeds' builders and to the preservation of industrial locomotives.

Dr Terry Wallace
Reader in Organisational Analysis
Edge Hill University
Ormskirk
L39 4QP



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.

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## L&DTEC evenings are shown below:

- Mar 20 AGM (members only)
- Apr 17 Jamie Guest on restoration of Leeds horse tram
- May 16 (Wed) Pie and pea supper at West Riding Small Loco clubhouse

# Hunslet Austerity Tanks

Andrew Johnson

This numerous 0-6-OST locomotive class owes much to the Hunslet Engine Company's industrial loco ancestry. The direct lineage can be traced back to 1937 with the 48150 class of loco. These were the first of the 18" locomotives that bear a close resemblance to the later Austerities. Subtle differences include a different shaped coal bunker and a water tank that finished before the smoke box. The 48150 type had been developed from an earlier design with 16"x22" cylinders rather than the 18"x26" ones. Wheel diameter was increased by 3½" from 3'9". Development for the 50550 class of locomotives was an increase in the length of the tank to reach the smoke box front thus increasing the water capacity. For details about the 50550 that is under restoration at Embsay see <http://respite3696.tripod.com/Hunslet2414/>

During the war the Ministry of Supply considered the locomotive for heavy shunting duties. Initially they had looked at the possibility of building some more of the LMSR "Jinty" tanks; however Edgar Alcock convinced the Ministry that a locomotive based on the Hunslet 18" saddle tank would be a more straightforward design and should feature a shorter wheelbase enabling it to operate on a greater number of routes. The specification stipulated that the locomotive would be able to operate on rough track, capable of starting a 1000 ton train on the level, 550 tons on a 1 in 100 and 300 tons on a 1 in 50 grade.

The first of these Austerity tank locomotives was steamed on the first of January 1943 (HEC 2849). To speed the production during the hostilities many were built by several other industrial locomotive builders in the UK under contract from HEC. These include Andrew Barclay, W.G. Bagnall, Hudswell Clarke, Robert Stephenson & Hawthorns, Vulcan Foundry and Yorkshire Engine Company. Production of this versatile loco continued after the cessation of hostilities in 1945.

With 391 locos built there were many modifications made from the standard locomotive. The coal bunkers were extended on some to increase capacity, the ones operating at Lambton colliery had cut down curved

cabs. Some were converted to oil firing. There are subtle detail differences between ones built by the various sub contractors.

After the war the locomotives were used by many of the then nationalised collieries for the transportation of the coal from their sites to the local sidings. Seventy five of these were sold to the LNER who classed them as J94.

Developments on improving the locomotives' performance and economy have been carried out. Initially the Giesl ejector multiple blast pipe was fitted to a number of locomotives. This helped to overcome the emission of black smoke that had been outlawed by the clean air act. An example of one of the locomotives that was latterly fitted with one is under restoration (WG Bag 2777/1945) by the Scottish Railway Preservation Society. In the late 1940s, Dr. Adolph Giesl-Gieslingen developed a new exhaust design called the Giesl Ejector. He patented this device and it was applied to thousands of steam locomotives all over the world. The Giesl Ejector featured a series of small inline nozzles exhausting up a thin, oblong chimney.

Some locomotives later had the blast pipe changed to a Lempor (Lemaître-Porta) exhaust developed by Livio Dante Porta. The Lempor was a development of the Kylchap exhaust. Andre Chapelon used the exhaust splitter developed by Finish engineer Kyläla, which divides the exhaust stream into four parts. The Kylchap draws in gases from more than one level of the smoke box, which Chapelon believed to be an important feature in providing an even gas flow through the many tubes of the boiler. Other major modifications that took place on quite a few locomotives that extended their working life until the 1980's was the fitting of underfeed stokers and the Gas Producer Combustion System (GPCS). The idea behind having the underfeed stoker enables the loco to be operated by a single person during the working day.

GPCS. The French chemist Fontana observed in 1780 that passing steam through incandescent carbon gave off two combustible gasses: carbon monoxide and hydrogen. The benefit of this had been forgotten until the Argentinean engineer Livio Dante Porta had been experimenting with the metre gauge 4-8-0 La Argentina. Steam mixed with the primary air in the ashpans

both reduces the firebed temperature below the ash fusions level and enhances the combustible gasses given off. This reduces the draught through the firebed along with the loss of coal particles in the draught. To ensure a good mixing of the combustible gasses and turbulence an improved chimney/exhaust is fitted to create enough draught. Improved chimney/ejectors used with the GPCS include the Lemaître nozzles (Lempor), Kylälä splitter (Kylpor) the Kylchap or the Giesl to create enough draught to compensate for the additional resistance of the spark arresting screening in the smokebox. Porta gave advice to Hunslet in 1960 about how modifications could be made to incorporate the GPCS into the locomotives. He rode on the prototype at Waterloo Main Colliery.

engineers is Martyn Bane's <http://www.martynbane.co.uk/>  
**†OR**

Locomotives with different arrangements were tested by Swindon to assess the benefits of the different parts. A standard loco could not produce 6000lbs/hour; with a Kylpor ejector fitted this rose to a steam rate of 12000lbs/hour. When fitted with the GPCS mixed results resulted in the need to balance the ashpan steam supply with the fire conditions.

When new coal burns in the hydrogen rich flame, secondary air needs to be adjusted so as to maintain an exhaust that is just coloured to optimise the steaming rate. If the steam is shut off during traction to avoid excessive smoke while the firebed is gasifying, the firebox needs the blower on and the fire door to be opened.

For further information about the different exhausts, the theory and practical use and other key modern steam locomotive technologies such as the GPCS see *La Locomotive à Vapeur* by Andre Chapelon. The fairly recent English translation has greater information in than the original French edition including write ups about various modern current steam engineers.

A very good website that has information about modern steam loco technology and the

## IAN DOBSON'S TUESDAY SOCIAL EVENINGS AT THE ENGINE HOUSE, MOOR ROAD

|                       |               |                                   |        |
|-----------------------|---------------|-----------------------------------|--------|
| 6 <sup>th</sup> March | Tom Heavyside | Steam around Britain in the 1970s | Slides |
| 3 <sup>rd</sup> April | Norman Bevan  | The Deltics                       | DVDs   |
| 1 <sup>st</sup> May   | Ian Smith     | Locomotives of the Big Four       | Slides |
| 5 <sup>th</sup> June  | John Pridmore | British Transport films           | DVDs   |
| 3 <sup>rd</sup> July  | TBA           |                                   |        |

# Quarry Hunslet locomotives

Andrew Johnson

**M**oving away from the standard gauge products of Jack Lane, Leeds, we take a look at some of the nominal 2' gauge locomotives and a few others along the way, with the current owners of the Hunslet name, LH Services, in the process of batch building some new locomotives.

There were a couple of main slate quarries that used products from Hunslet, these being Penrhyn and Dinorwic in North Wales. These two had a different method of transporting the product from the workface to the factory and then onwards to the point of trans-shipment.

Dinorwic quarry is located on the opposite side of the Padarn lake to Llanberis. The quarry used locomotives in each of the galleries and levels to move the slate blocks from the workface to the inclined planes. The loaded wagons were lowered down to the workshop at Gilfach Ddu where the blocks were cut and split to form the final product. Wagons were loaded with the finished product; these were then loaded onto transporter wagons on the 4' gauge Padarn Railway. The locomotives used in the galleries were cab-less so that they could work through the restricted tunnels and designed to be hoisted up the gradients. On the Padarn Railway when the original Horlock (*Fire Queen* is preserved in Penrhyn Castle) locomotives had been withdrawn they were replaced by a trio of 0-6-0Ts from Hunslet. At the port the loaded wagons were taken from the transshipment wagon to the port to be loaded into the awaiting boats. To oper-

ate in the galleries the generic 'Alice' class locomotives were used, whereas in the port a similar looking locomotive type were the 'Port' class.

From the Hunslet catalogue they give a telegraphic code of HELVA for a similar locomotive and list it as capable of hauling a load of 115 tons on the level, reduced to 55 up a 1 in 100 grade and 30 tons on a 1 in 50. This proves why there are still a lot of these useful work horses in use by preserved railways.

Penrhyn quarry operated slightly differently compared to the Dinorwic quarry, in so much as they built a nominal 2' line direct from the factory to the port. To operate on the main line from the factory to the port a trio of large 0-4-OSTs were built. This trio *Linda*, *Blanche* and *Charles* are much larger than the quarry locos. Fortunately all three of these survive, *Charles* is at Penrhyn Castle painted as it would have operated along the main line of the Penrhyn Railway, *Linda* and *Blanche* were sold from the quarry to the Ffestiniog Railway. *Linda* and *Blanche* have been amended into 2-4-OSTT locos with the addition of a large tender to enable them to operate a round trip. In 2005 they were both inside Boston Lodge works having a thorough overhaul; *Linda* has received a new boiler from Israel Newton's. It might still be possible to purchase a T-shirt with a line drawn replica of *Linda*'s works plate from the FR - these were produced to fund the purchase of the new boiler. There have been many column inches in the railway press recently talking about the FR converting (back) some locos to coal firing from oil.

For a history of the quarries in Wales that used the locos see *The Slate Railways of Wales* by Alun John Richards.

Locomotives that you might see on your travels:

Quarry Hunslets from Penrhyn, Dinorwic, Pen-yr-Orsedd and others in North Wales can be seen in various parts of the country. On the 2' line at Bressingham near to Diss in Norfolk there are a brace along with a Hudswell Clarke loco that operated in a Welsh quarry. West Lancashire Railway at Hesketh Bank near Preston has a couple that they use, *Irish Mail* and



*Jonathan. Irish Mail*, just like many other preserved locomotives, has had a cab fitted so that the crew have some weather protection. There is a story of a Middleton member that has visited Launceston and wondered why they never used a cab-less locomotive until he went on a sunny day and they had one operating then - the comment that had been made was that they look at the weather before deciding which loco to run!

There are many railways in North Wales that you can be sure that if you visit you will see a quarry Hunslet in operation. Bala Lake have a few including *Alice* and *Maid Marian* that regularly operate during the summer months. Llanberis Lake relies solely on three locos as per my day trip to Wales.

If you get the chance to ride behind one of the cab-less locos it is better than riding on our railway when we have 1310 or *Sir B* running, as you can get a view that makes you think that you are sitting on the footplate. This is one of the pleasures of riding on the line at Bressingham. Some of the lines operate these locomotives with a driver who also fires - essentially they do so on each occasion that the train is stationary. The back plate has a pair of sliding doors that enables easier firing to be carried out from rail level behind the engine.

The Welsh Highland Railway was designed as a line to connect various quarries to the main line at Dinas, just south of Caernarfon and at Port Madoc. Of the locomotives built for the line some people class 901/1906 *Russell* 2-6-2T as being a mainline quarry Hunslet. They had other locos from the factory in Leeds including 206/1878 *Beddgelert* 0-6-4T and 979/1908 *Gowrie* 0-6-4T. Other builders supplied the

quarries with locomotives to operate in the galleries and the various mainlines. A visit to the narrow gauge museum at Towyn is recommended so that you can view a transporter wagon from the Padarn railway,



*Rough Pup* (a cab-less *Alice*) and a locomotive supplied by Manning Wardle *Jubilee* 1897 (1382) to the Cilgwyn Slate Co.

The chance for you to ride behind a quarry Hunslet loco will continue into the 21<sup>st</sup> century as LH are building some more. Currently the first of the modern batch is operating on the recreation of the Lynton and Barnstaple railway. This line was famous for the 2-6-2T locomotives that were supplied to it from Manning Wardle; replicas are being built at Boston Lodge (for WHR) and by the current Manning Wardle for the L&BR.

Of the quarry locomotives that were exported to museums in America some of them have not been on show for many years. Just like the Darjeeling Railway B class 0-4-0ST No. 19 that came back from USA a few years ago, Leeds resident Andrew Neale has bought one that he will have restored for operation. The majority of the locomotives were given names by

the owners of the quarries. Some of the obvious names were children of the owner, A fair number of them were named after racehorses owned by the quarry owners.

At the Llanberis Lake Railway they have renamed the three locomotives they run as they have built these from the various parts that they acquired with these locos. The new names represent a few of the locally appropriate names such as *Dolba-*



darn (the castle between Gilfach Ddu and Llanberis on the lake shore), *Elidir* (named after the mountain that the Dinorwic quarry was located), *Thomas Bach* (named after one of the drivers that had worked in the quarry).



21st-century Quarry Hunslets *Statfold* (left) and *Jack Lane*

Some of the quarry locomotives have got parts from their sisters that they acquired during their working lives in the quarries. There are early locomotives having later style boilers cabs and bunkers.  
TOR



Steve Roberts receives the HRA Award in January 2007



## End of year "big shunt" takes place



On 31 December 2006 Andrew Gill captured these shots of some of the moves caused to get various rolling stock into different positions for the next three months.

**Clockwise from top left** - LMS 12T van stripped down for rebuilding: 7051 *John Alcock* (H1697/1932) stripped of paint for refurbishment: *Henry de Lacy II* (HC1309/1917) being moved into the Engine House coupled to Fowler diesel and the undercarriage of *Sir Berkeley*: View from footplate of *Carroll* as *Sir Berkeley* is picked up by the Peckett; and the chief reason for the big move—*Sir Berkeley's* frames and running gear being moved from inside the workshops into the light of day for the first time for two years for the new boiler to be mounted





# The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

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Registered Museum No. RD2114

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## Membership subscription rates from 1 January 2007

|                                                        |         |            |
|--------------------------------------------------------|---------|------------|
| Adult Membership                                       | £12.00  |            |
| Senior Membership                                      | £9.00   |            |
| Junior Membership (of M.R.A.)                          | £9.00   |            |
| Family Associates of Trust Members (in same household) | £2.50   | per person |
| Life Membership                                        | £210.00 |            |

## E-mail addresses

|                                        |                                                                                              |
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| Bookings (Advance Travel Reservations) | <a href="mailto:bookings@middletonrailway.org.uk">bookings@middletonrailway.org.uk</a>       |
| Engineering (various engineers)        | <a href="mailto:engineering@middletonrailway.org.uk">engineering@middletonrailway.org.uk</a> |
| Finance (Treasurer)                    | <a href="mailto:finance@middletonrailway.org.uk">finance@middletonrailway.org.uk</a>         |
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| Old Run (Editor)                       | <a href="mailto:oldrun@middletonrailway.org.uk">oldrun@middletonrailway.org.uk</a>           |
| Staff Rosters (Roster Clerk)           | <a href="mailto:roster@middletonrailway.org.uk">roster@middletonrailway.org.uk</a>           |



**Left:** The original Saxby & Farmer gate post (painted green) finds a new purpose as a retainer for one of the new wooden gates when opened, 22 November 2006.

**Right:** The Engine House on 22 November 2006, now sporting some lovely bright-coloured banners highlighting Middleton Railway's historic landmarks.



**Left:** The Engine House with the Leeds Civic Trust Heritage blue plaque affixed to the façade for visitors and the passing public to see.

*(Andrew Gill)*





Middleton Railway's **Manning Wardle 0-6-OST Matthew Murray (1601 of 1903)** waiting to leave the Tanfield Railway's Andrew's House station for its northern terminus at Sunnyside on 27 August 2006 (Martin Plumb)