

Old Run

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**Heritage Lottery Fund grant
bid successful !**

 Supported by the National Lottery through the
Heritage Lottery Fund

Editorial

As most members will be already aware from announcements in the local media and in the national railway press, the Middleton Railway's Heritage Lottery Fund application for a grant for the redevelopment of the Moor Road site, was approved on 8th March 2005.

This is fantastically good news, and enables the Railway to forge ahead with its plans for better facilities for the protection and exhibition of the Leeds locomotive collection, other historic rolling stock and artefacts, and provision of educational resources and increased access for the community and the wider railway fraternity. As outlined in this issue and the previous issue of *Old Run*, the HLF grant gives the Railway an essential boost in becoming a centre of historic educational excellence, and recognises the unique place the Middleton Railway and the Leeds locomotive industry have in the history of world railways. This also give us the opportunity to remodel the Moor Road track layout, not only to enable these works to be carried out, but also to give us a more flexible and workable layout for future train operations.

Thanks must go to Steve Roberts and David Monckton who have planned and worked up the application to a successful outcome. Untold burning of midnight oil and nail-biting have been expended on our behalf over the last two years, for which we must record our utmost gratitude. Getting our heads around HLF concepts also made our heads hurt a lot! The next few months will see the real hard work being done — and not just by the few!

Howard W Bishop, Editor

The deadline for the next issue is 31 July 2005

Front cover photo

Hudswell, Clarke & Co. 1369 of 1919, MSC 0-6-0ST No. 67, driven by Mike Scargill, makes a stirring sight as it tackles the gradient above Great Northern Curve with the 1420 hours Santa train, 19 December 2004.

(Andrew Johnson)

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Editor: Howard W. Bishop, Spring House, Fosterhouses, nr. Doncaster DN7 5LE

☎:01302 844889 Email: howill@beeb.net

The Old Run is published quarterly by The Middleton Railway Trust. Publication dates are 25 March, 24 June, 29 September and 25 December with deadline dates of 31 January, 30 April, 31 July and 31 October respectively. The Editor welcomes contributions—photographs, articles, news items and letters—relating to the interests of the Trust and the operation of the Railway. Copy for publication can be type-written or word processed and is acceptable on 3.5" disk or CD-ROM. Photographs can be prints, or saved to disk in jpeg or tif format. Opinions expressed by contributors do not necessarily reflect those of the Middleton Railway Trust Ltd., Middleton Railway Association, or the Editor.

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

Lottery Fund grant success!

After two year's of exceedingly hard work on behalf of the Middleton Railway, word reached our Chairman, David Monckton and Lottery Application progressor Steve Roberts, in March that we had been awarded a Grant of £737,500!

Members will already be aware of the good news, and the official press release of 30 March 2005, is reproduced below:

The Middleton Railway has been awarded a grant of £737,500 from the Heritage Lottery Fund (HLF), to be used for the construction of an Educational Resource Centre, to be erected at the Railway's Moor Road headquarters

Society Chairman, David Monckton, said "We are delighted to have been awarded this grant, which will be used to significantly enhance public access to our growing collection of Leeds built locomotives. We will also be able to tell the story of the Middleton Railway and its connections with the Leeds locomotive building industry, together with the story of the preservation of this historic railway by volunteers since 1960. Our new building will also provide a valuable resource for the people of South Leeds, for whom it represents a massive vote of confidence and opportunity for the future."

HLF Regional Manager for Yorkshire and the Humber, Fiona Spiers, said: "Middleton Railway is a vital part of Yorkshire's railway and coal mining heritage and HLF is delighted to be able to fund this project. The project will provide an important heritage resource for both local people and visitors to the region, offering a wealth of history that is vital to the area and also improving access to this magnificent example of our steam heritage."

Members of the Railway's Council had been aware for some weeks that an announcement of the good news was imminent, but an embargo had been placed on them by the Heritage Lottery Fund until the official press release was given.

Everyone should now have seen the May issue of The Moor Road Messenger giving more details of the award and of our responsibility to provide match

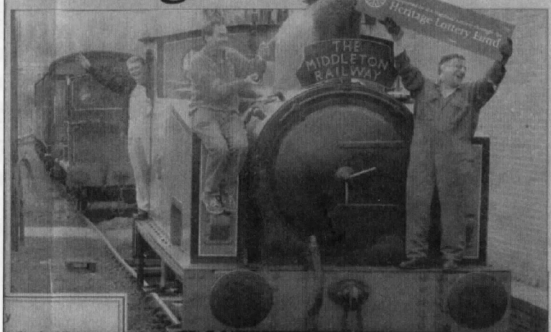
funding to the tune of 10% of the total grant. President Gerald Egan has launched *The President's Appeal* which is aimed to raise funds as well as promises of practical help and support, from each member of the Railway, and also from outside bodies including the Training Operating Companies serving Leeds and Network Rail.

As reported in the following pages, a large number of members have already been galvanized into action by the good news, and a great deal of preparatory work has already been done, and is continuing as we write. A great deal remains ahead of us, and we appeal to everyone with an interest in the future of Middleton Railway to play a part in the redevelopment.

The future is now!
to time to act!

Now is
□

Full steam ahead for heritage rail centre



How the Yorkshire Evening Post carried the news

From the Chairman

It's a funny old life - April 1st has come and gone, yet here we are with no immediate significant means of income, little prospect of running trains for at least most of this year, track is being busily ripped up and the majority of our visitor and loco servicing facilities have already been destroyed. Despite this there is no hint of the pervading sense of doom that seems to cloud apparently rosier times, rather; a common purpose means that there are smiles on most of our faces and our Treasurer is signing cheques like there is no tomorrow. Have we found the key to successful railway preservation that has so far eluded many of our peers?

No - 'Winning the Lottery' is not a guarantee for happiness or success, it is easy to spend money several times over - the real key is the way we deal with all of the other things that

surround the paid for work which the lottery win allows to happen. Smiles come from the way that our membership has stepped up to the plate and got involved in so many different parts of the project. Our thanks go to all of you who have contributed so far and for those who have not done so yet please consider *The President's Appeal* and read the *Moor Road Messenger* and ask yourself what can I do to play a part in these important times.

Touch wood, the physical work on site and planning for the latter stages of the project are all proceeding apace as reported elsewhere. However, as always there are still one hundred and one other things to think of, plan and do, but now we definitely know where we are going there is a common purpose that is going to see us through this

interesting time and the more of us who are involved in any capacity the better the end result will be.

An example of things that the Management need to think through before we open our doors again is how we may need to change our ways of operating both trains and the 'public' side of the railway. The Resource Centre will be far more than a big new shiny box to keep our toys in, we cannot just turn up on the opening day and do what we have always done. There will have to be adjustments made. For instance, whilst we may all know members with very loud penetrating voices who, if they were on ticket office duty are more than capable of politely enquiring of the train guard (the length of the new building plus a bit more away) whether they were ready to depart, Health and Safety noise abatement legislation may preclude this traditional practice unless ear de-

fenders are issued with every ticket. When we find the solution to this problem you can rest assured that any members who are found to be vocally challenged in this way and cannot carry out the voluntary work to which they have traditionally been accustomed will be offered a retraining opportunity or fitting of an appropriate filtration unit.

I conclude this message by repeating from the last issue that this is a project as important in the history of The Middleton Railway as the re-opening in 1960 and will provide opportunities for the every single member to get involved with the part of the project that best suits their abilities, interests and availability. We look forward to seeing and hearing from you to join your colleagues who are already involved.

David Monckton
Chairman □

The story so far

David Monckton

Almost at the same time that we heard that we had been successful with the Lottery Bid, the news came through that we had been granted Planning Permission for the new Resource Centre. A nice problem we have been faced with is that thanks to last minute negotiations with the Lottery people they agreed that we could increase the value of our Bid to include an additional three bays (approx 13.5 metres or 40 feet in old money) on to the South end of the new Resource Centre. This was going to be Phase 2 but we are very pleased to include it with the main works. In all, this means that the overall length of the new building will now be in the region of 78 metres or 256 feet. The down side of this is that we have had to go back to Leeds City Council for Planning Permission for the additional floor area - we did not envisage any problems with this and by the time you read this should know the result of this extra application. We took the opportunity to include with this new application, for an extension onto the South end of the 'old' shed which

eventually form part of a running shed for the serviceable steam locomotives in the operating fleet. We will not be able to afford to build this for a number of years but it was sensible to obtain the Consent now so that we can get straight on with it as soon as funds are available. At the time of writing this, back on the drawing board work was proceeding with the more detailed drawings and written specifications needed for Building Regulations Approval and obtaining tenders from Contractors. Two other important pieces of paper that were nearly in place were our new Lease from Leeds City Council which only required a few detailed amendments before it could be signed and confirmation of the verbal agreement we had with our neighbours at the Builder Centre who had agreed to transfer a strip of land to the Railway which will allow the necessary clearances between our boundary and the new building.

On site the fun started for real. As reported in the last issue of *The Old Run* a lot of preparatory clearance and sorting out had already been

continued to the extent that we have said goodbye to 'Bob's Hut' and the woodshed, the brown container and water tank have been moved to new temporary positions. The work in resleepering one turnout and installing two others in the back road was completed far quicker than we hoped thanks in no small part to help from some 'spare men' provided by Gart Renewals who are a specialist trackwork firm based in Leeds. They generally carry out contract trackwork nationally on the 'big railway' and their work commitments allowed them to send a gang down to help us on several midweek occasions which dovetailed nicely with our volunteers efforts at weekends.

Once the last train ran for the 2005 operating season (on April 3rd!) the destruction really got going - a visitor to site in the middle of April would have seen that the coaling stage plus one Saxby and Farmer gatepost had been moved. A lot of the concrete flags from the platform area had been taken up and stored for reuse. The garden area behind the platform had been stripped of the various interesting artefacts on display, the platform fence had gone, two trees in the area of the new building had been felled. The outdoor inspection pit was awaiting discovery in a future archaeological dig having been filled in, the Northern end of

the loop and two turnouts linking this to the workshop and running line had been lifted as had the turnout and road behind the platform. The loco water supply had been disconnected and the telegraph pole at the South end of the platform had been removed. It is safe to say that we had gone beyond the point of no return. On top of this there had been a major shunt to place rolling stock in the appropriate place for the duration and as you will read

elsewhere "Thomas", Mathew Murray and the Wickham Railbus had gone away for an extended summer holiday.

All of this should be thought of as enabling work for the main tasks to come because we were preparing the ground to provide access for contractors to their working areas whilst allowing our volunteers to carry on with the trackwork all following a logical sequence around the site. It was not all a tale of destruction as large piles of timber and concrete sleepers had been delivered to the car park together with a ballast mountain. By the time you read this it is likely that the track will have been laid to the new arrangement connecting the workshop and car park with the back road which together with the work already done to the back road represents approximately 20% of the total required for the new layout. This gives us back the ability to restore crane and wagon access for transporting materials between

the car park and the rest of the site.

It is very important that having built up a good momentum with the tasks that we have to carry out 'in house' that we carry on at a similar pace. There has been a fantastic and consistent effort from both regulars and occasional regulars both at weekends and through the week. Inevita-

bly fatigue and/or holidays will clock in at some stage and it is essential that there is a big enough pool of volunteers coming forward to carry on as part of the team, so don't be shy. We are happy to welcome you as an occasional, and you will be surprised at how easy it is to get passed out as a regular.

Behind the scenes brains and hands are being cranked into gear to work on the various displays



The scene on 14 April 2005. The loco pit is being filled, and the track has been torn up in the Moor Road loop prior to the new link road (see photo page 28) being installed from the back road to give access to the workshop and car park. The station platform is in course of being dismantled. (HWB)

which will be going into the new building, the Marketing team are devising ways of keeping us in the public eye. The usual suspects are dusting off their begging bowls and contact is being made with likely firms or organisations who may wish to help us. Successes to date include the free design of the building foundations and

ground floor slab by a structural engineer, the possibility of parts of the building work being carried out by construction students and the possibility of donation of significant quantities of materials associated with the electrical installation. □

Want to win a fiver?

(which you may donate to the President's Appeal)

The new Resource Building is a bit of a mouthful

A significant (to me) reward is offered to the contributor of the best suggestion for a name for the new building. Send your suggestions in either written or electronic form to David Monckton, who will choose and reward the best one (in his opinion) and submit it to Council for their consideration.

Makeover time 2 — the sequel

Readers will recall the account in the December 2004 issue of *The Old Run* of how Thomas came to be bricked up in the tunnel after calling his Overweight Minder fat. Now read on:

'*You promised*', sobbed Thomas blinking in the unaccustomed glare of daylight, following his release from the tunnel as he was slowly winched onto the lowloader that was to carry him back into servitude at The Great Central Railway.

'*Nay lad*', said the Overweight Minder, 'I had my fingers crossed and anyway head office need you. One of your clones has a poorly firebox and you are to be really useful and take its place. Its only for a few days work but you can probably stay away on holiday all summer which means you won't be getting in everybody's way here.'

'*Yes but I don't want to*', whinged Thomas. '*Its not fair, I am going to report you to the HRA for abuse of interpretation because I am not Thomas any more*'

'*Look in the mirror*', smirked the Overweight Minder '*with that nice new paint you look like Thomas to me and you will be offered counselling*.'

'*Aaargh*', said Thomas as the lowloader trundled off towards the setting sun and new adventures.

To be continued. □

The big clearout continues

David Wraith

The clearout started in early September because Brian Hall and myself had been asked to have a look at the head-shunt buffer stop which was in need of attention due to old age and possibly a couple of heavy shunts! We had to cut our way through thick brambles to get to the back of it and while doing this found two very large, and very heavy, homemade yard gates which were carried by the crane to the shed to be cut up.

The brambles were attacked with the brush-cutter and we found yet more bits of scrap metal. Brian was in his element, and became a human metal detector. We soon had quite a big pile of scrap metal and the first skip was ordered. It was soon filled after making numerous trips up and down the yard with the hand trolley. We also had large amounts of brambles, nettles and wood to get rid of, and once again Brian's old skills came in useful lighting fires which were kept burning all day and possibly most of the night!

Middleton Railway volunteers now started to take an interest in the clearout, and more people came to lend a hand. It soon became obvious that we had a very large number of rail chairs lying around the yard, and it was decided at "top level" that these were not needed in such large quantities and that they could be worth mega bucks!! Therefore skip No.2 was ordered and after much hard graft this was filled with well over 200 rail chairs. Over the next few weeks we found many more, enough to fill a third skip and still have enough left over for our possible future needs.

We also uncovered a large number of wooden sleepers around the site. The majority of them in a very poor condition and unfit for further use, so on most working days we had a grand fire going. We burnt tree cuttings and brambles and the wooden sleepers, which we first cut up with the chainsaw. Unfortunately this proved too much for the chainsaw and it packed in.....yet another piece of machinery to sort out!

The clearout now started to move up a gear, we had cleared the undergrowth and tidied up the left hand side of the main line next to the wood-

yard so we started to look at the side near to the engine shed.

Brian and I got permission to clear out the disused head-shunt which had two electric bogies and the original private user wagon on it. At the top end of this siding there were no sleepers, just rails lying on their sides – the wheels of the bogies ran in the rail channels. The brambles around the wagon were cut back and the true condition of the wagon exposed. It was found to be beyond repair, so photos were taken and drawings made for future restoration work before it was set alight. All the ironwork and wheels were then loaded into another wagon for safekeeping. When the fire had burnt away, to our surprise, we uncovered what we think is another old original stone sleeper. This in time will go into the museum.

As usual there are some losers! The "Wednesday Grass Cutting Gang" has more grass to cut and I have more brush cutting and weed killing to do. On the plus side Emmanuel Lanne can now finish the restoration of his crane in the workshop area, the yard looks much tidier and the biggest plus of all...we made loads of money on the scrap metal!

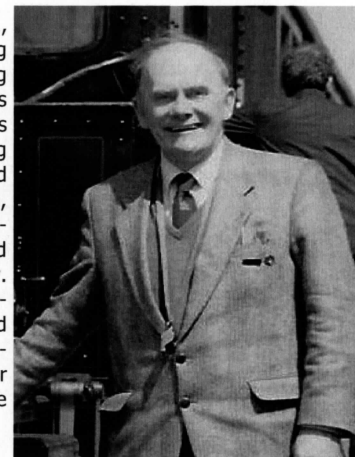
After the sidings were cleared it was decided to upgrade this area to make it into a proper siding. I know that when eventually it is finished we will have a railway yard to be proud of.

**Deadline for
next issue is
31 July 2005**

KEITH HARTLEY, 1939—2005

It is with great regret that we have to record the passing of Keith Hartley in hospital in Leeds on 6 February 2005 after several years of gradually failing health. Born in Leeds, Keith lived in Beeston all his life, working for over 21 years at Crabtrees, makers of printing machines and latterly with CCL Hydraulics Engineers.

Keith Hartley came to the Middleton Railway in 1971, and he quickly became an invaluable helper, opting to work on the train, rather than our 'engineering department', as he said it was a nice change from his real job at Crabtree's.. Keith had an interest in railways from early in his life, his maternal grandmother living near the goods sidings in Cleveland Street, York, and his grandmother's great uncle was William Huskisson, M.P., President of the Board of Trade, who was famously killed by one of the locomotives at the grand opening of the Liverpool and Manchester Railway. During the last three decades, he helped the Middleton Railway as Ticket Collector, Assistant Guard, and Guard, as well as doing the occasional spot of gardening (most notably the beautiful little shrub and flower plot he created in front of the then new Ticket Office building in 1983).



Keith's most enduring mark was in recording the Railway photographically. He was an excellent self-taught photographer, whose pictures graced the pages of our guides, stock books, histories, and *Old Run* journal, not to mention one or two journals in the wider world. Thanks to Keith, our Photographic Archive has been enriched with hundreds of photos, ranging in subject from the old Broom Pit buildings and nearby 1970s opencast mining, through to our station buildings, the locomotives, our working members, and the families who came to enjoy a ride or a special event. He did the same at his local church, too, recording the congregation's weddings, baptisms, and other special occasions. Always generous with his photographs, and though of limited income, he would cheerfully send off copies to anyone who appeared in the photos or who showed special interest.

He also had the talent of seeing good in everything and everyone, and was usually able to find something to laugh about, even when life was not treating him very well. In recent years health problems meant that he came to the railway much less frequently. He would have been thrilled by the news of the Lottery grant and the beautiful new display hall: when the last trains ran over the old track layout, on 3rd April 2005, he would have been dashing around with his camera recording it all.

Keith's photographic record of more than thirty years of activities on and around the Middleton Railway will help illustrate our museum displays and form a substantial part of our Photographic Archive: lasting reminders of Keith himself, as well as the people and events he snapped. His big cheery grin, and his periodic phone calls, full of enthusiasm about something he'd seen on TV or read in the paper, will be missed. A number of his railway friends attended his funeral on 14 February 2005 at St Andrew's Methodist Church, Leeds. Thanks for the memories Keith.

Sheila Bye

Farewell to Moor Road as it is — Final



1



3



5

The weekend of Saturday and Sunday, 2nd and 3rd April 2005, took the form of a Family Fund weekend. It was the last weekend on which train services could be operated before the main line to Middleton Park Halt was closed for the new road over-bridge to be constructed by Leeds City Council in connection with the new high school to the east of the line beyond Great Northern Curve.

It was also the final two days of operation before the Moor Road yard track was to be torn up and relaid and the booking office and shop building, opened in 1982, demolished in order to make way for the new Resource Centre and Display Hall complex made possible by the National Heritage Lottery Fund grant, as reported elsewhere in this journal.

The weekend also enabled our two diesel railbuses to undertake all-line tours over the existing trackwork in Moor Road Yard as well as trips along Balm Road branch and the main line to the park. These "last chance" journeys were well attended by enthusiasts from as far afield as Brighton and Scotland.

The accompanying photographs

days' train services before "all change"

(1 and 2) show Drewry Car DB998901 on the yard loop and Wickham railbus DB999507 crossing Whitaker's junction en route for Balm Road, both on the last day.

The Friends of Middleton Park, who are supporting us in our bid to extend the line into the Park, organised guided walks of Middleton Woods, led by Frances Jones and Richard Lancaster (3). MSC 0-6-0T No. 67 is seen at Park Halt with the train crew on the last day, Howard Bishop (guard), Douglas Lovely (fireman), Mike McPeake (driver) and Kris Ward (cleaner) (4).

Alan Parker with his model of the Isle of Sodor railway is seen at (5) with a group of youthful admirers.

And finally staff of the booking office and shop are seen in front of the soon-to-be no-more shop premises (6).

It was a memorable and nostalgic time for all concerned, and as the weekend drew to a close everyone looked forward to the hard work heralding a new era for our Railway with the erection of our brand new facilities.



2



6

Manning, Wardle & Co 0-6-0ST No. 1210 of 1891 Sir Berkely shown with the pit head gear of Broom Pit in the background.

Can anyone identify the people in the picture, and say when and exactly where this shot was taken?

Answers to the Editor please.



This historic photograph was provided by Dave Mitchell of York. Taken on 20 January 1962, it shows Gerry Cawthrey (left) and Derek Rayner (then aged 19 of Rothwell, and an apprentice at Darlington Locomotive Works and a student of Bradford Institute of Technology) on the footplate of **Hunslet-built prototype 0-6-0 diesel locomotive (H1697 of 1932) No.7051 John Alcock.** (*Bradford Telegraph & Argos*)



Iron Horse

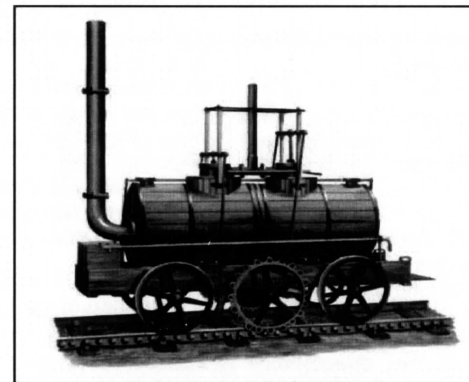
From chariot, stagecoach, rickshaw, gig,
Evolved a mule grotesque and big:
The Iron Horse on iron track,
That bore the world upon its back.

The chimney engine, full of fire,
With wheels for legs that never tire,
Roved desert, mountain, gorge, fell, plain,
With people, timber, oil and grain.

All East and West applauded Steam,
That helped make fact the traveller's dream;
That gave the ox a lighter load
And eased the donkey on the road.

The nations marvelled, blest and praised
The metal servant man had raised,
From mineral, water, sand and wood.
A Railway then, like gold, was good.

Walter Nugent Sinkinson



This poem, written by Walter Nugent Sinkinson, is from a collection of railway poems entitled *Flying Scotsman and other railway poems*. Walter Sinkinson was a career railwayman and served for many years as a signaller at Mirfield, in the West Riding of Yorkshire. Published in 1969, the book contains a preface by the late Rt. Rev. Eric Treacy, Bishop of Wakefield, and celebrated railway photographer, who himself visited Middleton Railway some years ago. The book of poems was a favourite of Poet Laureate Sir John Betjeman who, according to Volume 3 of his biography, carried a copy everywhere in his pocket!

Trials and tribulations, part 5 Cedric Wood

This is the fifth year of Trials and Tribulations. The number of goofs and gaffs will be reducing as I am not including those like Startrek, those who have gone before. It is still surprising when fresh goofs and gaffs are offered. Like these below.

Forward planning?

The answerphone at the railway advised people to contact me at York regarding the availability of trains. At 07.43 on Thursday 23rd December, I received a call from a woman who wanted 4 adult and 5 child places on the 15:00 on the 24th. This train had been booked solidly for over a month. When I offered her the 12:20 - the only train with sufficient spare capacity - she was most irate. *I have promised my son that he can go on this train, now you have disappointed him.* She declined the offer of the 12:20. We did make a sale to a group of a similar number of tickets for the 12:20 on the day.

Times and dates?

I want to make a reservation for a Santa Train - you know - the one at Christmas.

Whilst I was on ticket office duty, a man gave me a completed form for an advanced booking for the 11:40 train on the 18th. The time was 11:30 on the 18th.

Received Wednesday 8th December. **Client:** When is the time of the last train on Sunday? **Cedric** 3.40. **Client:** What time is the one after that? **Cedric** 11.00 the following Saturday.

Received Monday 20th December. **Client:** When are you running trains next? **Cedric:** Friday 24th December. **Client:** Everyone will be at work. Why can't you run at the weekend when we will all be off work?

Do I know my personal details?

A person gives their address without road, street, avenue etc., then wonders why their

letter has gone astray. I compile information from data which the client has provided. I expect them to know their own addresses without having to be checked.

Some families are cohabiting without changing their names. One of the partners makes a booking in the name of Jones, and promises to send a cheque. A cheque arrives several days later in the name of Brown, without any covering letter. When I ring Ms Jones to ask the whereabouts of her cheque, she cannot understand my problem in tying a cheque in one name to a booking in another name.

A credit card statement has an account number as well as the card number. One potential client tried to give me the account number instead of the card number. When he did eventually give me the correct number, it turned out to be a switch type card which we cannot accept as it is an electronic transfer card.

My database for Santa bookings has 42 fields to enable me to track the progress at any time of a reservation. A person rang me to say he had not received any tickets. I told him that I do not send tickets, but a confirmation letter. I checked against his surname but to no avail. He then told me either his sister or their mother - three different surnames - could have made the reservation. No joy. I asked for a telephone number and was given a list of a dozen numbers: works, home, mobiles, and friends. The only one he missed out was the chippie on the corner.

A male seeking females?

I have a call logger, which records the numbers of all incoming calls. Some are surprised at being called back when they have not left a message. I state that someone from this number had called me during the afternoon. His reply was *That will be my wife.* when I asked to speak to her, he was suspicious of my intentions.

Another husband, when I stated that someone

from his number had called me during the afternoon replied *That will be my wife.* I asked if she was at home, The answer was yes, followed by a long pause. *Do you want to speak to her?* Sometimes it would be easier to pull hen's teeth.

Something for nothing?

There is another reason why people do not leave a message or a contact telephone number: they are using their work's telephone for their private use. I have lost count of the number of people I have dropped in the ooo nasty by returning their calls by taking their number from my call logger.

Client: Do I have to pay for a one year old?

Cedric: If he is to receive a present he is chargeable; if not he is carried free of charge.

Client: I want him to receive a present, but I do not usually pay for him.

Do we rely on transport too much?

People have been advised to park their cars at

Tulip Retail Park. **Cedric** "Tulip Retail Park is about 200 yards from our entrance." **Client** "Are you putting on a bus service?"

Miscellaneous

Some people just want a number of tickets: to them it is immaterial whether the ticket holders are adults or children.

On Christmas Eve when every train went out full, I was asked "Why aren't these tickets valid all day like the normal tickets?"

I left home at 8 a.m. on Christmas Eve; my answerphone was on giving the state of the bookings that morning, whilst I was working at the Railway. 32 calls were received; two tried to make a reservation; one caller repeatedly saying that I had not returned his call. Any one wishing to hear these - and more - first hand please ring 01904 633906 and say the magic words ***I want to be Santa's booking elf for 2005.*** □

Centre page photographs: Remodelling of the Moor Road track layout commenced in January, 2005, and continued until Easter. This sequence of photographs was taken during this period and shows work undertaken, led by Brian Hall.

Top row, l to r: 1. Work has commenced on the back road at Moor Road yard, with the installation of a switch as stage one. 2. Steve Roberts, Brian Hall and Michael Garbett, set up the point blades and frog. 3. The back road re-laid with assistance from Gart Renewals, a local track work company who lent a hand.

Middle Row, l to r: 1. Steve Roberts, Peter Nettleton, Karl Fischer and Tony Higgins. 2. David Wraith using our JCB in the car park to load the hopper wagon with stone ballast. 3. Martin and Andrew Plumb, Daniel and Paul Baxter spreading and packing ballast under the new tack.

Bottom Row, l to r: 1. Steve Roberts and Brian Hall spreading ballast using the ex-BR hopper wagon. 2. Another shot of the ballast being spread by the hopper wagon, showing sighting and levels boards in position. 3. Finally, the new track completed and in use.

(Photos: Final photo Ian Dobson; all others Peter Nettleton)



Track remodelling gets under way



First of all, I must apologise for the lack of Loco notes in the last Old Run. The need to provide much additional and re-worked information for the HLF bid took up literally all of my spare time and, with deadlines to meet, something had to give. The last time I wrote, I had concerns about loco availability in 2005; I need not have been concerned as things have turned out. I may become concerned about 2006, though, depending on how things work out in the next few months as we have to give priority of resources, both money and labour, to the Moor Road Project

1601 MATTHEW MURRAY As should be expected, the loco successfully passed its visual and 'in steam' boiler inspection during March. Although available, it was not used over the Easter period. It suffered minor frost damage (to the pressure gauge pipe) over the winter but this was easily repaired. Another problem to be rectified was the stripping of a screw thread in the clack valve, which required re-tapping to 9/16" BSW and the fitting of a special stepped stud. The loco has since gone to the 'Locomotion' Museum at Shildon, where it will spend the rest of the season. It has gone in the capacity of stand-by engine and is not intended to see regular use unless plans alter.

2103 Although it was originally intended to keep the loco in traffic until the expiry of its 10 year boiler ticket in August 2005, the fact that we are not running trains led to the logical decision of abandoning this idea. It is presently stored whilst all the other work goes on. This loco has certainly earned its keep over the last few years, clocking up a good mileage in that time. It joins the ever-growing number of locos requiring significant boiler work, something that we must address as soon as possible.

No. 67. The Ship Canal 'Long Tank' was regularly used over the Santa period and was also first choice for the Easter services. It, too, successfully passed its visual and 'in steam' boiler inspections during March and has

required little in the way of maintenance over the winter. It is available for traffic but is not expected to see any use in the coming months. Attempts to hire it out to suitable railways have so far not been successful.

No. 6 Work has continued on No6 throughout the winter. The oilers for the axleboxes were eventually made and fitted, enabling the axleboxes to be fitted to the axles and the loco re-wheeled. All the hours of careful measuring proved successful when the axleboxes slipped into the hornguides with all the correct clearances and no problems. Once the wheelsets were in place it was possible to carry out a grand shunt of the workshops, swapping No.6 with No.11, which is now at the end of the workshops road. No.6 now resides at the north end of the workshops, making it accessible to the lifting gantry and the forklift truck., two things that will make re-assembly much easier.

Re-wheeling allowed the springs to be fitted and adjusted to give the correct ride height. One interesting fact discovered is that the rear spring hangers are spaced 32" apart whilst the front ones are 30" apart. This tends to indicate that the front and rear springs should be different but all four of our springs are 30" long! A check on the ex Swanscombe loco at Qainton Road shows that all four springs on that one are also 30" long. It would be interesting to obtain an original drawing and establish the truth! The brakegear has now been fitted up and completed, following bushing out of the pull rods. The building up of the brakegear was a bit of a head-scratcher as no drawings were available and the gear had been modified by APCM some time in the past. All that needs to be done to complete the brakegear is fitting of the handbrake column, a task that requires the cab fitting, first.

The drain cocks have been overhauled and re-fitted. Some of the screw threads proved to be quite loose and these have been tinned (ie, had a thin film of solder applied) to tighten them up. The operating linkage has been

overhauled, as necessary, and is in the process of being re-fitted – again, a bit of a head scratcher as no drawings were available.

A lot of work has taken place on the cab, much of the plating needing replacement or patch repairs welding in. We have avoided the short-cut of welding the plating together and have decided to keep with tradition (and our new Conservation Policy) and rivet everything up, as originally done. Both cab bunkers have received attention and have now been fitted to the running plate. A completely new cab front has been made and the cab sides and back have received much attention. The major outstanding job is the cab roof, which has yet to be started, although the necessary steel has been delivered.

Attention has briefly turned to the boiler and an initial inspection has proved to be disappointing. We were expecting little work to be required here but it is now apparent that the years of outside storage have taken its toll and repairs are likely to be substantial. These centre on the firebox outer wrapper, which is badly corroded on the fireman's side and is likely to require complete replacement. A final decision awaits a careful thickness inspection but we are not optimistic.

1210 SIR BERKELEY The re-wheeling of No.6 was the final task that enabled Sir Berkeley's frames to be extricated from the undergrowth and brought into the workshops. Since then much work has been possible although there is even more to do! The majority of frames have been needle-gunned and primed. The axleboxes have been trial fitted to ascertain what work is necessary. This is likely to be confined to two boxes, which have previously been plated up and the plates have come off, shearing the studs in the process.

The old front buffer beam has been dismantled, revealing just how bad the timber was! A new oak buffer beam has been obtained and awaits the attention of a skilled woodworker. Meanwhile, the various metal bits have been needle-gunned and primed. At Israel Newton, work progresses on the new boiler. At the time of writing, the outer firebox wrapper has been made and riveted to the throatplate and back-head. Work on the boiler barrel has commenced but is still in the early stages.

Part of the Sir Berkeley HLF Project requires the old boiler to be sectioned and, following consultation with Richard Gibbon (retired CME of the National Railway Museum), a methodology has been agreed. The fact that a new boiler is being built for the loco, together with our agreement with the Vintage Carriage trust, means that this locomotive will now become a priority for our presently scarce labour resources in the workshop

No.11 The loco was temporarily re-wheeled to enable it to be moved to its new resting place at the end of the workshops. Work has continued on the frames as time allows. The back end, consisting of two new frame stretchers have now been completely riveted together and to the frames and rear buffer beam. It was intended to use the old cab floor, which was in reasonable condition, but when it was offered up to the newly rebuilt frames it was obvious that it had been a replacement, made out of a piece of plate that was really too small for the job. A further mystery was that there were no holes for the damper control linkage! The loco arrived at Middleton in a dismantled state but it does now seem that damper controls were not fitted in its last days! A new piece of plate has been obtained and fitted, complete with the necessary holes!

54 Again, little progress has been made on this loco in recent weeks, due to pressure of other work.

1310 As with the Sentinel, there is little progress to report.

BROOKES No.1 (aka THOMAS) The loco came into the workshops at Easter for its intended re-paint into dark blue. However, following a change of plan it left the workshops in a fresh coat of 'Thomas' blue for another stint as 'Thomas'. Following a successful boiler inspection and test steam, the loco left Middleton for a summer season on the Great Central Railway.

PICTON Again, little progress has been made on this loco in recent weeks, due to pressure of other work, the owner spending

all his available time on producing drawings for the Moor Road Project.

HENRY de LACY II, Fowler 3900002 & The Greenbat don't get much mention in this column but, following offers to do cosmetic repaints on them, they have been shunted to the back of the workshops, within easy reach of power. Any offers of work on these locos would be most welcome (see page 30 of this issue).

5003, D2999, D577, D631, 7401, 1786, Rowntree No.3 and Olive are, as usual, all serviceable and used as required. All other locos are in store pending overhaul or repair.

Coach 2084 This coach came into the workshops immediately after the Santa season and has had much work done to it. Virtually the whole of the east side has been replaced, certainly much of the framework and all the external panelling. A new door has also been made for the guard's compartment. In an attempt to eliminate water ingress behind the panelling, a full length gutter has been made and fitted to this side. Following a full repaint of all the new timber, the coach temporarily returned to service over the Easter period. It has now come back into the workshops to have similar treatment to the west side. □

MIDDLETON RAILWAY TRUST LIMITED THE PRESIDENT'S APPEAL

In response to the President's Appeal, I wish to offer the following help/make the undermentioned pledges:

I wish to make a donation of £_____ (please make cheques payable to MRT Ltd and complete a Gift Aid form to enable us to claim an extra 28% from Inland Revenue). Please do not send cash by post. If you wish to use cash please see the Treasurer, Stan Holdsworth in person, or contact the Chairman, David Monckton on 0113 265 9441.

I wish to make a donation of £_____ by _____ monthly instalments of £_____ a month, and request a direct debit form, which I understand may be cancelled at any time if circumstances change.

I wish to apply for Life Membership, for which I enclose a cheque for £175.00 payable to MRT Ltd.

I wish to make a donation in kind (an offer of help) in the following way _____

I would like to help in fund raising activities _____

I would like to make an interest free loan of £_____ for a fixed term of _____. If you would prefer to talk about this idea in confidence before committing yourself, or any other matter connected with the Appeal, please contact the Chairman, David Monckton, on 0113 265 9441.

My name is _____ Member's number _____

My address _____

My telephone number _____

My email _____

Please return this form as soon as possible to "The President's Appeal", Middleton Railway, Moor Road, Leeds LS10 2JQ

GIFT AID boosts Middleton Railway's income

Did you know that any donations given to the Middleton Railway can be increased by 28% if the giver completes a Gift Aid declaration. This enables the Railway, as a registered Charity, to claim an additional 28 pence for every pound given by the donor. You must pay an amount of UK Income Tax and/or Capital Gains Tax at least equal to the tax the Railway reclaims on your donation in the tax year, for every pound you give based on standard rate tax at 6 April 2000. If you pay tax at a higher rate you can claim a further tax relief on your donation on your Self Assessment tax return. You can cancel this declaration at any time by notifying Middleton Railway Trust. You also need to notify the Trust if you change your address during the period that the declaration is in place. If your circumstance change and you no longer pay tax on your income and capital gains equal to the tax that the charity reclaims, you can cancel your declaration. If you are unsure whether your donation qualifies for Gift Aid, please contact your local tax office and ask for form IR65 - Giving to Charity by Individuals.

If you do not complete a Gift Aid Declaration, Middleton Railway Trust will be unable to claim back tax on any donations you make. The Gift Aid Declaration set out below, which you may wish to photocopy, may be used not only by members of the Railway but anyone wishing to make donations to the Middleton Railway Trust.

N.B. Completion of this form will also enable the Railway to claim tax back on your yearly membership subscriptions.

—(You may photocopy this form)———Cut here —————

MIDDLETON RAILWAY TRUST LIMITED GIFT AID DECLARATION

Please complete this form to make your Gift Aid Declaration, and return it to the Treasurer, Middleton Railway, Moor Road, Leeds LS10 2JQ.

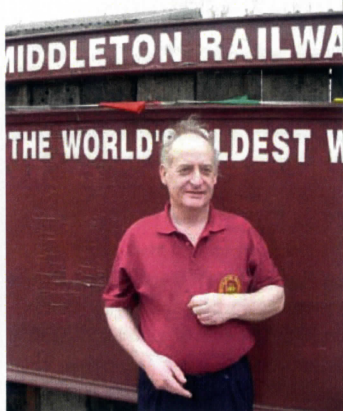
I am a UK taxpayer, and want Middleton Railway Trust Ltd to claim back the tax on all donations I make from 6 April 2000 until further notice:

Forename/s..... Surname.....

Address.....

Telephone..... Email.....

Signature..... Date.....



One of the backroom boys, this time the organiser of the Family Fun Weekend.

Cedric Wood, our Commercial and Schools' Liaison Officer.

(HWB)

Moving plants and shrubs in order to extend the car park.

As part of the developments at Moor Road, on 6 April 2005 Geoff. Saunders, Bruce Inman and Stan Holdsworth make a start on the reorganisation of the shrubbery.

(HWB)



Students of Leeds Metropolitan University Tourism, Hospitality and Events School, presented their Report on 15 March 2005, on how to increase visitors numbers and improve facilities at Middleton Railway. They are Lois Sowden, Nicola Ruddy, Sean Fuller, Trish Coll (Course Tutor), Phillip Ruddy and Russell Hay. Mike Scargill and Howard Bishop represented the Middleton Railway at the presentation. (HWB)



Another successful Lottery Fund application

was the one made by Vintage Carriages Trust in 2004 for the rebuilding of **Manning Wardle 0-6-0ST No.1210 of 1891, Sir Berkeley.** Part of the mainframes are seen here in the Moor Road workshop, supporting the HLF sign.

(Peter Nettleton)



Booth crane departs Moor Road

Joseph Booth & Bros, Rodley, Leeds, 7.5 ton steam crane Works No 5011 of 1944, in the Moor Road station platform, being prepared for transportation to its new home.

This crane was deemed surplus to our requirements, and has been transferred to a new home in the south of England in early March 2005.

Here seen having its boiler removed as part of dismantling ready for loading.

(Brian Hall)

What they do when they are not at the Railway!



Proof that there's life outside the Middleton Railway! Both qualified pilots, here's a picture of what **Gerard Egan and Ken Hardy** get up to when they are not here! Picture taken at Sherburn Flying Club alongside their Cessna aircraft.

Himalayan Hunslet's (Leeds exports to India part 1)

Andrew Johnson

The Nepal Government Railways (NGR) still have a selection of the steam locomotives that once operated on the two 2'6" lines that ran in the country. One ran from Raxaul to Amlekhganj (NGR) and the Janakpur Railway from Jayangar (India) to Bizulphura. The Janakpur is now operating as Nepal Railway from India to Janakpur. OK, the Janakpur line is not exactly in the Himalayas, unlike the Darjeeling Himalayan Railway, as it is in the plains before you get to the mountains proper!

Only the hardened enthusiast should attempt to get to see the railways in Nepal as they are far off of the normal route. The Janakpur can be reached via a few changes on the Indian metre gauge, or 100 miles by road. There will be a link to other parts of Nepal when the 5'6" gauge has been extended from India. All names carried by the Nepalese locos are of the local gods, some carry the name and number in the Hindi, unlike Indian Railways that often have Hindi on one side, these are on both.

A number of the points have levers with the name of Hudson Leeds cast into the weights. To quote the post war slogan "export or die". A book by the DHRS on the wagons of the Darjeeling Railway has a diagram of the buffer gear based upon a Leeds Forge drawing of 1896 (Leeds had a link with the DHR even before Hunslet Engine Company (HEC) acquired the plans for the locos upon closure of North British.).



At Khajurij there is a collection of various steam locos from the Nepalese railways. In amongst the stored locos are five built in Leeds. Most of the stored items were so complete that given a coat of paint they would fit in well in most railway museums. On the site there are a total of 12 steam locos, the largest are a pair of Beyer-Garratt 2-6-

2+2-6-2 named "Sitaram" and "Mahabir". Amongst the group who were looking around, were a number of engineers from the UK. They said that apart from some boiler work there were many that could be made to run. The Indians tend to make a boiler that in the west would be a failure last for a while longer.

HEC 4-6-0 1537/1926 "Pashupati" is likely to be running next year. Whilst walking around the works area the manager said that for £500 he would be able to get it back into steam. This was built to a War Office design perpetuated by Hunslet after the Great War. Another identical loco built in 1929 was dismantled and could be found in the yard area.

There are four 0-6-2Ts in various conditions. This design was initially built by the Avonside Engine Co of Bristol to a design of 1928. When they were taken over by Hunslet in 1935 many of the designs were later built in Leeds. Nepalese railway has one of these that is in an operable condition. When I was on the organised tour, for the first time in the history of the rail-

way they had a charter train (1/12/2004). This was run for a short distance between Janakpur and the next station on the line. The train consisted of one loco and a bogie coach. There was a lot of debate as to the exact identity of the loco. It was carrying works plates

(Avonside 2016/1928) from loco No. 3 "Gorakhnath" except that on the sides of the tank it was carrying the fleet number 7 (HEC 3684/1949) originally named "Shree Bishnu". In the yard at Khajurij is one of the locos carrying the name plates of "Gorakhnath". At the far end of the yard parked next to "Sitaram" and "Mahabir" is one of the 1962 built Hunslet's minus coupling rods.

The Hunslet book by D Townsley has some work's photos and mentions most of the locos that were built in Leeds for Nepal. Listed are the details of the steam locos known to exist in Nepal. □



Builder	No	Built	Wheels	Fleet No	Name
HEC	3876	1962	0-6-2T		Chandra
HEC	3875	1962	0-6-2T		Surya
O&K	12758	1937	2-6-2T		Rama
O&K	12757	1937	2-6-2T		Seeta
HEC	1537	1926	4-6-0T		Pashupati
HEC	1536	1926	4-6-0T		Guheshwari
Avonside	2016	1928	0-6-2T	3	Gorakhnath
BP	6736	1932	2-6-2+2-6-2	4	Sitaram
Croo Brauns	241	1939	0-10-0	5	Krishna
BP	7243	1947	2-6-2+2-6-2	6	Mahabir
HEC	3684	1949	0-6-2T	7	Shree Bishnu
NB	16430	1904	2-8-4T	Q1	
NB	16429	1904	2-8-4T	Q2	

Delhi Railway Museum

(Leeds exports to India part 2)

Andrew Johnson

Situated in the suburbs of New Delhi where quite a few of the foreign embassies are located is the India equivalent to York. It is also branded as National Railway Museum. There are a few Leeds built locomotives or items with links to some of the Middleton Railway collection.

A unique item, not related to Leeds, but worth visiting to see is the Patiala State Mono Rail. You can ride on this on a Sunday. The motive power was built by O&K in Berlin to the wheel arrangement of 0-3-0 (double flanged like many of the slate wagons at Dinorwic). The system uses a single rail laid at the normal height to take the weight and transmission; however on one side, like a kid's bike, there is a stabiliser wheel that rests on the road – this is the Ewing monorail system.

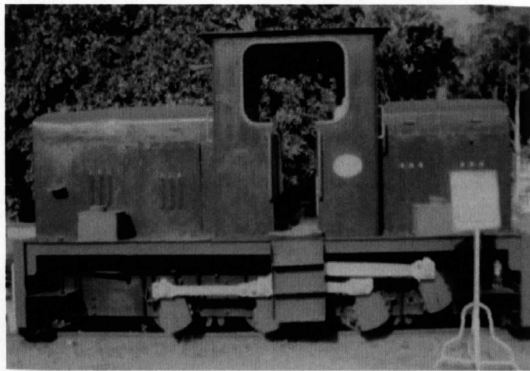
Sentinel four wheel shunter – there is one of these preserved here. It looks identical to ours except that it is to the Indian 5'6" gauge. This was supplied in 1926 for the use on canal schemes in the Punjab – later transferred to Amritsar workshops of the Northern Railway.

Simla Rail Car – this small 2'6" gauge inspection car has a weight of 2.6 tonnes. It was built by Wickham in 1931 for use on the Kalka Simla Railway. This is of interest to the student of light railways as it is similar to the cars used on the Colonel Stephen's lines. At the end of the journey the vehicle is lifted using a bottle jack to turn the car round to face the homeward direction! The power plant is a 58hp Meadows 4 cylinder petrol engine.

Fowler 1004 – this metre gauge loco was used to work light passengers on the Gondal State Railway, ending its days at Ajmer workshops. 0-6-0 (4200031 built in 1949) with a 4 cylinder 4 stroke diesel engine of 150 BHP mechanically linked to the jackshaft under the rear bonnet.

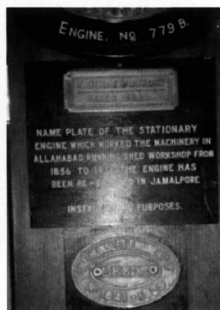
Fowler 390014 – a small 4 wheeled diesel loco for operating on the 2'6" gauge lines of the Bettu Tramways and Rajkot & Saurashtra Railway. It was retired from active service in 1960.

A metre gauge B-B diesel built by North British in 1954 for Indian Railways class YDM-1R No. 6002 could have also been included as it has a gear box made by David Brown.



The star of the museum is the world's oldest working steam engine. *Fairy Queen* was built by Kitson, Thompson & Hewitson (makers No. 481) in 1855. This 5'6" gauge 2-2-2WT's sister loco operated the first train service from Howrah to Hooghly

24 miles away on 15/8/1854. Howrah is the main station for Calcutta, situated on the opposite side of the Ganges in Howrah, similar to Newcastle residents having to cross the Tyne to travel from Gateshead! The valve gear fitted to the loco is Stephenson. Coal capacity is of 2 tonnes. This loco is used on a few trips on short runs from Delhi and was out on tour when I was in New Delhi. □



Peter Nettleton, Graham Parkin and Bran Hall busy themselves setting up new sleepers ready for craning into position whilst track laying in the Moor Road yard.

(David Monckton)

Dear Editor, "I must say....."

Thank you so much for sending me Keith Hartley's railway album. It was kind of you to think of me.

He was so gifted and everyone will miss him. I thought Keith's funeral was "beautiful" in its simplicity, though I myself still feel the shock. It was indeed, as you say, a sad time to meet everyone again.

Diane King-Dryden
Harrogate HG1 5RJ

Where have all the trousers gone? Queue for a song or what?

Japanese police who arrested a man for stealing two pairs of staff uniform trousers from a West Japan Railway station discovered that he had stolen over 10,000 pairs of railway trousers in the past 15 years.

He began stealing a range of uniforms to use as disguises to obtain access to the depots of various railways, but collecting the clothes developed into an obsession.



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

The Leeds and District Traction Club offers a standing invitation to all Middleton Railway members to attend their meetings on the third Tuesday of each month, at 7.45 p.m. at 393 Dewsbury Road, Leeds. Details of the venue and events can be obtained from J M Knaption on 0113 257 0371 or by email johnmalloriesknaption@yahoo.co.uk

The following events are notified:
West Riding Small Loco Society annual rally, June 11 & 12. Tel 01924 363908
Sheffield Steam Rally, June 25 & 26. Graves Park, Sheffield.
Elvaston Steam, Rally, July 2 & 3, Elvaston Castle Country Park, Borrowwash, Derby.
Masham Steam Rally, July 16 & 17.
Thwaites Mills Watermill, Leeds, Classic Car and Bike Rally, August 7.

Deadline for next Old Run 31 July 2005

Personnel personal profiles

Sheila Bye

This issue the spotlight turns on our Historian and Archivist, Sheila Bye. Sheila Bye was born in December 1936 in Leeds within 100 yards of the Middleton Railway's Hunslet Moor section. She says "the local kids used to run across the corner of the Moor to watch the coal train come to and from the Staith, or go past on its way to Leeds. We always waved to one of the drivers, whose nephew lived opposite me. The Middleton Railway was a much-loved part of my childhood scene. For the next 39 years I lived within five minute's walk of what was later to be the MRT's section of the Middleton Railway: more like 15 minutes at my today's walking speed!"

Awareness of and interest in railways were cultivated from a very early age: "My Dad, Grandfather and Great Uncle were all life-long railwaymen. After World War II we travelled far by train for our holidays (ticket concessions for railway staff made up for the then abysmal wages, and Mum and Dad made the biggest possible use of them. Dad always pointed out railway landmarks, interesting locomotives, etc., and being an only child I had the good fortune to be introduced to what would normally have been a boy's hobby".

Educated at Hunslet Moor Primary and Thoresby High Schools, Sheila's first job of work was as a clerk/typist at Shaun Wilson Manufacturing Co. of Meadow Road, Holbeck, agent for Bo-Peep toilet tolls (true!) and Wizard Fireworks. Here she spent most of her time gluing dummy fireworks into display boxes and putting out the chief clerk's cigarettes which he regularly lit and then

abandoned! When the firm argued with Wizard's warehouse and had to begin storing fireworks in the office building, Sheila says she was grateful for a chance to escape the probable disaster! There followed ten years as a clerk in the School Meals Section of Leeds Education Department.

Working in the Education department must have triggered an interest in becoming an educator for Sheila then embarked on a teacher training course for mature students at the James Graham College followed by six years teaching at Rycroft Junior and Infant School,, Farnley, Leeds and three and a half years at Dewsbury Road First School,



About her time teaching, Sheila writes: "When Leeds changed to three-tier schools system, my first school, Rycroft, had become a Middle School, and I wished to stay teaching younger children. At the 1972 Middleton Railway AGM I was chatting to Dorothy Hebden about the changes and very quickly ended moving to Dewsbury Road First School, where she was deputy Head. Dorothy

was a genuinely good person, and a lovely, inspiring lady to work with. I was three times lucky, because I worked with her at Dewsbury Road, and then at the Railway's Schools Days, and in the Moor Road shop. She was a fount of knowledge about Middleton's history too, of course, always on the look-out for interesting items to add to our collections, and she is sorely missed at the Railway, as well as in many other aspects of Middleton village life.

Sheila finished work when she married. Husband Colin is now retired from Bradford University School of Computing, and they have a son, John who works for a well-known computer games development company and lives in Leicester.

It was in 1964 after doing a college vacation local history project about Middleton Railway that Sheila became a member: having studied it she felt the least she could do was to become a member of the Railway! Since then she has been a very active working member. The list of jobs she has undertaken speaks for itself: Typist for the editor of *Old Run*, Passenger Guard, later Chief Passenger Guard(!) (i.e. almost the only guard at that time). Passenger ticket printer, using the school duplicator and a rubber stamp carved out of a shoe heel). Carriage and wagon cleaner, axle-box oiler, brass polisher. Brass polish manufacturer as well: "remember the good old ground brickdust mixed with oil? Many years later, we went to a special event at Red Hall, Gomersal, and watched a lady making '18th century' brass polish in identical manner – she was amazed to learn that we'd still used that method at Middleton railway in the 1970s." A period as Committee secretary and later Assistant Secretary when the Secretary moved to Middlesex), Trust Representative to the committee of the now defunct Middleton Railway Association (for junior members), Shop Assistant, Assistant Editor of *Old Run*, School Trains teacher, and Editor of *Old Run*. Sheila presently serves as the Trust's Historian and Archivist, and as a member of the Collections Committee. As if all that were not enough, Sheila has a widely diverse interest in things outside the Railway.

She is a member of the Association for Industrial Archaeology. A founder member and Vice Chairman of the Industrial History Section of the Yorkshire Archaeological Society. She has also attended meetings and conferences of early railway interest and has written a research paper on John Blenkinsop for the 2001 International Early Railways Conference, which was included in the conference publication. An inveterate traveller, especially as a "techno-tourist", Sheila has traced evidence of and information about the Saarland Blenkinsop locomotive in Germany, and an industrial history tour of Pennsylvania and New York State. She found some interesting hydro-electric works at Niagara, and as an aside says. "the Falls were nice too!". At Steamtown, Scranton, she achieved a life-times ambition to see a Union Pacific 4–8–8–4 'Big Boy' locomotive! (No.4012 has its own website at <http://nps.gov/stea/bigboy.htm>). She is also interested in military history, architecture, UFOs, and family history, having traced most of her family back to the 1700s. Oh – and music from early to classical, through jazz and rock and roll!

To complete her Byeography, Sheila says, "Naturally, I'm eager to see the development of the display hall and archive project go ahead, to make more people aware of how extraordinarily interesting the Middleton Railway really is. And if anybody has stayed the course and is still reading this, I'm also hoping to see P2003 *John Blenkinsop* in steam again before long!" □



Track alterations

The new turnout in the back road at Moor Road, can be seen ready to connect with the existing loop line accessing the workshop, and enabling rolling stock to continue to be loaded and unloaded in the car park when required. Karl Fischer and Roy Barrow are seen on 6 April 2005 removing fishplates in the siding ready to remove the old formation.

(HWB)

Project Flower, et al

In addition to the major redevelopment of the Moor Road site you will also be aware that when the new display hall is completed we need to display items of rolling stock in the hall.

This project aims to cosmetically restore one of the items that have been earmarked for the museum. The Fowler 0-4-0 diesel loco is our sole exhibit from this manufacturer. Blame Steve Roberts for the project name - a slightly dyslexic version of the Fowler name.

The concept is to beautify the loco. This looks like a big job but when you split it into manageable sections it isn't at all daunting. The sections would not take much more than a few hours of work at a time. Each section will need preparing by needle gunning the rust, priming and then as many coats of paint as required for a decent finish. Most paint requires say a day before the next coat can take place.

Working from top to bottom is the easiest and there is less chance to spoil work already carried out.

For those members such as juniors

(accompanied by a parent) and the disabled the various doors can be removed to a suitable working height so that they can also take part in the Moor Road redevelopment scheme. Unlike the other work this is relatively light work.

On 10th April the Fowler and a couple of other items (Henry de LacyII and Greenbat) to go on display were shunted into the 'Picton' siding in the car park.

Those wishing to join the Project Flower team should contact Andrew Johnson 07749 228272 (evenings) or by email amj@ampleforth.org.uk

But that is not all! Readers may be aware that the other two locos to be cosmetically restoring for the same purpose are Henry de LacyII and the Greenbat. So far Emmanuel Lanne and Howard Bishop have committed to working on Henry de LacyII, and Ian Dobson to working on Greenbat. However, they could sure do with some assistance. If there are any folks out there willing to lend a hand, please contact Emmanuel Lanne 0776 801 3406 or emmanuel.lanne@maintrain.co.uk and Ian Dobson 01274 613687 or idobson@easynet.co.uk



The locomotives described in the article above, are here seen in the siding ready and waiting for the tender, loving care, they richly deserve to make them presentable to our visitors. (HWP)

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 Registered Museum No. RD2114
 Telephones: 0113 271 0320 (office & fax.) 0113 270 6162 (shed)
 E-mail: info@middletonrailway.org.uk
www.middletonrailway.org.uk

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 3 Warren Avenue, Knottingley WF11 3JF: 01977 672126

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Hon. Archivist

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E-mail addresses

Administration (Chairman/Secretary)	admin@middletonrailway.org.uk
Bookings (Advance Travel Reservations)	bookings@middletonrailway.org.uk
Engineering (various engineers)	engineering@middletonrailway.org.uk
Finance (Treasurer)	finance@middletonrailway.org.uk
Marketing (Marketing Officer)	info@middletonrailway.org.uk
Membership (Membership Secretary)	membership@middletonrailway.org.uk
<i>The Old Run</i> (Editor)	oldrun@middletonrailway.org.uk
Staff Rosters (Roster Clerk)	roster@middletonrailway.org.uk

Rolling stock journeyings: Manning Wardle & Co. 1601 of 1903, 0-6-0ST *Matthew Murray*, seen here at the NRM's Shildon Locomotion site immediately on arrival there at 1640 hours on 11 April 2005. (*Anthony Coulls, NRM, Shildon*) Inset shows the same loco about to leave Moor Road earlier on the same day (*David Monckton*). **Other rolling stock travelling to other venues this summer include Hunstet 0-6-0T *Brookes No1* (AKA "*Thomas*") to GCR, Loughborough, and Wickham Railbus DB999507 to Llangollen,**

