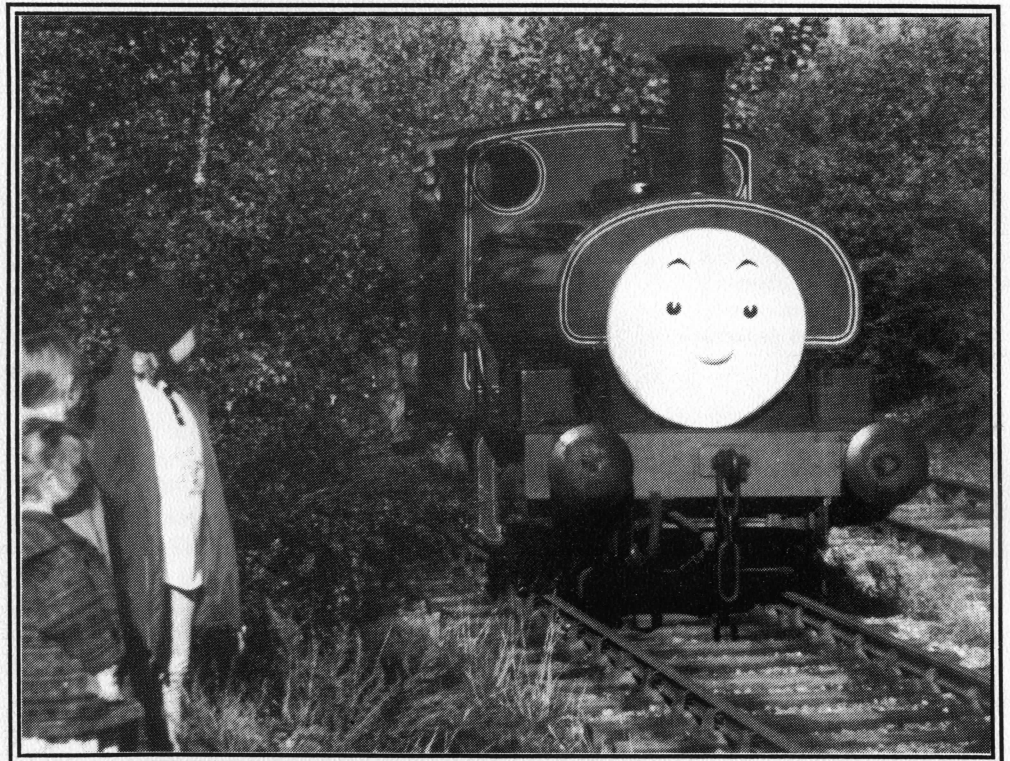


THE OLD RUN

JOURNAL
OF
THE MIDDLETON RAILWAY TRUST



NUMBER 153

SPRING 1996

THE OLD RUN

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Many thanks indeed to the members who provided articles, reports and photos for this issue. ALL members are invited to contribute to their magazine articles, news items, letters, photographs or drawings on relevant subjects. Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd., the Middleton Railway Association, or the Editor.

Material for the Summer Issue should reach the Editor by 1st June 1996, at the very latest, please.

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Cover picture: *Mirvale* at Park Halt with some admiring friends, 21st October 1995.
Photo: Keith Hartley.

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A VERY WARM WELCOME to the following members who have joined or rejoined the Middleton Railway Trust since publication of the Autumn 1995 issue: Howard Bishop; Peter Moore; Mr. H. and Mrs. E.A. Scurr; Anthony Gill; Kenneth and Jocelyn Brooks; Kenneth Hardy; John, Jacqueline, Richard and Simon Moore; Derek and Madelaine Inman; Christopher Hindle.

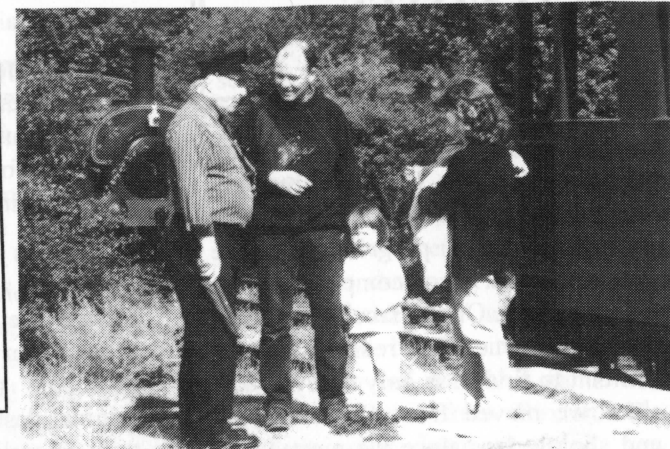
The Editor apologises for the lateness of this issue, due partly to the acquisition of a new computer which produces some fancy new effects for the magazine but took a lot of getting used to, and partly to the eventual non-appearance of the usual item *From The Chairman*, who has been unable to finish his report due to continuing pressure of work - both day-time and spare-time. However, there fortunately was enough written material already, and the delay enabled Keith Hartley to provide some nice up-to-date photos.

I hope that most members will approve of the style changes made with this issue. If you have a strong opinion one way or t'other please write and say so - it is YOUR magazine.

If I can stop the computer losing my documents, page numbers etc., the next issue may be on time!

MIDDLETON PEOPLE

Right: Guard Stanley Haigh chats to a family of visitors at Park Halt, whilst waiting for *Mirvale* to run around the train on 28th August 1995. Stanley has another official title apart from being a Middleton Railway Guard - he is the official Leeds Town Crier.
Photo: by fellow M.R.T. Guard, Keith Hartley



Left: Brian Wood looks every inch the genial bartender as he pours a little something ready for the next trainload of (over-age) visitors during the 1995 Santa Special season, closely scrutinised by M.R.T. Yard Manager Geoff Saunders, looking every inch the barowner.
Photo: Keith Hartley

Right: At the Association of Railway Preservation Society Awards ceremony, Andrew Plumb accepts, on behalf of the Middleton Railway, the 'Highly Commended' certificate given "for an outstanding contribution to railway preservation". Seen here with Andrew are, left, the Lord Mayor of Sheffield and right, John Ransom of the A.R.P.S.
Photo: courtesy of the A.R.P.S.



LOCO NOTES

Steve Roberts

One of our long serving volunteers made a comment recently that, these days, we don't seem to make by making much progress with the overhaul of our locos compared with a few years ago. On the face of things, it is possibly true. The reasons are not difficult to find. It is only twelve years since we moved from Claytons yard and slightly less since we moved into our first real accommodation. Then, we had little else to do other than work on locos or track and most of our endeavours were in these directions.

In the relatively short space of time since then we have acquired an enormous amount of plant and equipment, and increased our accommodation tremendously. The advantages of having plant, equipment and buildings are obvious, but they do have a down side in that they need maintenance. It is very true to say that we now spend more volunteer hours on these things than on the more traditional loco repairs.

However, the situation with the loco fleet is still to be considered satisfactory compared with those days when we first moved to Moor Road. Then we only had the ever faithful Peckett 2003 available from the steam fleet and 138C, 4220038, 4220029 and D631 of the diesels. Two of these locos have now departed and the Peckett and D631 are patiently awaiting their turn for overhaul.

As usual, the state of the loco fleet is detailed as follows:

385 Performed satisfactorily on the Santa specials and over the New year. It is presently winterised and should be available for the start of the season at the beginning of April.

1310 has just passed its annual boiler inspection and 'in steam' examination. During the winter the brakegear has been taken down and modified, to overcome the shortcomings of the original design. This has been referred to in an earlier edition of *The Old Run*, and suffice is to say that it now has brakegear that is fully adjustable by means of turnbuckles, so that wear can be satisfactorily taken up. It has also received a fresh coat of paint on the running plate and some repairs to the cab floor. The safety valve that incurred frost damage last winter has now been returned from overhaul and has been put back on the loco, replacing the spare 'Ross Pop' valve that was fitted for the 1995 season. This spare valve was of a different design and considerably taller than 1310's own valves, but fortunately was hidden under the safety valve bonnet.

1882 Mirvale As mentioned in the last *Old Run*, *Mirvale* went on loan to the East Anglian Railway Museum at Chappel & Wakes Colne. Although the loco should have returned for the start of the season, the E.A.R.M. have requested an extension to the loan period and *Mirvale* is now likely to remain there until the beginning of June, although we have stipulated that

it must be returned earlier if we require it.

54 Those who have experience of operating steam locos in winter know only too well that freezing temperatures can bring innumerable problems, especially when the locos are not in daily use. We have been fairly lucky in recent years, as temperatures have not generally gone much below freezing, except overnight. However, the Christmas and New year holiday period this year brought 24 hour frost, and temperatures plummeted to -10°C. In such conditions, keeping locos in traffic and avoiding damage is well nigh impossible and our Sentinel did not escape. Just what happened is speculation, but it is likely that a piece of ice found its way into the water pump, causing the pump ram to bend and the pump body to fracture. Stripping down of the engine unit, to remove the pump, revealed that the idler gear which drives the engine camshafts (and also the pump) was exceedingly worn, and likely to fail at any moment. This has necessitated further dismantling of the engine unit to remove this gear. A replacement gear has been obtained through the kind help of the Sentinel Trust, and the fractured pump casing has been repaired by specialised welding. Work continues to return the loco to service for the main season.

1601 Arthur At last I am able to report that the necessary welding work has been carried out on *Arthur's* boiler. Water has been put into its

boiler for the first time in many years, preparatory to an hydraulic test. This has revealed a few leaks (nothing serious at this stage) which will have to be eliminated before we can pump the boiler up to 210 lbf/in² for the hydraulic test. If and when this is successful, a steam test should not be far away. However, much work still needs to be done, not the least being the manufacture of a new set of coupling rod brasses, to replace the totally worn out ones that came with the kit of parts from Buxton. The coupling rods have received new knuckle pins, as these were missing. Taper cotters and glut blocks for the coupling rods are also missing, and will have to be machined up. The saddle tank has managed to get itself extricated from the undergrowth at the south end of the yard, and is now in the shed for some patch repairs, in preparation for refitting to the loco once the hydraulic test is completed.

7401 Following refitting of all the various components, the loco has been moved into the old workshop for repainting. This has involved many hours of rubbing down and filling dints in the cab and other panels. Cleaning down of the cab roof has revealed that some of this was in poor condition, and the worst areas have been cut out in order that new pieces can be welded in. **7401** has been offered on short loan to the Midland Railway Trust as a gesture of recompense for its curtailed visit in 1994, when the old McLaren engine expired. I understand that this offer is likely to be taken up.

67 Work continues on stripping down preparatory to its overhaul. A start has been made on removing tubes from the boiler, and these should be all out when you read this. It will be necessary to bring in a crane to lift the boiler, as it is too heavy for our own crane. So far nothing untoward has been found, although it is probable that a new set of side tanks (or much patching!) will be required.

2387 Brookes No.1 The boiler barrel has now been removed from the firebox. This has revealed that the firebox outer wrapper is also badly pitted, although it is probably not as bad as the barrel. It was known that the crown stays would require renewal, and removal of the barrel will certainly make this a much easier task.

All other locos are as reported in the last *Old Run*.



A line-up at Moor Road Station in the early Winter sunshine on 25th November last year. From left to right the locomotives are: Nr.385 (in steam that day), the Courtauld's Sentinel, and 1310 - with the coaches and the motorised trolley getting a look in between them. Photo: Keith Hartley



Mary poses alongside the new South Leeds Stadium site on 9th September 1995. Photo: Keith Hartley

NOTES AND NEWS

Steve Roberts

FENCING There has been little progress with the fencing since the last *Old Run*. However, this is likely to change, and we should have the site completely fenced by Easter. Planning restrictions meant that we could not use the palisade fencing along the roadside frontage and this would have had to be placed behind the existing shrubbery. We have therefore decided

to purchase new fencing for this section, of a type which is acceptable to the planners, and the Trust Council have agreed to let a contract for the erection of the remaining fencing, together with the supply and erection of the new fencing and new entrance gates. The new fencing will then surround the car park and enable us to remove the existing fencing at the north end of the site. Removal of this fencing will, in turn, allow us to start laying in the headshunt and turnout that will give access to the long road in the new workshops.

TRACKWORK The last *Old Run* reported on our plans for relaying a further section with concrete sleepers. This work started on the first weekend of January, and has progressed reasonably satisfactorily. Despite the generally bad weather we have only been snowed off on one weekend.

At the time of writing, the main line is now temporarily reconnected and some 50% of the relaid section has been lined and levelled. This section of track includes the 'missing link' that was laid-in in 1969, when the Railway was reconnected to the colliery line that had been severed in 1958. Many of the rail joints on this section were bad.

As part of the relaying work, the joints have been set to the normal ¼" gap and, as a consequence, we shall have to cut new closure rails to properly connect up again.

The track gang has also managed a week off from tracklaying, and spent this time sorting and dismantling chairs from some of the large collection of wooden sleepers that we have accumulated from the last few years relaying. We had hoped to find time to spot resleeper some sections at the Middleton Park end of the line but this is now unlikely to happen before the start of the running season.

IN THE WORKSHOP For once, there is little to report with regard to workshop equipment. As yet, we have not yet moved any further machine tools into the new shed and

much work is still carried on in the old part of the building.

Work has started on fabricating some brackets for storing pipes and steel section on. These will be fitted along the west wall.

We have obtained a small air powered 'nibbler' for cutting thin metal sheet. This has been of good use for cutting and shaping the various bits of cladding for *Arthur*. We have also just (today!) obtained a plasma cutter.

THE TRACTOR We have had our tractor for many years now, and it is very useful for many jobs. It does seem to be rather work shy though, and has a tendency to break down whenever we plan any job that involves it! Perhaps the true reason is that it is *very* worn!

The latest problem has been with the power steering, which decided to start leaking profusely. After several attempts we have hopefully effected a cure.

The tractor has also come in for some improvement in the shape of a new tyre and a new bucket. The original bucket was specially designed for unloading 16 ton mineral wagons (the tractor originally belonged to a coal merchant) and was of a narrow design to enable it to fit through the drop door of the wagon. This was of little use, except for unloading coal wagons and, as it was becoming rather corroded, it was decided to fabricate a more orthodox design.

[It has to be noted that Steve's Reports, so often the target of blame for lateness of publication, arrived exactly on time!]



TRACKWORK. and here's some they did earlier: the section just south of the junction with the old Dartmouth Yard branchline, photographed on 5th April this year. The equally pristine-looking footpath running just west of our track is the new Heritage Trail, which roughly follows the course of the former No.12 tram route up into Middleton Woods.
Photo: Keith Hartley

MIDDLETON ON THE BOX

Sheila Bye

The Railway has recently made two T.V. appearances, the latest being on the weekend after Easter, when *William* and his owner, Hazel Evans, were featured on a Sky News report.

Some time ago, the Railway also appeared - as a backdrop to Yorkshire Television's weather report. This was as a result of Stan Holdsworth's initiative. Noticing that photos of local landmarks etc. were used in this way,

he supplied a photo of the Middleton Railway, together with a few details, and Y.T.V. Weatherman Jon Mitchell made use of this. On Good Friday, Guard Keith Hartley was amazed to see a very familiar face amongst his passengers - Jon Mitchell had brought his children for a ride. Naturally, Keith could not resist taking a photo for *The Old Run!* He also sent a copy to Jon Mitchell at the Y.T.V. studios and within a week had a very pleasant letter of thanks from Jon, in which he says that he and his children had very much enjoyed their visit, and remarks

on the fact that "there is a nice atmosphere at the world's oldest railway". It is very pleasing to know that Middleton Railway visitors leave with this impression.

THE RAILWAYS OF ROCKALL

by Dr. Ing. F.W. Hampson

Reviewed by Sheila Bye

Contents: Introduction, Historical Background, Locomotives, Rolling Stock, Supplementary Information.

"A humorous look at railway history and the methods of reporting and documenting railway information and data": fellow reviewer, Dr. Ing. Mylok, declared it to be "A fascinating book. Where do the facts finish and the fiction begin?"

Anything stemming from the pen of Dr. Ing. Professor F.W. Hampson ("the Bishop" to all at Middleton) is more than likely to be well-laced with examples of his 'pawky' sense of humour, and that is certainly the case with Nr.1 of the F.W.H. Transport Monographs. (I look forward to the appearance of Nr.2, etc.)

Though only 20 pages long, including title pages, *The Railways of Rockall* contains far more smiles, giggles, and outright belly-laughs than does the average railway history, as well as probably all there is to be known about this hitherto obscure railway system and its unique 0-1-0 + 0-1-0 tank locomotives. The booklet has a Prologue written by the author's equally distinguished Scandinavian colleague Dr. Ing. Hans Offa Mylok,

and is lavishly illustrated with a map, four drawings, and three photographs.

ISBN 0-9516697-0-2, A5 Softback, 20 pages, illustrated.

Copies are available for £3 each (plus 50p postage and packing) direct from the author at: 24 Dovedale Gardens, High Heaton, Newcastle upon Tyne, NE7 7QP.

(Cheques payable to 'Dr. Ing. Prof. F.W. Hampson').

Non-U.K. sale details on application to the author.

All profits from sales of the booklet will be devoted to the ongoing preservation of locomotives Nr.385, and 1310, and the Norwegian coach - the three Middleton-based vehicles owned by Steam Power Trust '65, of which Bill is a founder member.

All in all a very pleasant way of contributing to a very worthy cause.

SAME NAME - DIFFERENT TOWN R.F. Youell

The name Moor End will be known to all Middletonians as a local part of Clayton's Works (now deceased). But there is another Moor End near Stockton-on-the-Forest, near York, between York and Stamford Bridge in fact.

Another name familiar to all interested in mining of coal and other minerals, is Out Gang, mostly found in iron ore mines. We have an Out Gang just south of Heslington in York.



Left: Jon Mitchell, one of the weather-forecasters on Yorkshire Television's local news broadcasts, seen against a backdrop of 1310 during a visit to the Middleton Railway with his children on Good Friday, 5th April 1996.

Photo: Keith Hartley

Right: during Easter Sunday and Monday, the Railway celebrated the Official 40th Birthday of *William*, Sentinel No.9599 (the monarch apparently does not have the sole prerogative on Official Birthdays). *William* is seen here on arrival at Park Halt on Easter Monday, 8th April.

Photo: Keith Hartley



Left: *William's* owner, Hazel Evans, poses at the cab door during *William's* Official 40th Birthday, Easter Monday, 8th April. Hazel received *William* as her own birthday present from her husband Ian, a story which attracted the attention of Sky News the following weekend, as well as the Daily Express etc.

Photo: Keith Hartley

NEWCOMEN, NEWTS, TRAMSCAPES & TELFORD TERRACE

Henry Gunston

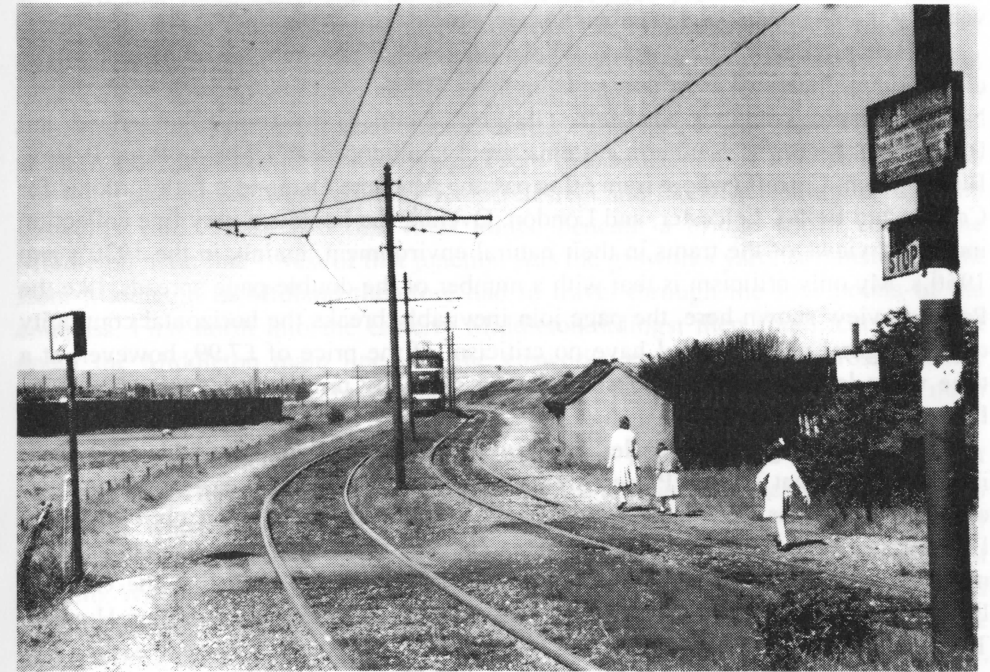
This is an armchair ramble starting at a possible Newcomen engine site near Austhorpe, and ending at Telford Terrace, between Balm Road and the Midland main line. John Smeaton was born in Austhorpe, and had a home there for much of his life. However, since my article on his engineering work around Leeds in *The Old Run* No.143, I have discovered possible earlier steam engine connections there. Details came during a talk on Thomas Newcomen and the Newcomen Engine, given by Mr. John Allen to the Association for Industrial Archaeology in Sheffield last year. Apparently Newcomen's assistant John Calley died at "Austhorpe" in 1717, after catching a chill from working in the pumping chamber of the Moor Hall engine. Outdoor work on pumping machinery in poor weather has never been good for your health! Assuming the Austhorpe mentioned was the one east of Leeds, does anyone know where the Moor Hall Newcomen engine was sited?¹

From Newcomen to newts. The "Parkside newt ponds", somewhere south of Moor Road, gain mention in a really excellent new book of tram photographs, in which Leeds features strongly. Titled *The Golden Years of British Trams*, it is a joint production by Colin Garratt (and his Milepost 92½ publishing company) and the National Tramway Museum of a selection of the very fine photographs of Henry Priestley. Born at South Ossett, near Wakefield, before the First World War, Mr. Priestley was a photographer to whom a tram was not just a machine, but part of what we now call a "townscape". Passers-by, cyclists and horse carts were deliberately included in his shots - not rigorously excluded so as to show some obscure technical detail of tramcar bogie design. His photographs were "tramsapes".

Take the view near Parkside, reproduced opposite, taken I think from a tram stop just north of the Great Northern Hunslet Branch. A "Middleton bogie" tramcar tumbles downslope towards the Middleton Railway track crossing and the city, already too far away for a spotter to read its number. There is a tram in the picture, certainly, but the eye is caught by the three young girls in the right foreground, jam jars in hand. Where are they off to? The Parkside newt ponds. There are 21 views of

Editor's note: ¹ Graham S. Hudson, in his excellent history of *The Aberford Railway*, published in 1971, notes that: "The first recorded atmospheric engine was erected in Staffordshire in 1712 and the fourth was built at Austhorpe, a mile west of Garforth, for Nicholas More of Austhorpe Hall, about 1714. The Austhorpe engine had a 23in diameter cylinder and a stroke of 6ft and raised water thirty-seven yards to the level of an offtake sough at fifteen strokes per minute, when the valves were operated by hand, and at twelve strokes to the minute when self-acting gear was used."

the Leeds system. Rural tramscapes in Middleton Woods and by Roundhay Park contrast with scenes in the city centre. In Briggate, tram 235 advertises "Frank Palmer for Motor Cycles, Hyde Park Corner, Leeds 6", whilst 195 features "Tizer the Appetiser". A view by Burley Road bridge on a dour day looks like an L.S. Lowry painting. One caption notes "the sheer emptiness of the roads". The 1939 view shows a tram on route 19 drifting past the Marsh Lane grain warehouse and a huge Will's Capstan cigarette poster, with no motors and only one pedestrian in sight. Another 1939 view at the same spot is crowded with two trams, two horse drawn carts, a Morris Minor and a cyclist!



"The lower end of the Middleton reserved track light railway in Leeds ran through industrial wasteland landscapes. Children carry jars indicating a visit to Parkside newt ponds nearby. Car 257, in the distance, is one of those built specially for this route in 1935." [Our Railway lies a hundred yards or so beyond the bushes to the right, coming across to meet the tram route behind the position of Car 257.]

Photo: Henry Priestley, reproduced by very kind permission of Colin Garratt, Milepost 92½, and the National Tramway Museum.

Back in Hunslet, in May 1939, Mr. Priestley stood with his camera right in the middle of Balm Road, close to the junction with Moor Road. He was looking north, across the setts, to the end of track at what was then a terminus (before the tram route was extended to Belle Isle). Tram 416 advertises Melbourne Ales and carries the

message "National Service Needs You" below its dash; the Cut Price Stores on the corner of Lower Carr Place offer Capstan and Robin cigarettes; and a poster for the Strand Cinema features Tyrone Power in "Alexander's Ragtime Band". A short distance to the east would have been Telford Terrace, to which I will return later.

Another Balm Road scene, probably on the same day in May 1939, looks southwards from the Midland railway bridge. To the right are what the caption calls Balm Road Mills, whose long street frontage was then the premises of Spinks Limited, dry cleaners and pressers. Specialities included: "Hats cleaned and re-blocked"; "Dyeing in the newest shades"; and (the gricer's delight?) "Raincoats cleaned and re-proofed". Tranquillity prevails, with signs of life limited to a row of washing, a few pedestrians, a baby carriage - and a tram in the middle distance.

Beyond Leeds, there are a whole range of other tramscapes. The book is divided into Trams of Northern and Southern Britain, with some Irish scenes also. Northern settings include Sheffield, Glasgow, Dundee, Liverpool, Sunderland and Blackpool. Amongst southern systems are Llandudno and Colwyn Bay, Bristol, Birmingham, Cardiff (where tram 60 is passing Madame Osmond's fitting rooms for Corsets and Belts), Leicester, and London. Overall, the book is a very fine collection indeed of views of the trams in their natural environment, mainly in the 1930's and 1950's. My only criticism is that with a number of the double-page spreads, like the Parkside view shown here, the page join inevitably breaks the horizontal continuity of the original photograph. I have no criticism of the price of £7.99, however, at a time when less exciting transport books are normally priced closer to £15 or £20. Definitely recommended.

Returning again to Hunslet, and moving on from Smeaton and Newcomen, it is only a guess that Telford Place, Street and Terrace, to the north-east of the junction of Balm and Moor Roads, took their name from Thomas, the great civil engineer. Enthusiasts for South Leeds street names (when South Leeds *had* streets and not motorways), and for Middleton Railway history, will be pleased that the Godfrey Edition of Old Ordnance Survey Maps now includes a 1905 sheet covering Hunslet. This covers an area to the south of the 1906 South Leeds sheet, published earlier. For newcomers, Alan Godfrey Maps take vintage Ordnance Survey 1:2500 map sheets (25 inches to a mile), reduce them to about 15 inches to a mile, and publish them at a very reasonable price. On the back of the folded sheets are historical notes on the area, as well as names and addresses along some of the streets shown on the map, taken from trade directories of the time when the original sheet was published.

In Middleton terms, the South Leeds and Hunslet sheets cover the railway in 1905/6 from just north of Great Northern Hunslet Branch bridge. By the southern edge of the Hunslet sheet, close to the bridge, a short siding took off on the west side, running north. The single track "Mineral Railway" then continued until it crossed Carr Moor Side, immediately north of which the branch to the Midland at Balm Road curved away eastward. This was single except for the loop south of the "Gasholder & Boiler Works", and there was a headshunt by Balm Road bridge on the

south side of the connection with the Midland. From Carr Moor Side (the site of our Moor Road Station), the Middleton Railway continued north to the loop and sidings of the coal depot at Hunslet Moor staithes, beside the northern section of Moor Road and across the road from the Midland Hunslet Station. After passing a disused burial ground to the right and a bowling green to the left, and crossing the Midland by the bridge, the level crossing over Jack Lane was reached. Continuing north, with a malthouse and a refuse destructor on the right, and the gasworks on the left, the Kidacre Street staithes were reached, with the huge Midland Hunslet Lane Goods Depot to the east.

At that time, there were no sidings to trackside premises north of Hunslet Moor, but the complicated connection between the Middleton and the Midland at Kidacre Street is clearly shown. From the most easterly Middleton sidings a falling link line ran south and then curved west, passing under the Middleton main line to enter the gasworks yard. Across Kidacre Street there was a headshunt at the north-western extremity of the Midland yard. From that headshunt another link line also ran south and curved west, crossing Kidacre Street and likewise leading towards the gasworks yard. These two link lines joined beneath a bridge which carried the Middleton main line - west of that junction was the gasworks yard. A transfer freight from Middleton to Midland therefore had to travel through the four points of the compass. First north into the easterly Middleton sidings; then south, curving west under the Middleton main line into the gasworks yard; then east across Kidacre Street, curving north into the Midland headshunt; then finally south into the main Midland goods yard.

There is, of course, a lot else to see on these 1905/6 maps. Between Hunslet Junction and Hunslet Road were the works of the famous locomotive builders. However, whose was the "Railway Works (Engineering)" on the east side of Butterley Street, south of Hunslet Road, between the Alf Cooke's Crown Point Printing Works and the Midland Hunslet Lane Goods Depot? East of Balm Road was the vast Leeds Steel Works, and further north, towards the river, the Clarence Iron & Steel Works. Near the Leeds and Selby railway line was a "Plastic Brick Works", which probably produced terra-cotta rather than Lego. Close by was a nice piece of family street naming. Bertha had a Grove, View, Place, Crescent, Mount and Street, whilst Ada, Elsie and Nellie each had Views and Crescents.

Despite Hunslet's worldwide reputation as a centre for engineering, Bertha and Nellie did better in the street naming lottery than Blenkinsop and Murray. There was a Brandling Place off Jack Lane, a Kitson Street near the North Eastern, and of course Gasholder Place, Terrace and Street by Clayton's Moor End Works. Bagnall Street, off Hunslet Road close to the locomotive building area, was presumably **not** named after the rival manufactory in Stafford! Telford managed a Terrace, Place and Street, but not a Road, Grove, Mount, Crescent, View, Row or Avenue. It could have been another Telford, of course

[See over page for further details of the publications mentioned.]

The Golden Years of British Trams. Colin Garratt on the work of Henry Priestley, in association with The National Tramway Museum. Milepost 92½, Newton Harcourt, Leicestershire, LE8 9FH. ISBN 1 900193 00 0, 230mm by 298mm, 164 pages, 213 photographs.

From bookshops at £7.99 or direct from Milepost 92½ at £9.24p including post and packing.

[Henry has since discovered the northern half of the book on sale separately under the title *Trams of Northern Britain*, priced £4.99p. I discovered copies of the full book on W.H. Smith's 'Bargain' counter selling at £7.99. I agree with Henry that it really was not a good idea to print some photos across two pages, particularly when the tram portrayed is centre-picture! Page numbers would also have been helpful, and perhaps a town index, but it really is a beautiful book both to look at and to read. - Editor]

The Godfrey Edition maps. *South Leeds* (sheet 218.06) and *Hunslet* (sheet 218.10). Alan Godfrey Maps, 12 The Off Quay Building, Foundry Lane, Newcastle, NE6 1LH.

From bookshops at £1.85 or direct from Alan Godfrey Maps at £2.35 (one map) or £4.20 (two maps) including post and packing. Other sheets cover areas of the city to the north and west of the South Leeds sheet; full countrywide coverage catalogue available from Alan Godfrey.

THE OLD RUN UPDATE - on the first Middleton engine shed

Sheila Bye

The Winter Issue had just gone off to the print works when another letter arrived from Gordon Crapper. Having received from me a photocopy of the c.1932 map of the railway, together with some details which I intended putting in *The Old Run*, he hastened to point out that, if the engine shed on the map was to scale it would be c.93 feet by c.25 feet, with a c.37 feet by 12 feet lean-to: far too big for the shed in the old photo or the amount of slating charged for by the builder in 1815.

However, subsequent checking with a 1908 large-scale O.S. map, shows that the building in the same place as the 1932 engine shed was a much shorter one than was there in 1932. It works out at about 41 feet by 28 feet, with a lean-to extension: much more akin to the photograph, and a much likelier match for the slating. On page 23 of John Bushell's *The World's Oldest Railway*, is a photo of the 1958 Middleton Railway bicentenary "Display of Locomotives outside Broom Colliery Engine Shed", and it appears to be the shed behind *Matthew Murray No.2* in the old photograph reproduced in the Autumn issue, with an extra piece built on to the door end, increasing the number of windows on that wall from two to four. The brickwork of the older part does look old, but whether it is as old as 1816 is a debatable point!

In his letter, Gordon mentioned how interesting it was to contemplate a time when an engine shed could be purchased for only £25. Apparently, some officials at the National Railway Museum were also interested by the bill for Blenkinsop's engine shed, as it is extremely rare for the housing of early locomotives to be mentioned at all, let alone to have their shed builder's account still in existence.

I do know of one other early 'shed' mention. The King of Prussia's Librarian,

Dr. S.H. Spiker, visited Newcastle in 1816. In his account of his journey he wrote:

"We left Newcastle on the 17th of July for Morpeth. On the way we passed one of the most considerable coal mines, known by the appellation of Riddle's colliery. As it is at no great distance from the road, we resolved to visit it We saw two steam-waggons standing in a shed, and on inquiring why they were not used, were informed that it had been found cheaper to make use of horses."

I cannot find mention of "Riddle's colliery" in the few bits of material on Newcastle collieries which I have. However, a description of the Coxlodge Colliery, in *Sketches of the Coal Mines in Northumberland and Durham*, by T.H. Hair, published in 1839, explains that the 'royalty' of the whole township of Coxlodge belonged, in 1839, to Ralph Riddell, Esq., though the colliery itself was worked by the Rev. R.H. Brandling and partners. One grade of Coxlodge coal was known on the coal markets as "Riddell's Wallsend", and Coxlodge is only about a mile from the Morpeth road.

If Coxlodge was the colliery visited by Dr. Spiker, the "two steam-waggons" seen by him would be those supplied to the Kenton and Coxlodge waggonway by Fenton, Murray & Wood, to John Blenkinsop's rack propulsion design. As I plan to inflict the story of the Middleton - Kenton & Coxlodge connection on the membership later in the year, that's all for now.

TIMES PAST - SPRING 1996

Sheila Bye

I.T.V. Teletext Regional News, 8th March 1996:

World-famous brewery giants Tetley's have been put up for sale.

But the most famous name in British beer could vanish altogether, with a string of rival breweries fighting for a takeover of the Yorkshire brewery.

There are also fears the Leeds-based brewery, which has 700 employees, could close its gates after 170 years of historic brewing.

This should please those members who prefer the latest news to Times Past! However, although this may seem to be a strange subject for our Railway's Times Past, in fact, as readers of our 'History' will know already, Tetley's Brewery had quite a strong connection with our Railway for several decades in the last century.

The Tetley family had been connected with the brewing industry for far longer than 170 years. According to the history of the firm published in *The Yorkshire Post's 1926 Leeds Tercentenary Supplement*, as far back as c.1720, William Tetley of Armley was described in registers as "a considerable malster". Large-scale brewing of beer at that time was comparatively rare in Yorkshire. The really big trade was in processing and selling malt to innkeepers and private citizens, who used it to 'home brew' beer for consumption on their own premises.

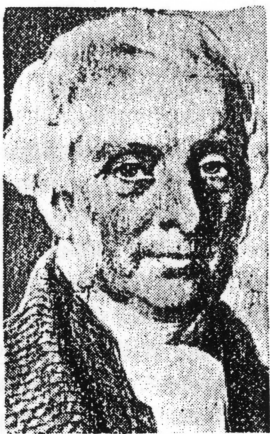
It was William the malster's son, born in the mid 1740's and also named William, who advertised in *The Leeds Mercury* in September 1802 the sale of his malt kiln at Armley, due to his being declared bankrupt. (Though his business was prosperous, one of William junior's creditors died, and the widow's legal

representatives pressed for immediate payment of debts. William lost his money, but his home and business were saved by financial help from his sister-in-law.)

Joshua Tetley was the eldest son of William junior and, like his father, went into business as a maltster and wine and brandy merchant. However, in 1822 he took a lease on the premises known as Sykes' Old Brewery, near the Salem Chapel in Hunslet Lane, and embarked on a new career as a large-scale brewer.

The first 'common brewery' in Leeds was probably that established in Hunslet in 1756, as recorded in Mayhall's Annals of Yorkshire - "A public brewhouse was built this year, in Meadow-lane, wherein was brewed about 50 quarters of malt weekly." It was purchased thirty years later by Thomas Jaques & Company. A second brewery, Robert Arthington's, existed by 1769, near to Jaques's brewery, and a third, Thomas Appleyard's, was established in the Calls by 1790. George Humble, of Belle Isle, and F. Green, of Hunslet, were also brewing in 1790, both of them also being connected with the partnership owning the Leeds Pottery at Jack Lane, through whose yard our Railway passed, and George Humble being related to Richard Humble, Charles Brandling's estate steward at Middleton. Thomas Jaques also had Middleton connections: in October 1803, "Miss Jaques, of Leeds" - presumably his daughter, married Mr. William Brandling at Gosforth church. At that time, also, Thomas Jaques was the owner of Casson Close, the group of yards between Meadow Lane and Hunslet Lane which then still housed the Brandlings' Leeds Coal Staith - the original northern terminus of our Railway. His Meadow Lane brewery adjoined Casson Close, and the entrance to Sykes' Brewery, as proclaimed on an invoice dated 28th July 1796, was "*Opposite the Coal Staith*", in Hunslet Lane.

Joshua Tetley



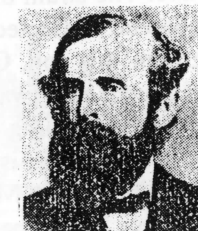
Sykes' Old Brewery was obviously in existence by 1796, and may possibly have dated as far back as 1782. Joshua Tetley paid William Sykes £400 "valuation" (presumably for brewing equipment and stock in hand) on 8th November 1822 and, thereafter, £85 half-yearly rent. He afterwards told his grandson that for a whole month after leasing the premises he did not take a single order. After that, however, business improved, and his sales in the first year totalled £3,458: in the second year, they more than doubled to £7,686.

The 1830 Beerhouse Act was a significant development for common breweries. In an effort to curb the consumption of gin, the government made it legal for anyone to sell beer from his own dwelling by merely paying a two guinea fee (£2.10p). The new beerhouses were popularly known as 'Tom and Jerry Shops', and could remain open from 4a.m. until 10p.m.! Most of the new beerhousekeepers had no equipment or experience in large-scale brewing and, unlike many innkeepers, had to buy in their beer. It was a good time to be a common brewer, and Joshua Tetley's venture prospered. On 1st October 1839, he formed a

partnership with his eldest son, Francis William, and the firm became Joshua Tetley & Son.

After William Tetley's death, in 1834, the malting business was carried on from the brewery and supplied brewing malt to many important households, continuing to do so until the early 1860's, when the Tetley brewing business had expanded so greatly that it used all of its own malt produce. During the 1850's, in particular, the business expanded so much that the number of workmen at the brewery trebled, the number of clerks almost trebled, and the number of coopers - barrelmakers - increased tenfold.

Francis W. Tetley



Joshua Tetley retired from the partnership in 1858, and Francis William Tetley, now head of the firm, took as a partner his brother-in-law, Charles Ryder. In September 1864, the freehold of the Old Brewery was at last purchased from the Sykes family, and from that time the brewery expanded dramatically; a new brewhouse, two new maltings, stores and offices were all built during the next seven or eight years. Trade boomed, reaching new record sales of 160,000 barrels in the year 1875/6, the time of the retirement of Francis William Tetley. Some of this increase in production and prosperity may have been due to the fact that, in 1865, Francis William Tetley had purchased his own private coal supply, and coal was a major expence in the brewing trade.

The Brandling family's Middleton estates and their colliery business there had been lurching towards ruin for many years. General slumps in the coal trade, and a lack of profits to invest in new pits or new locomotives for the extensive railway network, resulted in the decline of a business which had never been spectacularly profitable. The Reverend Ralph Henry Brandling, who had succeeded to the estates on the death of his brother Charles John in 1826, died in 1853. His son died three years later, and their rights in the estate passed into the hands of "the Brandling Trustees", who had nominally been in possession of the Middleton estates for some twenty years. The Brandlings appeared to have been attempting to retrieve their estates from the Trustees for a few years, and several chancery cases between surviving members of the family and the Trustees continued for some years until, on 14th August 1865, the remaining Brandling property at Middleton was purchased for £100,000 by Francis William Tetley, who had held an 'option' on it for two years.

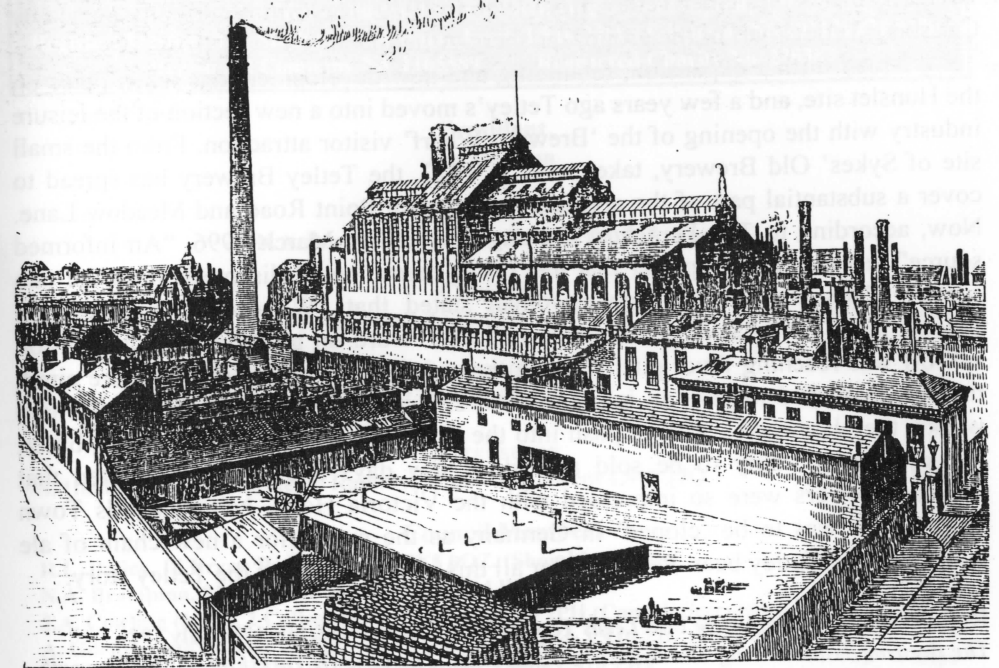
No doubt because of his heavy financial commitments regarding the purchase and modernisation of the Old Brewery complex, F.W. Tetley quickly mortgaged much of the property and also took partners into the Middleton venture: John Rhodes, sharebroker, Edmund Maude, timber merchant, and Joseph Ogden March, machine-maker. March and his partner Maclea, who were married to Matthew Murray's two younger daughters, owned the Union Foundry, one building of which still survives - the old brick building along the north side of Holmes Street at the northern end of Dewsbury Road. As with F.W. Tetley's brewery, it would be useful for March's foundry to have its own private coal supply delivered nearby.

Under F.W. Tetley and his partners, the Middleton colliery improved as spectacularly as had the brewery business. Within a year, steam traction was re-introduced after a break of over thirty years, the first locomotive being *Blenkinsop*, built to 4 foot 1 inch gauge by Manning Wardle, and followed in 1869 by *Matthew Murray*. In May 1867, the partnership became the Middleton Estate and Colliery Company Limited, with a share capital of £136,500 in £500 shares. Tetley, Rhodes and March each owned 76 shares, Maude owned 38, Charles Ryder and the sons of Rhodes and March each owned 2 shares, and Maude's son owned the remaining share. The strain of the important developments at both his brewery and his colliery apparently affected F.W. Tetley's health, and by the late 1860's he had begun to 'groom' his son, Charles Francis, to succeed him at the brewery. In 1875, Francis William Tetley was very ill, and all but retired from the brewery business, Charles Francis becoming a partner in 1877. Whether F.W. also retired from the colliery trade at this time is not clear. His name continued to appear in the town directories as a member of the Middleton Estate and Colliery Company as late as 1897, though by that time he had been dead for fourteen years, having died at Bournemouth in 1883. I have not yet ascertained what became of the Tetley family's stake in the colliery company, but presume their shares must have been sold. As time passed, lists of gradually dwindling numbers of the 1867 partnership were named in the directories as Lords of the Manor of Middleton and Proprietors of the Middleton Estate and Colliery Company until, in the 1922 Kelly's Leeds Directory, the completely anonymous "Trustees of the late W.H. Maude" and the "proprietors of the Middleton Estates and Colliery Company" were said to be jointly Lords of the Manor.

So, around the end of the century, the brewery and the colliery apparently passed from common ownership. At the brewery, new developments were taking place which perhaps involved a need to remove Tetley capital from the colliery. In 1889, Tetley's purchased the old Meadow Lane malthouse which had once been Thomas Jaques' brewery. By that time, Tetley's was one of the few breweries which still relied solely on the quality of its beer to sell itself on the open-market to "free" inns and beerhouses. Most breweries now had "tied houses" and, as increasingly more formerly free houses were bought up and became tied to rival breweries, as a measure of pure self-defence, Tetley's also had to begin acquiring tied houses. Their first tied pub was the 'Duke William', the building of which latterly formed part of the north gate of the brewery, leading into Kendell Street and Bowman Lane.

In 1893 was published *The Century's Progress*, a record of businesses in Yorkshire towns. The article on Tetley's (accompanied by the etching reproduced opposite) stated that almost all the malt used by the firm at that time was produced in their own maltings. Their own wells gave the water used in brewing, and boreholes "several hundred feet deep furnish that required for cooling and general purposes". More than five hundred people worked for the firm, which had stores in London, Liverpool, Manchester and York, and agencies in a dozen towns all over Yorkshire.

"They make deliveries by their own drays within twenty miles of Leeds, and employ about eighty valuable horses and a large number of men in this work."



The Tetley Brewery in 1893, from *The Century's Progress*

Tetley's had begun to experiment in the bottling of beers and stouts for the "off licence" trade, their first supply of bottled ales being ready in December 1892. The new venture's success was slow, but by 1894 new buildings were needed for bottling plant and stores. The firm became a private limited company on 23rd July 1897, under the name of Joshua Tetley & Son Limited, and consisting of three partners: Charles Ryder, Charles Francis Tetley, and Charles Foster Ryder.

At the time of the Leeds Tercentenary celebrations in 1926, Tetley's had a bottling capability of 4,200 per hour, as well as its considerable but unspecified amount of barrel trade. All its water requirements, according to *The Yorkshire Post*, were still obtained at the rate of 15,000 gallons an hour from the 365 feet deep well on the premises: a "crystal clear inexhaustible spring".

The middle and later decades of the 20th century again brought great developments at Tetley's. In the 1950's, the firm began to acquire or merge with other breweries: Gilmour's of Sheffield, Whitaker's of Bradford, and Melbourne Brewery, Leeds, which in total brought in more than 700 tied licensed properties. In 1960, Tetley's merged with Walker Cain Limited, of Lancashire, and became Tetley Walker Limited. Later, they absorbed Ramsden's of Halifax and Rose's of Malton

and also, in 1961, joined with Ind Coope and Ansell's to form the Allied Breweries group, later joined by other breweries, and by producers of other alcoholic drinks, such as the Whiteways cider firm. The last Tetley to be Chairman of the company was Brigadier James Noel Tetley, from 1966 to 1970. The firm is currently owned by Carlsberg Tetley, part of the group Carlsberg-Allied-Domecq.

Much further expansion, rebuilding and new development has taken place on the Hunslet site, and a few years ago Tetley's moved into a new section of the leisure industry with the opening of the 'Brewery Wharf' visitor attraction. From the small site of Sykes' Old Brewery, taken over in 1822, the Tetley Brewery has spread to cover a substantial part of the area between Crown Point Road and Meadow Lane. Now, according to *The Yorkshire Evening Post* of 8th March 1996, "An informed source" had told their reporter that the Tetley name "could disappear from the pub scene". Carlsberg Tetley's spokeswoman stated that "We do not comment on speculation", but a Leeds stockbroker said that "word on a proposed multi-million sell-off was reaching fever pitch". Since these doom and gloom reports were aired, the firm has tried to give an impression of still looking to the future. Within two weeks, they launched "a huge push into the European market" with a strong bitter, 'Tetley Export', only to be sold abroad. A few days later, it was reported that German brewers were so impressed with the Victoria Hotel, behind Leeds Town Hall, that it was to be 'cloned' in Germany as the model for a new chain of ale houses selling Tetley beer. Perhaps after all this is not the end of the Tetley story.

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The Tetley Brewery, Leeds, Tetley Walker Limited booklet, c.1967
Quality Pays The Story Of Joshua Tetley & Son, Clifford Lackey, 1985

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28th, 29th September	Steam Extravaganza Gala Weekend
26th October	Halloween - Ghost Train Services
30th November to 22nd December, every Saturday & Sunday	- Santa Specials
26th, 27th December	Christmas Pudding Specials
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