

The

OLD RUN

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Front Cover

John Beesley's immaculate Hunslet Beatrice (No.2705 from 1945) on the Balm Road branch. Chris Nicholson

On the Platform *Graham Findley*

Down in my neck of the woods in Wiltshire, our rail services were completely withdrawn for the whole month of August. This wasn't to do with electrification, but to lower approximately one mile of track under Dundas Aqueduct to allow the line to be used as a diversionary route for freight trains in the future. However, as readers in Yorkshire will know, Network Rail have been heavily criticised (not for the first time) for failures in the planning and execution of major projects, making them more laughing stock than rolling stock!

They're clearly not on performance enhancing drugs - unlike many of our top athletes, if the recent series of hand-wringing articles, disclosures and allegations are to be believed. There seems to be a distinction made between one sort of performance enhancement and another. On the one hand are specialist training regimes and diets, high altitude camps, hyperbaric oxygen chambers and the sort of extensive training facilities in the Florida sunshine beloved of the top stars - and on the other are drugs, banned because they're cheating! Really?

Let's take a step back here. What we're really talking about is money. All those sophisticated techniques don't come cheap, but winning these days seems to be the only thing that matters - well, that's what people celebrate and reward. But I wonder how an athlete would perform naturally and unassisted, without any artificial aids to their success?

There are two ways forward. We could allow all available means of boosting performance, including doping, so we focus only on the result, not the taking part.

Alternatively we just ban all the ways people improve their performance, including practicing. We should have all the athletes taking part in a race answering the question 'Have you done this before?' If the answer is 'Yes' then they'd be disqualified....

Contents

Inside Track - A Round Up of Recent Events	4
A Model Manning - Richard Linkins	8
Life In A Box - Alex Bateman.....	10
The Hunslet 150 Gala - John Linkins	18
OLive's New Livery - Ian Dobson	22
Moor Road Happenings - Steve Roberts	23
Vintage Bus Running Day - Andrew Johnson	28

Just where did this summer go?

September has come around again but two recent events have brought our railway to the notice of many enthusiasts and public. In July we had the Hunslet 150 celebration and in August BBC Radio Leeds broadcast live from the platform at Moor Road.

Over the 150th weekend the hard work achieved many successful results including the reunion of many former Hunslet employees, the steaming of no less than five visiting Hunslet locomotives and the formation of an 'ongoing relationship' with the main sponsor, Schneider Electric.

A couple of light hearted instances from this event were firstly a lack of change at the bar which was overcome by reducing the price of beer so that two half pint glasses were cheaper than a pint! "I got my maths wrong" was the comment from the person responsible. Or was it too much real ale?

Then whilst checking tickets at the door the gentleman responsible reversed his wheelchair into a young lady. He then went forward at good speed with the young lady following after him as she had become entangled with a hook on his chair. This, he claimed, was the only time that he had been chased by a woman!

A cloudless August Wednesday witnessed the three hour long live broadcast of the BBC Radio Leeds morning show from our platform at Moor Road. Breakfast on a shovel was cooked for the presenter, Richard Stead (BBC) - not to be confused with our volunteer of the same name! Various guests and members of the railway were interviewed including Mrs Youell, the widow of the founder of our preservation society, representatives of Schneider and The Friends of Middleton Park. Live on air Mr Don Townsley, formerly of Hunslet Engineering and famous author, was invited to become an Honorary Vice President of Middleton Railway. The

broadcast also coincided with the visit of several groups of people ensuring that trains were well loaded. It was reported that some visitors came along in the afternoon as a result of the broadcast. I would like to thank all who made the effort to ensure the success of these events.

So where do we go from here? In the short term, planning is well underway for the September Gala, Halloween and the Santa Specials which will take us to the end of another year. In the long term the future plans for the Middleton Railway are also being formulated for the next five year period. A Volunteer Forum where you can have your say has been arranged for Thursday 27th October, 7:30 p.m. in the Engine House.

It was suggested at a recent council meeting that all male members should grow beards so that the expenditure on Santa beards may be reduced! The money paid for tickets to ride on Santa Trains over the month of December is a sizeable proportion of the income of our railway, without which we would be unable to bring to fruition the restoration of locomotives and rolling stock and to achieve the longer term aspirations that many members have for our railway. I would encourage each member to volunteer to assist Santa and his trains. Recruiting of present wrappers, Elves, train crew, Engine House staff etc. is now well underway.

I understand that the fundraising total for the running shed is still growing. The foundations will soon be dug and it is hoped that the structure of the building will be constructed in the next few months. The other civil engineering project is the 'Picton Shelter'. Again this has been dormant but work on the project is planned to recommence soon. Both of these schemes will require manpower so members are encouraged to volunteer.

Regards, Malcolm

Inside Track

People and events at the Middleton Railway



After four years of work to convert a Southern Railway PMV (Parcels and Miscellaneous Van), Coach 1074 makes it's first public outing on June 27th 2015. *Chris Nicholson*



Defibrillator - Funded by a generous charitable donation, an important item has been added to the First Aid equipment of our railway. This machine can be used if a casualty has suffered cardiac arrest to restart the heart of a patient. Under such circumstances time is of the essence and you may be able to save a life before professional help arrives. The defibrillator is located in the shop area of the Engine house. Use of this device is foolproof as the machine automatically monitors the patient and a voice tells the operator what to do. A short training video on the Defibtech Lifeline AED is available on YouTube: [ANsQzQWKP3g](#)



Safeguarding Officer - At a recent meeting of the council it was decided that one or more people should be appointed as Safeguarding Officer. This role entails being the first point of contact for all staff and volunteers to go to for advice if they are concerned about a child or vulnerable adult. David Hector has volunteered as one of our Safeguarding Officers, and is at present undertaking training on this aspect.

Christmas Elves - Santa will shortly be recruiting elves to assist with the distribution of early presents to the children who will be riding on the Santa Specials each weekend in December and on 23rd and 24th. The elves working on the Middleton Railway will, we understand, not be required to do the overnight shift on Christmas Eve/Christmas Day which will ensure that they are home and asleep when Santa makes his visit to them! Duties include taking the present ticket from children travelling on Santa Specials and finding the correct present for Santa to give out. Full training will be given to successful applicants (although not in Lapland).

If you know of a young person willing to undertake this important duty then please apply, in the first instance, to Janet Auckland who will discuss their suitability with Santa!



Ian Dobson's Famous Social Evenings take place every first Tuesday of each month at Moor Road, starting at 7.30pm. It has been scientifically proved that there is nothing better to do on a Tuesday evening, and Mr. Dobson might even make you a cup of tea - if you ask nicely! Usual rules apply - all welcome, tea break provided and no membership of any organisation is required to attend. A splendid time is guaranteed for all.

01/09/15 Andrew Johnson

06/10/15 Kevin Tattersley

03/11/15 Martin Plumb & Ian Hodgson

01/12/15 Team Smith

From his Archives

TBA

A little piece of this and a little bit of that

Christmas social quiz - not too difficult!

Safety and Operations

As some of you may well be aware there have been a couple of incidents at the railway since the last Old Run, neither of which resulted in injuries or damage, however one had the potential for serious injuries and damage.

This article is dedicated as an urgent reminder to all members who may be at the railway whenever locomotive and vehicle movements may be taking place, particularly any member who may ever be involved in shunting duties.

In addition to this article, there will be a few Mutual Improvement Classes (MICs) held in September in relation to shunting - see opposite. This is something that we want all crew to attend as soon as possible given the safety critical nature of shunting – by the time you read this, the scheduled MICs may have already run, but if you did not get the opportunity to attend, please contact Mark Whitaker or John Linkins to arrange another MIC.

Shunting

What is this “Shunting”? At the Middleton Railway, it is the process of moving a locomotive or locomotives and/or rolling stock from one place to another in a safe and controlled manner.

A shunter is basically the first rung on the ladder for anyone wishing to operate trains at the railway. The work may seem basic, but, it is one of the most essential jobs to allow trains to operate. It is though, one of the most dangerous tasks that can be undertaken. Wagons and coaches may weigh many tons and can be moved safely, but they can also have a mind of their own, and move on their own without warning if tasks are not completed correctly. Remember, an unbraked vehicle could move without warning or even making a noise!

What are the duties of a shunter? The main task is to work with the driver as his eyes and ears on the ground whilst movements are taking place. The shunter controls the driver, who must obey the shunter's signals. These signals are usually given by hand during daylight hours and by lamp during the hours of darkness. The driver must have confidence in the shunter as it is they who makes movements happen. The driver may be in charge, but remember, that the shunter can stop everything. It has been repeated many times before and probably will be again – all movements should only take place once all people involved have reached a clear understanding of what is going to happen. If there is any doubt at any point during a shunt, stop safely and establish a clear understanding.

This job may not be as glamorous as some tasks at the railway, but please remember it is a very important part of the safe operation of trains. How shunting is performed and what is entailed is a step towards being passed out. Though, people should remember that passing out is not the end, learning always goes on. Once a shunter, progression can be made to Guard, secondman, footplate trainee, Fireman, and eventually a driver.

One part of the duty that has been highlighted lately is the essential braking of wagons when they are stationary after movements. This task of applying brakes must be done before the wagons are uncoupled from the rest of the train. It may sound like a simple task, but it needs careful consideration – are you always sure how many brakes to apply? How much weight is in there? Do you need to put down chocks? What sort do you use? Are they the right size? All these factors need to be considered, and if there is any

doubt, take that little bit more time to apply more brakes or chocks and even to double check that brakes have been applied. Shunters usually have two arms, preferably with hands attached at the extremity. When signalling, some shunters have been seen to make small insignificant hand signals, which if you are on an engine some distance away, can be very difficult to see or understand. This is especially so if the hands are dirty and the signaller is wearing a pair of regulation oil covered overalls. If the hands are in front of the body they can also be difficult to see. To help with this shunters, think of yourself as an exaggerating actor or a windmill. Extend the arms, make a signal that is clear and has no ambiguity.

This is one way of lessening the risks of an incorrect move being made – although any driver who cannot see or understand signals they are being given should immediately bring any train they are moving to a stop, not moving again until a clear understanding has been reached. Also please think before coupling or uncoupling. Can a shunting pole be used? This is very much the safest method of coupling and uncoupling. If you are not sure how to use one, please ask and someone will show you the techniques required. When it is unavoidable to go between locomotives and/or vehicles, such



as when vacuum hoses need connecting or the screw coupling needs tightening, you must ensure that you advise the driver before going between the vehicles – which will be at rest as the brakes have already been correctly applied by now! Then also, let the driver know when you are out. He may not realise that you came out of the other side and may be sitting there thinking you are injured (or asleep!).

With care and consideration and following the rules, shunting can be carried out safely and successfully. Mistakes and accidents can happen, but we must all do our best to minimise the risks to people involved in shunting and others who may be working in the vicinity; ensure you are concentrating fully on the task in hand, do not carry out duties if you may be unwell or fatigued and do not be afraid to be shouting your signals or waving arms around like mad.

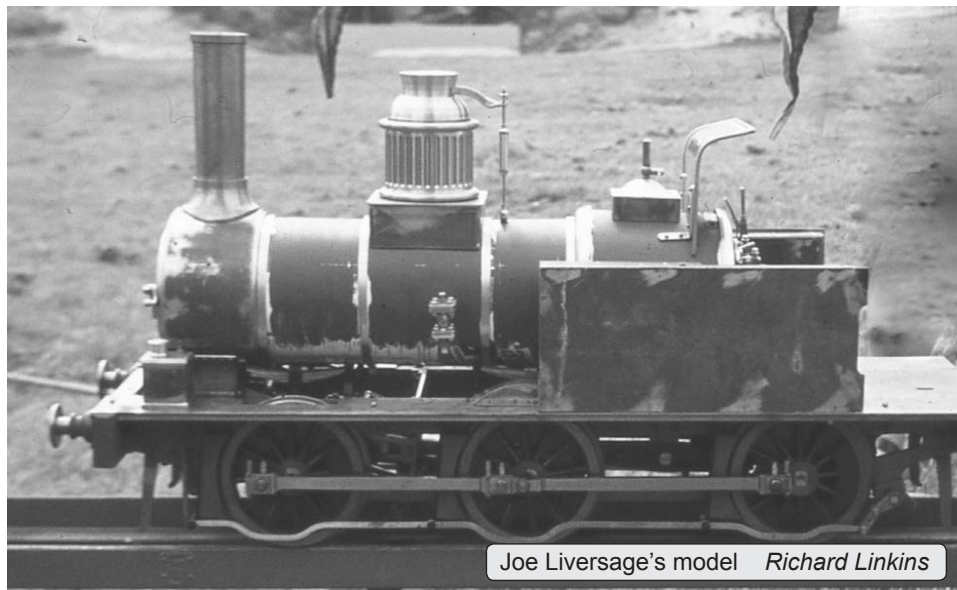
Safety and Operations Committee

Mutual Improvement Classes are a valuable tool for all volunteers involved in operations and we have the fortune of having volunteers that have many years of experience, both at the Middleton Railway and other railways - and they are willing to share this for free! The next round of MICs to be run at the Middleton Railway are as follows:-

Saturday 12th September (14:00)
Thursday 17th September (19:30)
Tuesday 13th October (19:30)
Monday 18th January (19:30)
Thursday 18th February (19:30)

Operations & Shunting
Operations & Shunting
Site Safety, including Lifting & Craning
Locomotive Theory
Lubrication

All MICs are held in the Engine House and should last no longer than a couple of hours, starting at the time stated in brackets.



Joe Liversage's model Richard Linkins

Last year my son John and I were discussing the 150th anniversary of the Hunslet Engine Company completing their first locomotive. John then said that he thought it was a good idea if someone wrote an article on Hunslet locos and models to help raise awareness, and since I had retired he thought perhaps I would like to take this on!

So I started work with a small sigh (this is the same son that ticks me off for taking on work for other people).....

On the basis that a picture is worth a thousand words I started to look through my collection of photographs. Hunslet built their first locomotive, *Linden*, in 1865; it was a standard gauge 0-6-0ST. Many years ago the late president of the Maidstone Model Engineering Society, Joe Liversage, built a 5" gauge 0-6-0T for his wife, which was a change from his normal output of large narrow gauge locomotives. He told me that it was a model of the first Hunslet loco, so I searched through my slides and eventually found a picture of it.

I then dug out my copy of Don Townsley's book on the Hunslet Engine Works and compared it to Joe's model. To my disappointment they were not the same. Certainly the engines were of a similar size and wheel arrangement but the details were quite different. So I gave up on using the picture in the article but my curiosity was aroused.

I was browsing through another book about railways around Dudley when I came across a picture of a similar loco. This was *Queen*, built for John Bradley and Co in 1867 and running later on the Earl of Dudley's Railway.

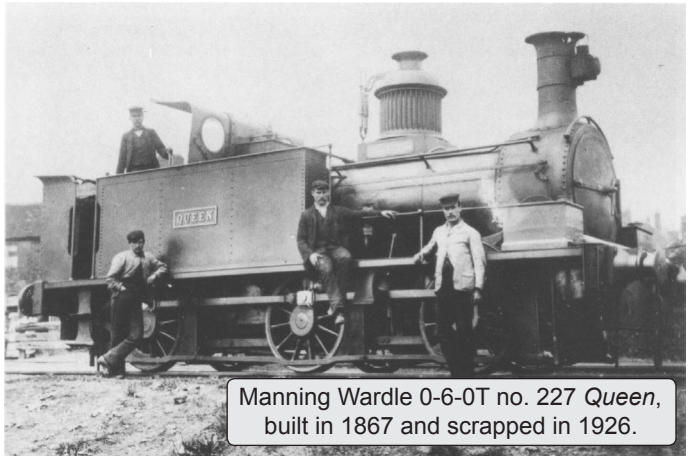
I then realized that Joe's loco was very similar and had been built by Manning Wardle, whose works were next door to Hunslet's in Jack Lane. The fluted dome is the clue. This originated with E B Wilson's Railway Foundry locomotives, such as the famous Jenny Lind class. E B Wilson closed down in 1858 and Manning Wardle took over their goodwill and no doubt many of their designs. The fluted dome is the

A Model Manning (cont)

most obvious feature but another clue is the raised firebox. This was very early locomotive practice but died out as the 19th century moved on. However Manning Wardle continued to use it until they closed in 1926. If you visit Bridgnorth station the old boiler from the last engine they built, no. 2047 *Warwickshire*, is in the yard and still has the raised firebox. The

old boiler from Sir Berkeley is, of course, in the Engine House. It has been sectioned and clearly shows these design features. (I used the Leeds Engine Builders website for the history of Manning Wardle and E B Wilson.)

So was Joe mistaken or is my memory at fault? We will never know, but I would dearly like to know where the model is. There are few really accurate models of industrial locos about and it seems a shame that it has disappeared from view. Joe Liversage was a prolific model engineer. He was born in West Yorkshire and started his working life as a



Manning Wardle 0-6-0T no. 227 *Queen*, built in 1867 and scrapped in 1926.

draughtsman. He later worked for the LMS, then on the structural design of Battersea Power Station and became a member of the Institution of Mechanical Engineers. He and his wife moved to Herne Bay in Kent because "it was the town with the lowest rainfall in the country". He set up a light engineering workshop and built nearly 30 miniature locomotives including 3 of 9" gauge for the Torry Hill Railway in Kent. The picture below, taken by George Barlow, shows him on *Lord Howe* at Torry Hill. It has 4 cylinders, and a special conjugated valve gear to give eight beats per revolution, as on the full size loco.



Joe Liversage *Richard Linkins*

We live in a restless world where that which does not change is not only left behind, but devoured. This rule does not apply to signal boxes.....

At 05:20 my alarm wakes me from my slumber; I am to take an exceptional duty at Milner Royd Junction Signal Box at 06:00, to take the night turn signaller off, and man the box until we can find a relief signaller who wants to work his rest day. I am not, as they are called on the railway, a 'regular man', and only work signal boxes in times of emergency or staff shortage, in my role as a Mobile Operations Manager for Network Rail. I pick up my bag, and remember to grab my rule books from the bookcase as I make my way to the car. 30 minutes to make the 8 mile journey to the outskirts of Sowerby Bridge, deep in the Calder Valley.

We are blessed in the West Yorkshire region in still having a variety of traditional signal boxes plying their trade, safely moving trains via the absolute block system and interspersed with larger power boxes, removed from the tactile experience of running trains the traditional way. Today it will be just me, a block bell and a lever frame tasked with sending trains towards Manchester from Halifax and Brighouse.

It is raining, dark and grey, giving me no chance to witness the early spring sun rise over the steeply sided valley. The night turn signaller is standing by the window, eagerly awaiting my arrival and the promise of a warm bed back at his home. His shift started at 22:00 the previous day, and he has had possession of the Up and Down Lancashire and Yorkshire lines from 23:36. I walk briskly into the brightly lit signal box that could be my home for the next 8 hours if that spare man isn't found. In the true style of Signallers Hospitality, the kettle is already boiling in the corner. Immediately, 'Call Attention' is received from Hebden Bridge. At a few minutes to

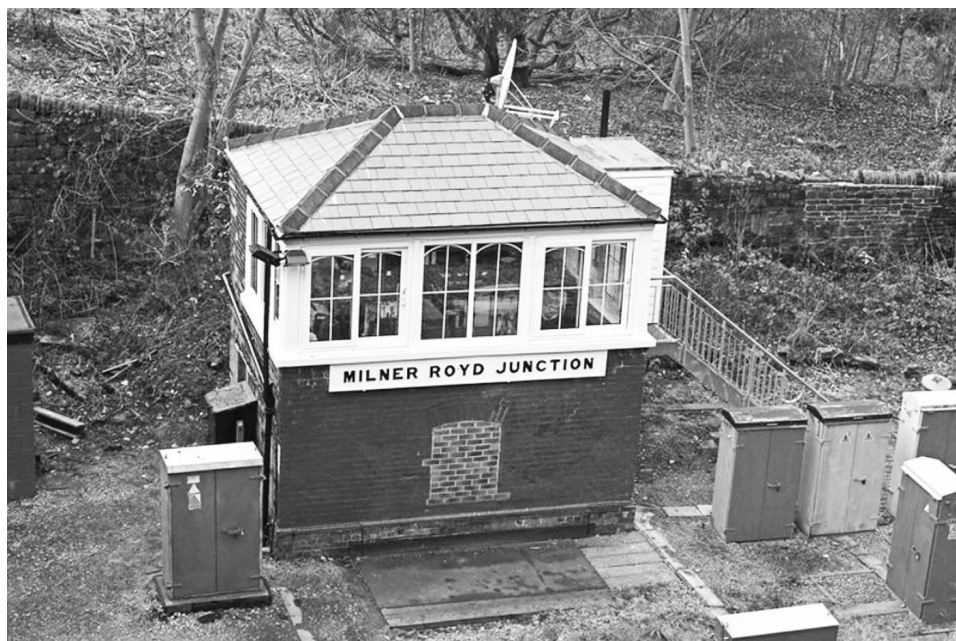
six, the single chime of the Lancashire and Yorkshire Railway Block Bell removes the last vestiges of sleep from my eyes. I reply with a single tap on the bell tapper. Seconds later, my first train description of the day, 2-2-1, rings out from the bell. When I am satisfied that the line is clear and safe I respond on the tapper: 2-2-1, and I swing the commutator from 'Normal' to 'Line Clear'. The needle moves swiftly as the brass handle goes home with a thud. Seconds later the bell rings again -2, meaning train entering section. I spin the commutator from 'Line Clear', passing 'Normal' to 'Train On Line'. The early morning empties are on their way from Hebden Bridge.

The outgoing signaller is ready to sign off. We exchange signatures in the Train Register Book (TRB), the archaic way of recording trains as they pass from location to location, and the outgoing signaller says his goodbyes and is gone. No sooner has he left than the Class 5 passes my box with a cheery wave from the driver. He sails on by down the L&Y, rumbling heavily across Number 10 points, and then the switch diamond that forms the Bravo and Charlie (B&C) ends of Number 9 points, on its way towards Brighouse and Mirfield. Milner Royd Signal Box sits at the junction of the L&Y route from Leeds - Manchester Victoria via Dewsbury and Mirfield and the Halifax divergence line towards Bradford exchange (now Interchange) and Leeds via Bramley. Built in 1880 by Yardly Smith and Co. it is the last of its type remaining in use, and it is believed, the last of its style still standing. The only other Yardly, Smith and Co. box still standing is at Bromley Cross on the Blackburn-Bolton main line, surviving by a sheer quirk of fate, as the train describers at Manchester Piccadilly and Preston Power Box are incompatible and cannot communicate with each other. As unbelievable as this may

Life in a Box (cont)



Life in a Box (cont)



sound, the railway is full of technology that cannot be used in conjunction with other forms. After a deal between the Railway Signalling Company (R.S.C) of Horwich and the L&YR, no more signal boxes or signalling equipment was built by Yardley, Smith and Co. after 1880. As a result of this partnership between the L&Y Railway and R.S.C, it signalled (no pun intended) the end of Yardly Smith and Co's foray into railway signalling. The company, a successful ironmongery firm from Manchester, returned to its core business and continued to thrive in the years leading up to World War One.

The original YS&Co frame lasted fewer than 20 years, being replaced by a standard frame designed by the Railway Signalling Co. The replacement frame consisted of 20 levers, controlling the busy junction and a loco siding that stood in front of the small cabin, signalling trains through the junction towards the now defunct signal box at Greenland Junction

on the L&Y main line towards Healey Mills PSB, to Halifax on the 'divergence line', and to Hebden Bridge in the west. The frame has been modified a little - there are some levers that are now out of use (painted white) - and the 'cut down' levers appeared after the installation of point motors and colour light signalling. Modernisation has also changed the Block Shelf, with Block Instruments having been replaced with an electronic Train Descriptor (TD) and other numerous bits of safety equipment that would indicate TPWS faults, equipment failures and the emergency alarm box to send 'Obstruction Danger' or any of the other emergency bell codes to Healey Mills PSB if required.

The bell from Halifax, without its Block Indicator which was removed when Track Circuit Block signalling was installed between the two locations, rings out 'Call Attention'; one loud, pulsating ring of the brass bell, disturbing my historical musings of the equipment in front of me. There is

Life in a Box (cont)

only one signal under my control, Mike Romeo 2 Signal (MR2), between my area of control and Halifax, the rest being Auto Signals controlled by the passage of the train. Trains arriving from this direction are coming if you are ready or not! I respond on the tapper with a single beat and seconds later the bell is ringing again. 4 is the request from the now tea-towel deadened brass bell; I respond swiftly with 4, indication that I have acknowledged (not accepted, as this is not required in TCB regulations) that a class one passenger train is approaching. The Class 1 (a 1 Bravo, destination Blackpool), was running 5 minutes late due to a late start from York. Scanning through the computerised list of trains due to pass me over the next few hours, it informs me of an impending decision that has consequences for the passengers on both trains, and a financial consequence for Network Rail if I were to delay one of the trains through an error known as Wrong Regulation. A 2Uxx (Two Uniform) train had, seconds earlier buzzed in on the Train Describer from Healey Mills. I have two trains approaching in the same direction, and both trains require

the sections ahead within minutes of each other, the AB section being 10 minutes from the train passing Mike Romeo 8 Signal (MR8) to, all being well, receiving train out of section from Hebden Bridge.

A call to someone on a much higher pay scale than me is required - Train Running Control in York can see the bigger picture. 'Run the Bravo' the anonymous voice on the end of the signal box telephone states. I pull number 9 lever from its normal position in the frame, reversing the switch



Life in a Box (cont)

diamond crossover and associated point end outside of the box, quickly followed by Number 10 lever, offering flank protection to trains crossing the junction. Reverse indication is detected by the electrical interlocking, allowing me to clear MR2 signal, protecting the junction. I slide a collar (signallers slang for reminder appliance) over MR5 and await the arrival of both trains. Minutes later the 'Bravo' activates the track circuits controlling the auto signals between Halifax and Milner Royd, the trains passage indicated by the lighting and extinguishing of track circuits lights on my box diagram. The 'Uniform' has also appeared, rounding the corner - I can see it slowing as it approaches MR5, having been checked down from normal speed by a proceeding single yellow at HM708.

Almost in perfect unison, the 'Bravo' appears from the blind corner in the Halifax direction, under green signals. A cloud of clag from the exhaust indicates that the driver is still taking power as he approaches the junction. I make my way to the top of the steps - call me old fashioned but I still wave at drivers as they pass, a slight hangover from my younger days, but also, in my opinion, adhering to the rule book. A wave back from the driver indicates that all is well, and that he is still perfectly in control of his train.

As the express passes, more rules are subconsciously followed (no signs of distress, no door indicator lights showing, and most importantly, train complete with tail lamps) I watch the train breeze past towards Sowerby Bridge station. I walk the length of the box, and send 'Call Attention' on the Hebden Bridge Block. My bell rings once in my small signal box. I tap out a further four beats on the tapper; 4 rings of the bell is the response from Hebden Bridge and the needle on the up block indicated swings gracefully to line clear. This signifies to me that a very important

agreement has been made between myself and the signaller at Hebden Bridge. We both agree that the portion of line between us, the Absolute Block Section, is clear of trains. In this agreement, shown by the needle sitting at line clear on my Block Indicator, the signaller at Hebden has, through the interlocking underneath my feet, unlocked MR8, the Intermediate Block Home, the last controlled signal before the Absolute Block section. I walk back down the frame and pull MR8 lever, clearing both the IB home signal and the distant signal associated with it. The indicators on the panel show me that both signals are now off.

I make my way back to the bell. I tap 2, 'Train Entering Section'. 2 rings from my bell is the response, and the needle swings past normal to train on line. A quick entry in the all important TRB completes my outstanding duties required for the proper signalling of the 'Bravo' train.

It may seem archaic, but the TRB is the signallers best friend. On coming out of Signalling School, I was lectured at length by my boss. My resounding memory of that meeting was, as I got up to leave, his closing statement: "Remember Alex, the TRB is your best friend. If you keep it neat, and up to date at all times, you won't make a mistake". Too many rail accidents throughout history have shown that Signallers, despite feeling as though we are highly trained, perfect human beings, can make mistakes. Trains are forgotten about, their locations unknown, or Line Clear is given again by a box in advance, potentially allowing two trains in the section (two in a bed in Signaller speak) with the severe consequences that this may entail. I look back towards the 'Uniform' train, now stationary at my Mike Romeo 5 signal (MR5). My GSM-R system sparks into life with a text message from the driver of the Uniform stating simply 'At Signal'. In line with the most recent changes in the Rule Book, I text him back a single word.

Life in a Box (cont)

'Wait'. These text messages have reduced the workload of both driver and signaller dramatically. Within a few minutes, the actuator in the box buzzes, indicating to me that 'Bravo' has passed my IB Home signal. As it is a semi-automatic signal, it returns to red, meaning the section between MR5 and MR8 is now clear. I duly clear MR5, and the 'Uniform' train splutters into action, the high revving engines of the class 142 extremely audible from my position behind the frame. A wave from the driver indicates that he bears me no ill will

as he passes my box. Once Out of Section is received from Hebden, I will offer on the 'Uniform' and the process begins again. A busy 5 minutes has come to an end, leaving me to await the next arrival. I sit back in my chair, cup of tea slowly going cold on the block shelf, and reach into my bag, pulling out an Old Run. I catch up on the latest goings-on at the Middleton Railway. It doesn't last long, the bell rings from Hebden. Channelling energy from signallers of old, I readily accept my next train. Hope they find a relief for me soon...



The Hunslet 150 Gala

Irish Mail and Trangkil No. 4 at the Schneider site Andrew Johnson



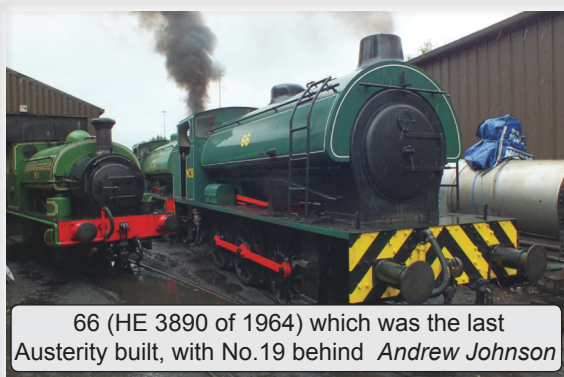
A chartered engineer clearing a drain in a suit! Richard Linkins



Austerity tank No.19 (HE 3818) of 1954 running round at Balm Road Andrew Johnson



66 (HE 3890 of 1964) which was the last Austerity built, with No.19 behind Andrew Johnson



The last two Hunslet steam locos, and the first time they have been together Richard Linkins



The Hunslet 150 Gala



No. 19 about to pass under the M621
on Sunday 19th July *Andrew Johnson*



Trangkil No 4 in the carpark waiting to go to
the Schneider site *Chris Nicholson*



"I see you've been promoted from making
tea to pulling pints!" *Richard Linkins*



John appears to be giving Jack
an instruction.... *Chris Nicholson*



Ex-Hunslet employees and the temporary track
in Schneider's car park *Malcolm Johnson*

The Hunslet 150 Gala

John Linkins

The name of Hunslet is known globally; in steam, diesel and mining circles their products were known for quality, reliability and durability. It is testimony to the name and those who worked there that the company, in one form or another, existed until 1995 at Jack Lane, and the name continues to be used today by a branch of LH Group/Wabtech Rail. I first became aware of this significant anniversary a couple of years ago, while still recovering from *200 Years of Steam* in 2012 and thought I'd sit on it a while and mull it over.

July 2014 came around and with a year to go, I knew moves had to be made to organise an event on the scale we would want to see. Knowing that costs would be significantly higher than in 2012 my first port of call was sponsorship. I emailed a number of local companies, the most prominent and significant being Schneider Electric who now occupy Hunslet's old works site on Jack Lane. Being a global company and not particularly into rail engineering in any way, I was doubtful of

a response. So I was pleasantly surprised with an email from a gentleman called Darren Farrar. He wanted to know more and could we arrange a meeting? At this stage I purely envisaged Schneider fulfilling a 'ceremonial' role with perhaps some of their bosses coming to a press day and them providing some finance to help us along...little did I know!

Anyhow, after several meetings with Darren and his colleague Sally Backhouse, Schneider were most certainly on side - but would they come good on the sponsorship? The events committee, of which I was now head, meant I had many more hands to make light (ha ha) work of this event and Richard Pike had used his narrow gauge contacts to source *Irish Mail*, a 1903 Quarry Hunslet and some 2ft gauge track. This was great I thought, we can really show off the history of Hunslet with different gauges, especially a nice Quarry Hunslet on display in our carpark. Needless to say there were 'developments'...



Quarry Hunslet 0-4-0ST *Irish Mail* from West Lancashire Rly 823 of 1903, with *Trangkil* No. 4 HE 3902/1971 Richard Linkins

The Hunslet 150 Gala (cont)

It was a cold and wet Saturday morning sometime in February, I believe, that I, Darren, Richard and leading members of the West Lancashire Light Railway over near Preston were standing in Schneider's car park behind the original Hunslet drawing office and underneath the imposing green 'Schneider Electric' sign over their main



entrance. We were planning where the narrow gauge lines would fit, two parallel lines, in fact, as we now had another visitor in mind - *Tankgril No 4*, the last steam loco built by Hunslet in 1971 for the Java sugar industry. We must have seemed mad; in fact Darren later confessed he left that meeting looking for a way to gently but kindly let us down... Luckily for us the site manager was very supportive and we got the green light. So to cut a long story short, we took steam back to Jack Lane for the first time in decades and this to me was the outstanding success of the event. The paperwork and physical effort that went into getting the track laid and operational was huge and thanks must go to Richard Pike, who really coordinated this side of things, along with Tony Cowling who worked until the very last minute to get the required insurances and risk assessments completed (with a little amateur help from me!). Thanks also go to Mark Calvert who oversaw tracklaying, provided his Land Rover to haul coal and water to the site, as well as some plastic sheeting that stopped us destroying the nice clean Schneider car park.

Next, on to the 'main event' so to speak, the gala at Middleton. I was on the lookout for Hunslets of significance and it just so happened that a few dropped in my lap...

after quite a lot of hard work and head scratching at least! The first was *Beatrice* from Embsay. John Beesley's immaculate 16" saddle tank was an obvious choice as it was close by (to keep transport costs down) and had never left the line, creating a draw for enthusiasts. What I later discovered was that the loco was celebrating her 70th birthday; what better way than to bring her home and feed her a slice of wooden birthday cake? My thanks go to John for his enthusiastic support of the event and giving up almost a week to come and look after the loco. Crews had nothing but praise for its beautiful condition and, having been lucky enough to drive her myself, I can comment that she is far from an industrial loco!

Second on the list was thanks to a tip off I received from a friend who mentioned that the last Austerity built by Hunslet was due back at the Buckinghamshire Railway Centre. 3890 of 1964 (or No 66 as she was later numbered), was the last standard gauge steam locomotive built in Britain before Tornado graced the metals just a few years ago. So this was a hugely significant loco to secure and my thanks go to the BRC for letting us use the loco so soon after she returned to traffic; her first gala appearance the other end of the country no doubt brought a lot of people

The Hunslet 150 Gala (cont)

out to see her.

The third visitor was much more difficult to source. Although Austerities may seem two-a-penny, they are such good workhorses no one wanted to let one go. The others available were not of Hunslet construction and it really felt wrong to use them for this occasion. Literally our last chance came with Fife area No 19 from the Bo'ness and Kinneil Railway in Scotland. The loco, belonging to the Scottish Railway Preservation Society, was available to hire and having spent her whole working life since construction in 1954 in Scotland we knew she would also be a draw. So, the stage was set, 5 visitors, 2 sites and still a huge amount of organisation to do. My thanks here go to Mark Whitaker for processing agreements, Ian Smith for suggestions and contacts as well as Robert Taggart for providing excellent advertising materials to support the event. I was fully aware of the historical significance of this well-loved company

and that there were still many ex-employees around Leeds and further afield. I wanted to have a reunion, to welcome them to Middleton and take them back to Jack Lane where many of them spent their entire working lives. This was a slow process but as news got around from social media, word of mouth and even posters displayed in local pubs and shops, the names began to flood in. On the Friday before the main event the employees were invited to Middleton to have a buffet lunch, some train rides, a look in the workshop and then travel by vintage bus to Jack Lane to see the narrow gauge locos in action. This part of the event was also a resounding success; over 50 employees attended, some from as far as away as Wales, the home of our eldest ex-employee, who was 96. Many left their names and memories as well as photographs and even apprentice log books and certificates to allow us to make a permanent display of life as a Hunslet

employee. We hope to make the reunion an annual event and see some of the faces who were unable to make it over the weekend.

I did mention a vintage bus briefly and this aspect had proved so popular at our Gala in 2012 that we decided it must be repeated. An additional bus was required to shuttle to the Jack Lane site and also provide extra capacity in the mornings to fetch people from the city centre. One bus was a double-decker and this was quite fortunate as both were running almost to capacity on the Saturday. The double-decker also took in Armley Mills where people went to see other Leeds engineering products or simply to 'Park and Ride'. Over



The Hunslet 150 Gala (cont)

the weekend we estimate the buses must have carried over 700 people. We know this because we kept a 'ticker' of those entering and leaving Jack Lane, most of which arrived via the free shuttle bus! My thanks to Kris Ward for his creative and intensive timetable as well as to those who helped manage Jack Lane where people had to be briefed on entry to the site and counted in and out.

A major element which often gets overlooked is the amount of work that went on around the Engine House and shop to prepare for this event. From catering to tickets, staff badges to portaloos, manpower to signage...all this has to be done and coordinated as it really is 'first impressions count' on a big weekend like this. Almost all of this, along with a million other jobs, was done by Janet Auckland to whom I cannot convey enough gratitude. In 2012 I remember working with her and Jack 'on the door' when she was a relatively new member. To have gone from this to managing so many other tasks is a true credit to her determination and without her level-headed approach I think our event could very well have gone off the rails (excuse the pun). Inside the Engine House we also had a display of live steam model Hunslets, and my thanks go to the 16mm Yorkshire Area Group for their support here and such a wonderful sight (and smell!) for all our visitors to enjoy. A wonderful photographic display was put together by Richard Linkins who also stood at his station for 2 days, discussing the history of Hunslet, its location in our neighbourhood and showing many interested visitors a wide selection of books and other material on the company. This really added a very important historical element to the event which I was always keen to provide but never had time to organise. Workshop Tours were provided once again and due to their popularity in 2012 we had timed tickets

this time and limited numbers to increase safety around the tour. This seemed to work well and hopefully we have even recruited some future volunteers this way. Almost as a side note I come to the operation of the main gala, mainly because I saw relatively little of this, running around all weekend, but also because we somewhat take this for granted.

On this occasion, it had somewhat negative side effects. The presumption that all locos would work all weekend, that timings could be kept to the minute and indeed that the visiting locos would fit under the water column were all factors that added to a rather chaotic scene at Moor Road on the Saturday of the gala.

The Sunday seemed to go much more smoothly and Ian Dobson who was SRO on the day managed to make adequate adjustments to keep the punters happy. On the up side, operations featured our newly restored coach, the Hunslet flatbed which was the subject of my previous article and, indeed, the superbly turned out NE Ballast Brake which was also tidied up (this term does not do justice to the huge amount of work that went into this vehicle) for the event. Pictures and video make our line look superb, the weather was kind and despite issues at times, we had a very successful weekend. For such a huge event some things were bound to go awry but lessons have been learnt and next time we will come back bigger and better. A huge 'thank you' to all those who were involved in any way in the running of this event, I have been able to mention only a few names here.

I hope this article has allowed some of you who are not able to visit as much as you would like to see the kind of things which are going on at your railway, to take it forward into the future and ensure that the Middleton Railway and Leeds loco building history continues to live on for many years to come. Here's to 200 years!

OLive's New Livery *Pictures: Ian Dobson*



OLive in the yard, still with window guards in place.



The first trip to Park Halt in her new BR colours

Moor Road Happenings

LOCO NOTES

We have had the luxury of four steam locos available for traffic throughout much of the season which, along with our contingent of diesels, has put us in a strong position with motive power, a contrast with quite a number of other railways.

Indeed, we have had several requests from lines anxious to hire in motive power, both steam and diesel. However, we have generally felt it unwise to let locos go for extended periods, which was what was always wanted.

1601 MATTHEW MURRAY

Matthew Murray has spent much of the last few weeks out of service following its partial failure with a broken lubrication pipe in the smokebox. Effecting a repair to this was fairly simple but the call on volunteer labour and holidays made it rather a protracted affair. The loco has now had a satisfactory steam test and has been in use for the last couple of weeks, including the August Bank Holiday weekend. It is scheduled to be in use until the September gala.

No. 6

No real progress to report this time. Again, holidays and galas have restricted available manpower.

1210 SIR BERKELEY

Sir Berkeley has seen service over the summer when the weather has been suitable for its open cab. It has just come into the workshops for attention to a leaking clack valve. Otherwise available for traffic. There is a possibility that it will go out on hire for the first part of 2016.

No.11

Nothing to report.

No.1310 (NER H)

Available for traffic and used as required. Running satisfactorily.

1544 SLOUGH ESTATES No.3

Available for traffic and used as required. Running satisfactorily.

Sentinel No.54

Sadly, there is no further progress to report on this locomotive, which awaits the deliver of the boiler. We have been greatly let down by Israel Newton (or at least the successors) in this.

HE 2387 BROOKES No.1

In the last Old Run it was mentioned that we were awaiting the arrival of a new lifting gantry before the front buffer beam could be removed. This duly arrived and the buffer beam was removed. This, in turn, allowed the pistons to be removed for examination of both pistons and cylinders. The piston rings are quite worn and will require renewal.

There is some wear of the piston rods but we think that it will be possible to re-machine these without reaching the minimum dimensions. Fortunately, the cylinders themselves appear to be in reasonable condition. There is some wear but not sufficient to justify having them bored out and lined.

Recent work has concentrated largely on the brakes. The steam brake cylinder itself was found to be in good condition, along with the piston and this has been replaced. The piston rod eye has been machined out and a bush fitted to eliminate wear. Two new fitted bolts have been made to replace two badly corroded ones. (A fitted bolt is one that goes into holes with no clearance so they have to be hammered in. They are used to ensure that there is no movement between the relative bits.) The brake cross shaft and associated levers have been

Moor Road Happenings (cont)

found to have a considerable amount of wear in them and they will need much in the way of remedial works. Removing this cross shaft has taken up a lot of man hours as the bolts could not be removed and have had to be destroyed in the process. Repairs to the brake shaft will necessitate removing the various levers from it to enable the worn bearing journals to be built up with weld prior to re-machining. We have had to make a special press frame to do this. However, our first attempt at pressing off the steam brake lever has failed, despite the application of a lot of heat. We are now starting to wonder whether the lever is in fact welded to the shaft as there are tell-tale indications that it is not original. If this is the case, the levers will have to be cut off and new ones made. Not the end of the world but more work and expense!

Removal of the brake shaft has also necessitated removal of the rear sandboxes to allow access. It had not originally been intended to do this but the opportunity has been seized to overhaul them and the operating linkages. The pattern for the new axlebox underkeeps is now almost complete and ready for taking to the foundry. Once cast, these will require machining to fit the axleboxes. The crossheads and slidebars have now all been removed for examination and any remedial work. We have been pleasantly surprised by their condition. Apart from a couple of slidebars being slightly bent and needing straightening, little needs doing to any of these components. Cleaning down of the frames is now almost complete and once this task is over we can start to consider the start of the re-assembly process.

K 5469 CONWAY

Progress with the cosmetic restoration of

this loco at Shildon seems to be going on apace. A new smokebox has been made for the loco to replace the badly corroded original. It was somewhat ironic to recently receive an e-mail from someone who was involved with the loco in its early days of preservation and the writer suggested that a spare smokebox for the loco still existed at the farm where it was originally preserved!

Much of this work is being done in association with Darlington College as part of a training scheme, along with the regular volunteers at Shildon. However, the rate of work is likely to slow in the coming months as the NRM expects to have its own in-house project to be getting on with. When in service with Stewarts & Lloyds, the rear cab spectacle frames were removed and replaced with rectangular sliding windows. Because a new cab is required - the old one was too badly corroded - it has been decided to revert to the original design so back at Middleton, new frames have been cast from a pattern kindly loaned by the owner of a similar locomotive. These are presently being machined up as time allows. The new frames are circular, as originally supplied with the loco.

Fowler 42200033 HARRY

Harry has now had its engine run up and the vacuum brakes tested. However, the intended plan to fit a proportional vacuum/air brake system has not progressed as we would like and the two systems remain independent. Vacuum/air proportional valves, once quite common, are virtually impossible to obtain so we are experimenting with our own version. The prototype worked but we could not stop it leaking air. We are now looking at an alternative arrangement using a Davies & Metcalfe proportional air brake valve, to which we shall attach our own vacuum operated part.

Moor Road Happenings (cont)

Harry in the workshops *Malcolm Johnson*



The air receivers were recently examined by the Boiler Inspector and deemed fit for further service.

Peckett 5003 AUSTIN'S No.1

In regular use. The Boiler Inspector recently examined the air receivers and has given us a limited period of use after which they will have to be replaced. This is due to corrosion on the inside of the cylinders.

One or two of the bonnet door locking mechanisms have become badly worn, making it difficult to access the engine compartment. The original maker of these has been found and we hope to obtain replacement locking mechanisms shortly.

D2999

In regular use. A corroded steel pipe on the feed to the left side sanding valve was found to be the cause of an increasing loss of air. This has now been replaced,

along with other small pieces of pipe that were found to be similarly corroded. These pipes were situated under the cab floorboarding and, when the boarding was lifted, were found to be totally covered in detritus which required digging out.

D577 MARY

Available when required.

6981

This loco has recently come into the old workshops to aid its overhaul and return to active service. A start has been made on needle-gunning the frames and sanding down the cab side sheets followed by a coat of red-oxide primer.

D631 Carroll

Available if required but generally on display in the Engine House. A new drive belt has been fitted to the compressor. The air receivers were recently examined by the Boiler Inspector and deemed fit for further service.

L.M.S. 7051

Available if required but generally on display in the Engine House. New drive belts have recently been fitted to the compressor.

OLIVE

This vehicle rarely gets a mention in these notes. However, it was recently taken by low loader to the Vintage Carriages Trust base at Ingrow for some cosmetic repairs, mainly to the lower body panels, which were becoming badly corroded. It has now returned, resplendent in B.R. green livery. It is available for traffic and has recently had its air tanks looked at by our Boiler Inspector.

Moor Road Happenings (cont)

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

CARRIAGE & WAGON NOTES

Coach No.1074

It was perhaps premature in the last Old Run to say that the vacuum brake worked satisfactorily. It didn't. Well, it did when it was tested after the release valve had been cleaned but this turned out to be a sheer fluke. The final root cause of the problem was that the brake cylinder fitted was a 'C' type cylinder and the release valve was for an 'E' type cylinder. Without going into the technicalities, a 'C' type cylinder needs a 'C' type release valve for it to work, although an 'E' type cylinder will work with a 'C' type valve. A check on our spare release valves showed them to all be 'E' type ones so the hunt was on for a 'C' type. These are the older type of vacuum cylinders and it seems that most railways only have 'E' type ones.

Eventually, Anderson Carriage & Wagon (based at Embsay) turned one up but it was in poor condition and with no guarantee it would work. It was stripped and cleaned and new rubber seals fitted and fingers duly crossed when it was tested. Success! This enabled the coach to be used at the Hunslet 150 gala where it received favourable comment. A few finishing off jobs remained to be done but these have now largely been completed. There are still some niggles to sort out, however.

The heater has stopped working and we suspect that the electronic control box has failed. There is also occasional water ingress through the roof which we have been unable to totally eliminate despite re-coating the roof with sealant several times. It doesn't always happen and we can have the worst of downpours without problem and yet a slight shower can produce a puddle on the floor.

The coach has been in service since the Hunslet gala when required. At the moment we are using all three coaches although this is not the eventual intention. The new coach presently lacks any tables so cannot be used for birthday parties. Until these are made and fitted, saloon coach 1867 must remain in service when we have a party.

Hunslet Flat No.1

The race against time to have this wagon available for the Hunslet gala was eventually won and it looks quite splendid in Brunswick green with red buffer beams. Not the usual colour scheme for a wagon but one it is thought to have carried at Hunslet. The Brunswick green is correct as traces of that existed before restoration commenced.

LMS Brake Van No.158760

Once the Hunslet 150 gala was over the Wednesday gang that had been largely responsible for the conversion of coach 1074 turned its attention to this brake van. Most of the old external planking has now been removed, enabling a better understanding of what is going to be needed with this rebuild, for rebuild it will be, certainly with the timber body. All the bottom framework will have to be replaced as it is largely rotten. We are intrigued that the two longitudinal timbers are both spliced at a point about 3/4 of the way along their length. Perhaps 15 foot was the longest length of timber available although the cantrail (the top rails) are full length at 20 feet. Also intriguing is the fact that the bottom rails have had mortices cut into them and then filled with a piece of timber, all for no apparent reason.

One possibility suggested is that these bottom rails were originally cut for another vehicle and not used. The spacing of the mortices is about that which you would expect for a compartment coach. Two of these timbers spliced together would

Moor Road Happenings (cont)

make a body about 30 feet long so it is a possibility.

The body has now been separated from the underframe but presently awaits craning off it. The intention is that the body will come back into the old workshops for rebuilding and the frame will be placed outside the new workshops for needle-gunning and painting.

IN THE WORKSHOPS

The much awaited new lifting gantry finally arrived on site and was quickly assembled and put to use, its first task being to help with the removal of the buffer beam from Brookes No.1. The old gantry has been dismantled into its component parts. Much of it is scrap but we will be keeping the channel and angle sections that made up the frame. These will eventually find a use for something. Waste not, want not!

One thing that has to be done when a major overhaul of a steam loco is being carried out is the accurate alignment of axles and cylinders. We did make some simple equipment for this task when we did the work on No.6's frames but it isn't suitable for doing a six coupled inside cylinder locomotive, which Brookes No.1 is. We have therefore designed a new set of equipment for this work and it is hoped

that it will be adaptable enough to enable its use on other locomotives when needed. This is currently being made as these notes are written. Once complete, we will be able to carefully measure up the frames and work out what is required to be done to the axleboxes.

MOOR ROAD SITE

Those that have been to Moor Road this year can't but have noticed the wonderful flower display that has appeared on the platform - see back cover. This has been the work of Mick Jackson, who has agreed to take on the role of looking after our 'garden'. Mick has also spent much time in cleaning out and repairing the gutters of our buildings, an almost continuous task. It is amazing how many leaves fall in this part of Hunslet!

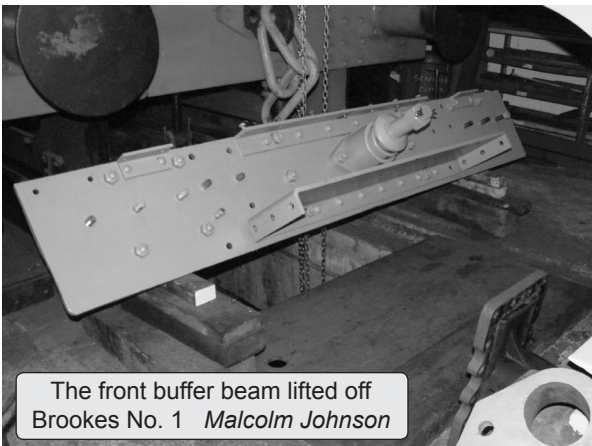
The platform at Moor Road has suffered slightly from movement over the years, resulting in the tactile pavements being somewhat lower than the general body of tarmac. Mark Calvert has slowly been rectifying this over recent weeks, aided and abetted by those that he can persuade to help him!

We have recently let a contract to upgrade our CCTV system. The original system

was installed in 2006 as part of the HLF funded Engine House project. However, the cameras are becoming life expired and the quality of modern systems is far superior to that presently in use. The new system will also have the provision for people to dial in and look at the CCTV from the comfort of home either on a P.C. or a smart phone. Big Brother can now watch over you!

Steve Roberts

Chief Mechanical Engineer



The front buffer beam lifted off
Brookes No. 1 *Malcolm Johnson*

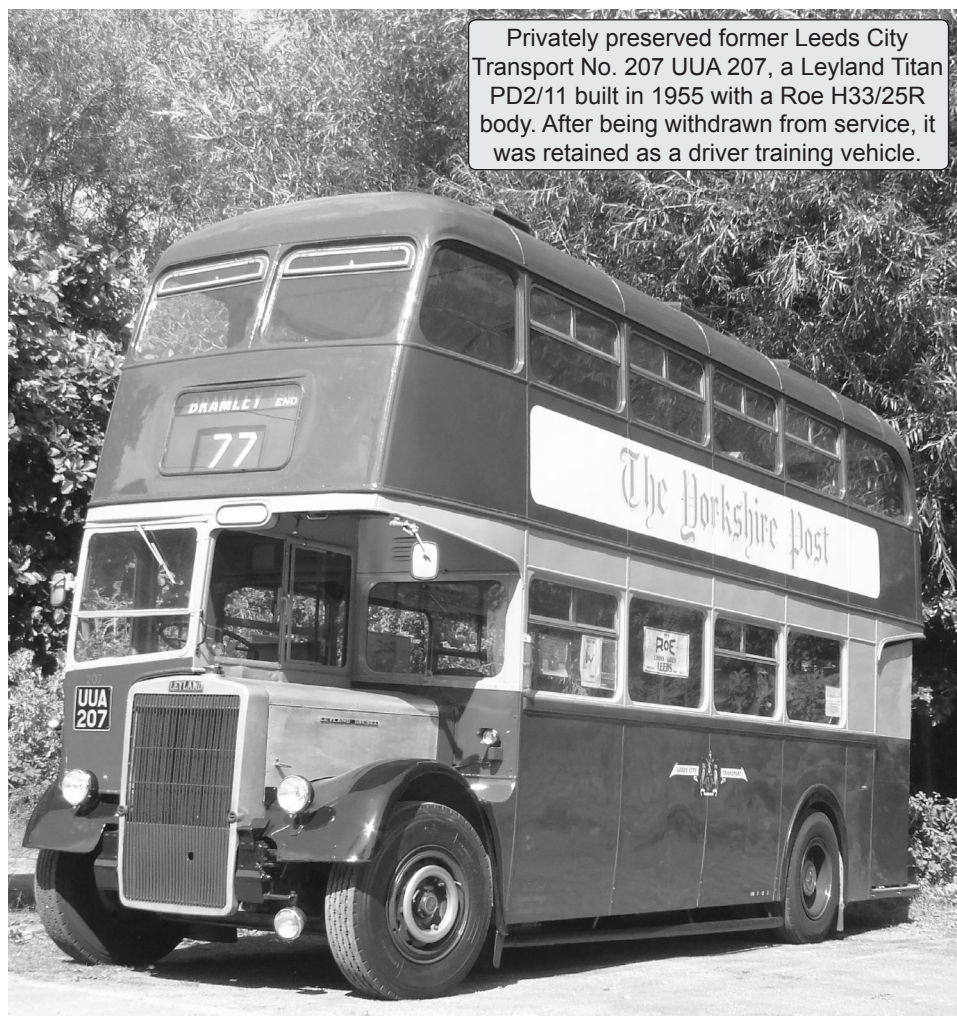
Vintage Bus Running Day

On Sunday 23rd August 2015 the Middleton Railway participated in the very successful 2nd Leeds City Transport Vintage Bus Running Day, which was organised by Pennine Bus Rallies. The day involved vintage and modern classic buses running across the city in an event building on the success of the 2014 running day. This year, two routes were operated, the '46' serving Thwaite Mills,

City Centre and Leeds Industrial Museum, Armley and the rolling stock on the '46' was primarily made up of LCT buses of varying ages.

The '26' route ran between the Middleton Railway, City Centre and Kirkstall Abbey. The participating museums, including the railway, were open all day to receive visitors and all the sites allowed free park and ride facilities for visitors.

All photos courtesy of Andrew Johnson

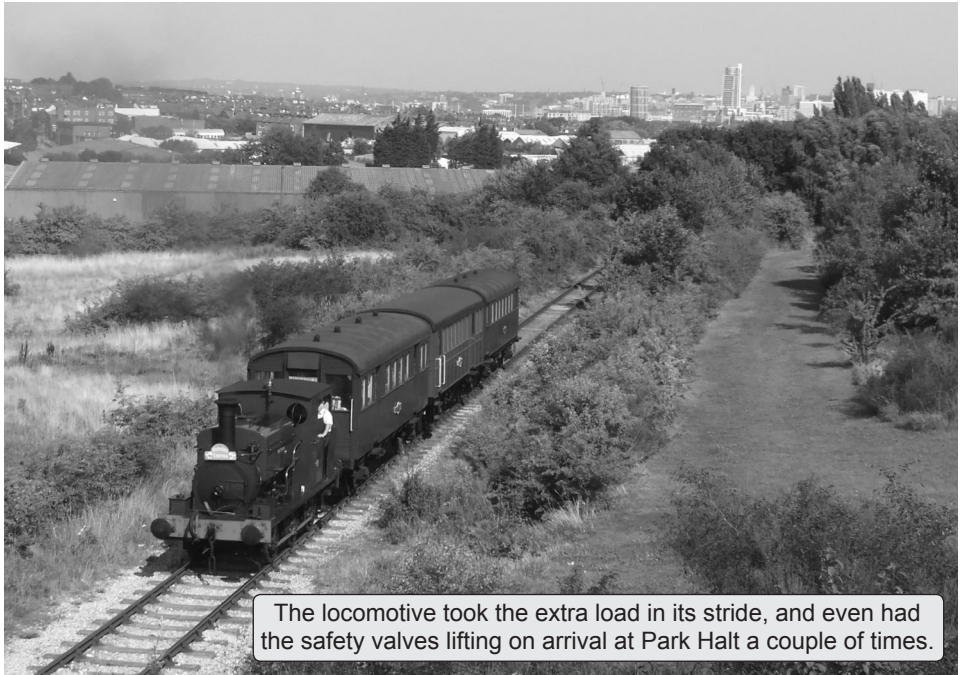


Vintage Bus Running Day (cont)

Set against a perfect blue sky, *Matthew Murray* was given three coaches, to cope with the anticipated demand.



Vintage Bus Running Day (cont)





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A magnificent display in late August from one of the platform
planters, maintained by Mick Jackson *Malcolm Johnson*

