

The

OLD RUN

Journal of the Middleton Railway Trust

No. 205

December 2009

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 Heritage
LOTTERY FUNDED

**Autumn Gala weekend
Leeds locomotives
abroad**



Old Run

No.205

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Editorial

The Autumn Gala Weekend is the main feature of this issue of *Old Run*, together with an article on Leeds-built locomotives aboard, and a feature on Scarborough's North Bay Railway and its Leeds-built locomotives.

Also of interest is the article on the 1805 Fenton, Murray & Wood stationary steam engine, still in working order over 200 years later!

Thanks to all who have sent in material for this issue. I really do need some more articles and photographs for the March 2010 issue. Please do send something in before too long!

Best wishes for Christmas and the coming year.

Howard W Bishop,

Editor

The deadline for the next issue is 15 Feb. 2010

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Front cover

Hunslet 0-6-0DM (1697 of 1932) *John Alcock* stands at Moor Road station platform at 1000 hours at the start of the second day of the Autumn Gala, 20 September 2009.

(Howard Bishop)

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From the Chairman

When I sit down and write these pieces for the OR, I mainly try and inform all members of what is happening commercially at the Railway and also try to keep distant members informed, and hopefully entertained, by what we are doing in general. This is on the assumption that those who come regularly as volunteers know what is going on.

This time I am changing my approach and am including in particular those who volunteer on a regular basis. These people, young and old, male and female, are the life blood of the Railway. Without them everything would grind to a standstill. However, do they all realise that to run the Railway we not only need serviceable rolling stock, drivers, firemen and guards, but just as importantly we need people to sell tickets, make a cup of tea and generally make our customers feel they were right in choosing the Middleton Railway for their visit? This may sound fairly obvious, but on a few occasions recently we opened the Engine House with insufficient staff on duty. Now I am the first to agree that not everybody can do this job. Dealing with the public is not always an enjoyable experience, but in the main we get far more satisfied and pleasant customers than the unpleasant ones! I can count on one hand, with fingers to spare, the number of complaints/awkward customers we have experienced over the last few years.

So, my message is to those who do volunteer on a regular basis - would you consider now and again taking a turn in the Engine House behind the counters? If we could get sufficient numbers to

volunteer, then the overall workload for the individual would diminish. Unfortunately, there is absolutely no guarantee that on the day you volunteer for a duty behind the counters we will have many customers! Some days it is fine: plenty of business, plenty of interesting people to talk to. On others it is just plain boring. This plea also applies to any other member of the Railway who would like to have a go. Please do get in touch.

Now, back to all members. The last quarter has been very hit-and-miss, with visitor numbers slightly below our predictions. This is a pattern seen throughout West Yorkshire, and in particular Museum and Heritage attractions. In North Yorkshire, particularly around the tourist hot-spots, business has boomed with some attractions reporting business up by fifty percent on last year. If only we could nudge South Leeds a bit further north!

There is an upside to report, the Santa bookings do appear to be quite strong compared to this time last year, and, with our Heritage Lottery Funded marketing in place it could be a bumper Santa Season. We have already wrapped over half the children's presents and by the second week in November that job should be completed. Again, if anybody has an urge, and yes people get urges, to work on the Santa Trains or during the December period, please do get in touch.

Just before I close, the 2010 Timetable is now available and a copy can be downloaded as a 'pdf' file from the website. May I take this opportunity to wish you all a peaceful and happy Christmas and a prosperous new year for 2010.

Andrew Gill, Chairman TOR

Autumn Gala weekend

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September 19 and 20 saw the annual Gala Weekend, as advertised on the façade of the Engine House at Moor Road,

Without this time the attraction of a visiting locomotive, there was, nevertheless, a steady stream of visitors on both days, and attendances during the event did not fall short of expectations, resulting in a satisfying income from both fares and catering. Attendances were helped by the dry and mainly sunny weather experienced during both days.

Visitor numbers were boosted by the visit on the Saturday of members of the Chasewater Light Railway and on the Sunday by members of the East Lancashire Railway, both groups expressing their pleasure at their visits.

The working timetable followed the well-rehearsed and successful formula of the last couple of years, with passenger trains to Park Halt, and passenger carrying freight trains on the Balm Road branch. Both days culminated in an all-line passenger service and an all-line freight service using the Moor Road loop as the passing place for the trains.

Locomotives in action were a mix of steam and diesel motive power: Hunslet 0-6-0DM 7051 (H1697 of 1932) *John Alcock*, Brush/Beyer 0-4-0DE 91 BR-D2999 (7856 of 1958), Manning

Wardle 0-6-0ST 1210 of 1891) *Sir Berkeley*, and Hudswell Clarke 0-6-0T MSC 67 (1369 of 1919). The freight train included the recently refurbished goods stock.

Members of the Leeds and District Traction Engine Club had a couple of steam road engines in attendance, including the Advance Roller *City of York No.3*. Mike Walter's Garrett wagon, crewed by Mike and David Crapper, came over on the Sunday afternoon, complimenting the Sentinel DG6 that had arrived just before lunch. The L&DTEC crew, including the two 'trainees' Matthew and Paul Knapton, had a good run down on the Saturday morning but had to go a somewhat unplanned way back as 'they' had closed Neville Street into City Square and also Wellington Street under the A58M flyover; it was interesting steaming through the back streets of Holbeck, nonetheless! Thanks for the comments in this paragraph to the L&DEC Secretary, John Knapton.

Details of the steam road engines in attendance are: 1926 Garrett 6-ton wagon no.34841 owned by Mick Walters, Liversedge, Advance Roller *City of York No.3* owned by Eric Robinson and John & Dorothy Knapton, of Bramley. [*The two vehicles above are owned by members of the Leeds and District Traction Engine Club*], 1933 Sentinel DG6 (double geared six wheeler) 100bhp wagon no.8803 owned

Howard
Bishop

AutumnGalaweekendAutumnGalaweekendAutumnGalaweekend

by Ian Fearnley, Morley (*Sentinel always spelled wagon waggon!*)

Guiseley Music College Jazz Band's musical entertainment on the Sunday was much appreciated by all, the sound of the band carrying well through an echo-chamber-like Engine House. They were under the direction of their Musical Director Steve Marriott.

Writes John Robinson: *The autumn steam gala at the Middleton Railway, and after last year's 250th anniversary event I didn't want to miss this one either, but work limited me just to a Saturday afternoon visit. Not as high*

key as the previous year, but they managed to pack just as many line movements into the timetable, with passenger services to Park Halt and freight / guard's van runs to the hardly used Balm Road, double heading ending the day with full line freight & passenger services. Another enjoyable visit to this friendly industrial line in Leeds.

(You must see: <http://john-robinson.fotopic.net/> for more comments and the superb photography of this contributor, Ed.)

TOR



It would be wrong to say that things have been going well this season but we have generally managed to run the service, even if it has been a bit knife-edge at times!

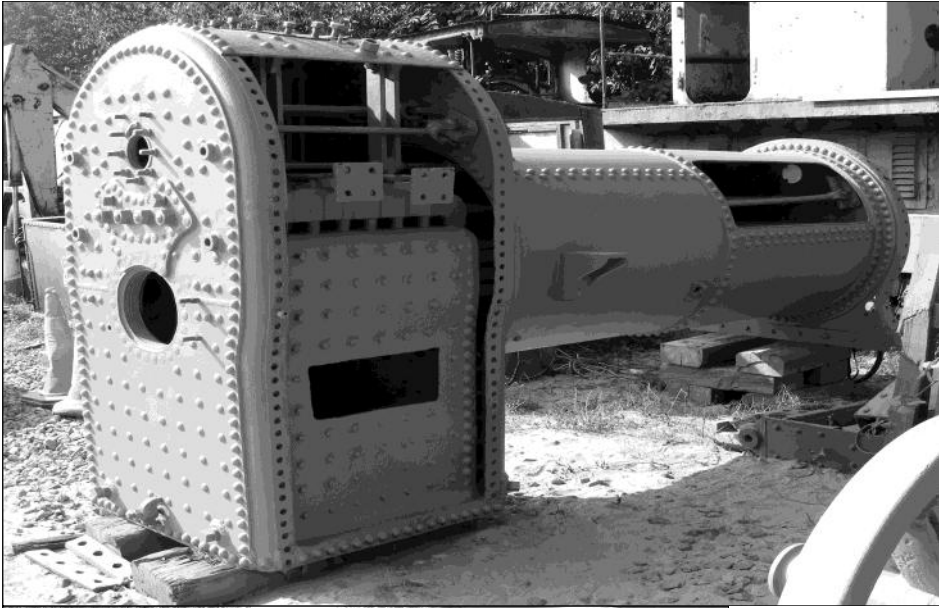
1601 MATTHEW MURRAY At last, things are starting to come together with the locomotive's overhaul. However, there remains much to do before it turns a wheel again. The last report mentioned that a hydraulic test had been carried out and tube beading was progressing. This is now complete and a formal inspection has been arranged to take place shortly after these notes are being written. We have delayed this as there are time limits between the various parts of the inspection process and we didn't want to have the boiler certificate ticking away much before the rest of the loco would be ready.

The new smokebox wrapper-plates have been delivered and these have now been drilled ready to fit the boiler. The front plate has also been made, utilising the old door closing ring, which has been riveted in place. The holes for attaching the front plate to the wrapper have yet to be drilled and this will be the next job to be done. We can then look to assembling the whole lot and fitting it to the boiler.

The outstanding repairs to the cylinder block have been completed. This involved welding up a couple of small holes in the exhaust passages. The whole top of the cylinder block has been cleaned down and covered in '*Belzona*' to give it some protection against further corrosion. The right-hand piston has been machined to a slightly smaller diameter to match the cylinder liner recently fitted. The left-hand piston has had the piston ring grooves machined out to eliminate wear in them. New piston rings have been made to suit the pistons and cylinders. The pistons have yet to be fitted into the cylinders but this

is imminent. The slide bars have been carefully examined and ground true where necessary. These have now been temporarily fitted to establish dimensions for machining the crosshead slippers. It is a bit of a chicken and egg situation with this as the slide bars eventually need fitting to match the crosshead slippers but, with no drawings to work to, we needed to fit up the slidebars to establish base measurements. This may seem odd but you have to bear in mind that the various components were fitted up by craftsmen and individual dimensions can vary considerably. For example, there is 1/8" difference in the centres of the slide bars between the left and right sides. The crossheads slippers themselves have now been white-metalled to take up wear and machined back to finished dimensions. Once the pistons are fitted, the crossheads and slidebars can be permanently bolted up and the connecting rods and big ends assembled.

No. 67 In service and being used on most steam days. The left-hand injector is starting to be problematical with the clack valve (a non-return valve) frequently failing to seat properly when the injector is turned off. On 67 this valve is integral with the injector body. We have a spare injector but this has already seen service on the loco and was changed because it was suffering from the same problem and had been repaired so many times that the valve seat had reached the end of its life. This injector has been sent to South Coast Steam Ltd in the hope that they can repair and overhaul it. Mention has been made of the regulator becoming stiff to operate. Following complaints from drivers, the dome cover was removed and the regulator itself carefully



ABOVE: 19 September 2009, and *Matthew Murray's* old boiler has been sectioned for exhibition purposes, and is in the course of being sandblasted and painted in primer, undercoat and finished coat
(Howard Bishop)

examined. No fault was found and the regulator valve was in good condition. However, a lubricator has been re-fitted and this has proved beneficial. This is a temporary arrangement utilising various pipe fittings, pending the manufacture of a purpose built lubricator over the winter.

Other various jobs have been undertaken to keep the loco in traffic. These include replacement of trimmings and

taking up wear in the brake gear. With the Santa trains season fast approaching the loco is going to be needed every weekend until the 2nd January. We operate to a 30-day boiler washout cycle and it is very rare for one of our locos to achieve 30 days operation during the year so boiler washouts tend to be an annual job at the end of the year. However, 67 is going to exceed this by quite a bit this year so a boiler washout will be needed during November.

No. 6 There is little to report in the way of progress with this loco due to pressure of work in other directions.

1210 SIR BERKELEY The modification to the shuttle valve whereby a spring was fitted to the shuttle has proved to be successful and, at long last, the brakes are working in the way they were intended! We don't know when the present steam brake arrangement was fitted but it must be well over 25 years ago and this fault must have existed since that time, being overcome by a couple of rather dubious 'lash-ups'. *Sir B* spent a couple of weekends away on hire to the Midland Railway Trust at Butterley and returned from there relatively unscathed. It has seen regular use at Middleton over the summer but with the onset of autumn, it has been drained down and returned to display in the Engine House. It is available for traffic, if needed, however.

No.11 No further progress to report.

2387 BROOKES No.1 It is presently on display in the Engine House whilst future options for it are being considered.

No.14 Nothing to report.



ABOVE: The smoke box from *Matthew Murray*, was found to be beyond repair, and has been removed from the boiler.

RIGHT: A new smokebox has been rolled to shape in two halves and the right-hand side is seen being fitted to the boiler
(Howard Bishop)

Fowler 3900002 Work on this little Fowler diesel is reaching a conclusion, with lots of little finishing off jobs being carried out. New brass catches have been fitted to the side panels, along with handles, these being as close a match to the originals as we could find. The loco now sports new chromium-plated headlamps to replace those long since lost to the world. The wooden window frames are presently being repaired and re-fitted. One new frame has had to be made to replace one considered beyond repair. Many hours have been spent applying coats of paint and this has now been lined out in red and yellow lining. With only a black and white photo to go on, the exact colours are a bit of a guess but we are certainly not too far away from its original livery. About the last remaining



originally stuck out into the cab (virtually the same arrangement as on *Mirvale*) and we initially used this as a basis for the restoration work. However, it became apparent that the handles on *Mary* had been modified so that they sat parallel and against the cab side sheets when not in use, keeping them out of the way of the driver's body. This has necessitated some modification to the linkage to accom-

modate this and caused us to think hard about how it was all assembled! *Mary* is now back on display in the Engine House and available for traffic. One outstanding task to sort out is that the vacuum on the chamber side of the brake is leaking off quite quickly once the engine is stopped and the exhaust-er is no longer creating a vacuum. It is of no problem in terms of braking; indeed it is almost a normal state of affairs on Great Western steam locos! However, it is a niggle that we would like to solve.

Fowler 4220033 The fitting of replacement brake blocks is becoming a bit of a saga. The four new blocks that we discovered and mentioned in the last Old Run turned out to be not for this loco but were dimensionally almost identical. All except in one dimension, that is and when we came to fit them we discovered that they just wouldn't fit by a very small amount. We tried modifying one shoe to rectify this but have been defeated because of our limited machining ability. It now looks as though we will have to have new brake shoes cast.

D577 MARY The overhaul and repair of the sanding gear has now been completed, not without some head scratching along the way! It appears that the operating linkage has been modified at some time in the past. The operating handles

originally stuck out into the cab (virtually the same arrangement as on *Mirvale*) and we initially used this as a basis for the restoration work. However, it became apparent that the handles on *Mary* had been modified so that they sat parallel and against the cab side sheets when not in use, keeping them out of the way of the driver's body. This has necessitated some modification to the linkage to accom-

5003 AUSTIN'S No.1 *Austin's* continues to be our regular yard shunter. Problems with starting after a couple of days inactivity were indicative that the batteries were becoming life expired and investigation showed that this was indeed the case. As we need this loco to be reliable, new batteries have been fitted. It is still intended to bring the loco into the workshops for a repaint as soon as space allows. Its present visual condition is not the best and we do not wish it to be used on passenger trains until it is suitably smart. One decision that will have to be made shortly is whether to paint the frames. Whilst the body has been repainted several times, it is fairly certain that the frames have not been painted since the loco was built and, as such,

they are probably the last genuine bits of Peckett paintwork on any loco, anywhere. In museum terms, this makes that paintwork worthy of conservation but, whether this is a conflict with its role as a working loco has to be considered. As a working loco that paintwork is going to degrade even more over time and eventually become even scruffier

D2999 During 2009 this loco has been first choice for the diesel passenger services. Its visual condition is good and it is very easy to drive. It does, however, suffer from low oil pressure as the engine warms up. On two occasions this year the low oil pressure switch has shut the engine down leading to cancellation of trains. This has been on the list to investigate for a long time but things came to a head during October when the engine cooling fan decided that it no longer wanted to be in one piece! Dismantling and investigation has led to some interesting findings. The damaged fan was of cast aluminium manufacture and it became apparent that it was not original but a bit of a bodge by its previous owner, British Steel, replacing a pressed steel original. This 8-bladed aluminium fan was also originally 35" diameter but has been machined down to 30" diameter to fit in. Not only that, but it was mounted the wrong way round on the drive shaft. It was also arranged such that it was taking warm air from the engine compartment and blowing it out through the radiator, i.e. a 'pushing' fan. It is normal on these engines to draw cold air from outside through the radiator and into the engine compartment, i.e. a 'pulling' fan. All these things are not conducive to good cooling. A more correct fan is presently being sourced.

Along with this, we have for long had a problem with an unidentified oil leak at the front of the engine. There has been no obvious source of this but it has been

impossible to investigate due to the proximity of the rotating fan. The loco is fitted with an oil cooler and it has been necessary to remove it and the radiator to access the fan. We have subjected the oil cooler to a pressure test and we have been able to ascertain that there is a small, almost unnoticeable, leak in this. We have sent the oil cooler away to establish whether it is repairable and how much it will cost but this information is still awaited.

138C, 1786, D631, and 7401 are all serviceable and used as required. All other locos are stored, either on display in the Engine House or awaiting overhaul.

CARRIAGE & WAGON NOTES

Lowmac No progress to report with the vehicle presently stored at the far end of the headshunt.

LMS Van M85133 The riveting has now been completed and work has started on the timber body, the majority of the timber for this now being on site. The heavy curved roof ends have been cut to profile and rebated ready to receive the planking. The two cantrails (long timbers that run from one end to the other at roof level) have also been made and these have been joined to the roof ends to make the basic roof frame. The next task is to make and fit the seven hoopsticks, which support the roof timbers along the length of the roof. The originals were made out of curved timber and we initially tried to do the same using steam to aid the bending of the timber. We have not been successful in doing this as the timber, whilst taking on a good curve, is springing back too much when released from the clamps. Attempts to compensate

for this by bending over a sharper radius have not been successful. After taking advice from other coach restorers, we have decided to laminate each hoopstick from three pieces of wood, glued together along their full length. This seems to be working but we have yet to finish machining one completely. Once made, these hoopsticks have to be dovetailed into the cantrails. All good fun for our amateur joiners! The whole roof is being built at ground level to avoid having to scaffold and to enable people to work without having to climb. Once complete it will be craned into position. Unfortunately, the van has previously received various non-standard repairs to keep it watertight and eliminate rot in the bodywork. In addition, it was rather hastily ripped apart before any photos could be taken to help with its reconstruction! The van is to LMS diagram 1663 and, whilst we do not have a drawing of this diagram, we

think, only one other of these vans in existence. That is on the Severn Valley Railway, although that, too has been somewhat butchered at its ends. However, we have been fortunate enough to obtain some photographs of the inside and virtually all our questions are now answered.

FUTURE WORKSHOP PLANS

With the completion of the small Fowler (3900002) and its removal into the Engine House, workshop space will at last become available again. The intention is to bring the **NER Y7 (1310)** into the workshops and start work on this locomotive with the intention of getting it back into service as soon as we can. We had hoped to do this last year but the need to do all the unplanned work on 1601 *Matthew Murray* effectively changed **(Continued on page 18)**

do have arrangement drawings for the similar LMS Diagram 1664 and MR Diagram 663 vans. These have helped solve some of the detail requirements of the rebuild but we have had to do much head scratching over some of this detail. There is, we think, only

A set of wagon wheels is now on display mounted on a length of track at the entrance to Engine House at Moor Road on 9 Nov.2009

(Howard Bishop)







Special events

- 5, 6, 12, 13, 19, 20 & 24 December 2009 Santa's special trains
- 1 January 2010 Mince Pie Special trains
- 27 March 2010 2010 Operating season starts
- 3, 4, and 5 April 2010 Easter holiday services
- 2 and 3 May 2010 Bluebell Walks in the woods
- 15 and 16 May 2010 Family Gala days
- 31 May 2010 Spring Bank holiday services
- 19 and 20 June 2010 Middleton Railway 50th Birthday gala
- 3 and 4 July 2010 Model Railway show
- 4, 11, 18 and 25 August 2010 Wednesday trains running
- 30 August 2010 August Bank holiday services
- 1 September 2010 Wednesday freight service from Dartmouth Branch
- 18 and 19 September 2010 Autumn gala
- 30 and 31 October 2010 Ghost trains
- 4, 5, 11, 12, 18, 19, and 24 December Santa's special trains
- 1 January 2011 Mince Pie Specials
- 2 January 2011 Normal Sunday services

Photographs on pages 12 and 13

Photographs 1, 2 and 3 featuring **Manning Wardle 0-6-0ST *Sir Berkeley*** were taken on the evening of Friday 18 September 2009, during preparations for the Autumn Gala weekend, and show MRT Chairman Andrew Gill on the footplate in the shed yard, working members travelling up the line towards Park Halt, and attending to the fire on *Sir Berkeley* whilst stationary en-route to Park Halt, respectively.

Photograph 4 taken at 1623 hours on Saturday 19 September 2009, **Hudswell Clarke 0-6-0T MSC No 67** pilots **Manning Wardle 0-6-0ST *Sir Berkeley*** on the downhill run from Park Halt to Moor Road.

Photos: 1, Andrew Gill; 2 and 3, Sue Gill, and 4, John Robinson)



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

SOCIAL EVENINGS

All the socials commence at 7.45 for 8 p.m. on the third Tuesday in the month, and are held at Dewsbury Road Social Club, 393 Dewsbury Road, Leeds 11. Members of the Middleton Railway are invited to attend and take part.

15th December- *Christmas Auction and Buffet.* Bring those unwanted gifts along to auction

19th January- *Dorset and the Old Warden Collection.* Presented by Maurice Craven

17th February- *Showmen's Engines and Old Fairground Rides.* Presented by Chris Rawlings, Fairground Society

17th March- *The Annual General Meeting.* (Members only) Followed by a general natter and grumble!

20th April- *Sunshine Miners (Open-cast in east Leeds).* Presented by P Thompson, Friends of St Aiden's Dragline

Train crew manually operate and clamp the points in the Balm Road exchange loop on 19 September 2009

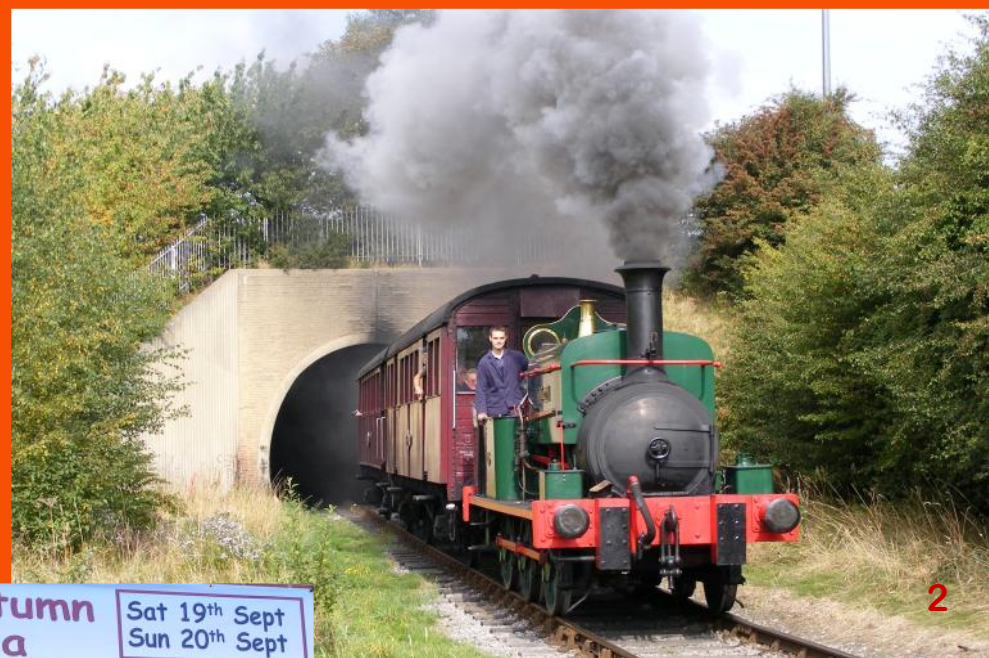
(Howard Bishop)



Photographs on pages 16 and 17

1. **Hudswell Clarke 0-6-0T MSC 67 (1369 of 1919)** at the head of a passenger carrying freight train leaves the Balm Road loop on 19 September 2009 (John Robinson)
2. **Manning Wardle 0-6-0ST 1210 of 1891** heads out of the motorway tunnel on a passenger train bound for Park Halt on 19 September 2009 (Howard Bishop)
3. **Hunslet 0-6-0DM 7051 (1697 of 1932) John Alcock** at the rear of the passenger carrying freight train leaving the Moor Road loop, having passed the passenger train in the standing in the platform on the final train of the day, 20 September 2009. The train engine is **Brush/Beyer 0-4-0 No.91 BRD2229 (7856 of 1958)** (Howard Bishop)
4. **Brush/Beyer 0-4-0 No 91 BR D2229 (7856 of 1958)** runs through the loop en-route from Balm Road to Park Halt on the non-stop passenger carrying freight train at close of day on the last day of the Autumn Gala, 20 September 2009 (Howard Bishop)





umn
a

Sat 19th Sept
Sun 20th Sept

re Steam & Diesel Service from 11am
ad Branch in use - Passenger and Freight



Matters mechanical (continued)

the scheme of things. The boiler of 1310 may or may not be done by contractors, depending on the costs involved. Tenders are being invited for this work. The big problem with boilers is that they almost always end up requiring more work than originally envisaged and, once they are away at a contractor, they almost have a free hand to charge what they like for any extra work involved. If we have to do it ourselves, it will be by far the most complex boiler work that we have undertaken although not out of our league.

The other major job to be undertaken this winter will be the overhaul and repaint of Coach No.1867. This will have to come into the old workshop and, as LMS van is currently residing there, this is likely to be suspended for a while.

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The photographs above, taken on 9 November 2009, show the roof timbers of the LMS van being laminated (upper) and placed in position (lower), as described in Steve Robert's report on pages 10 and 11.

(Howard Bishop)

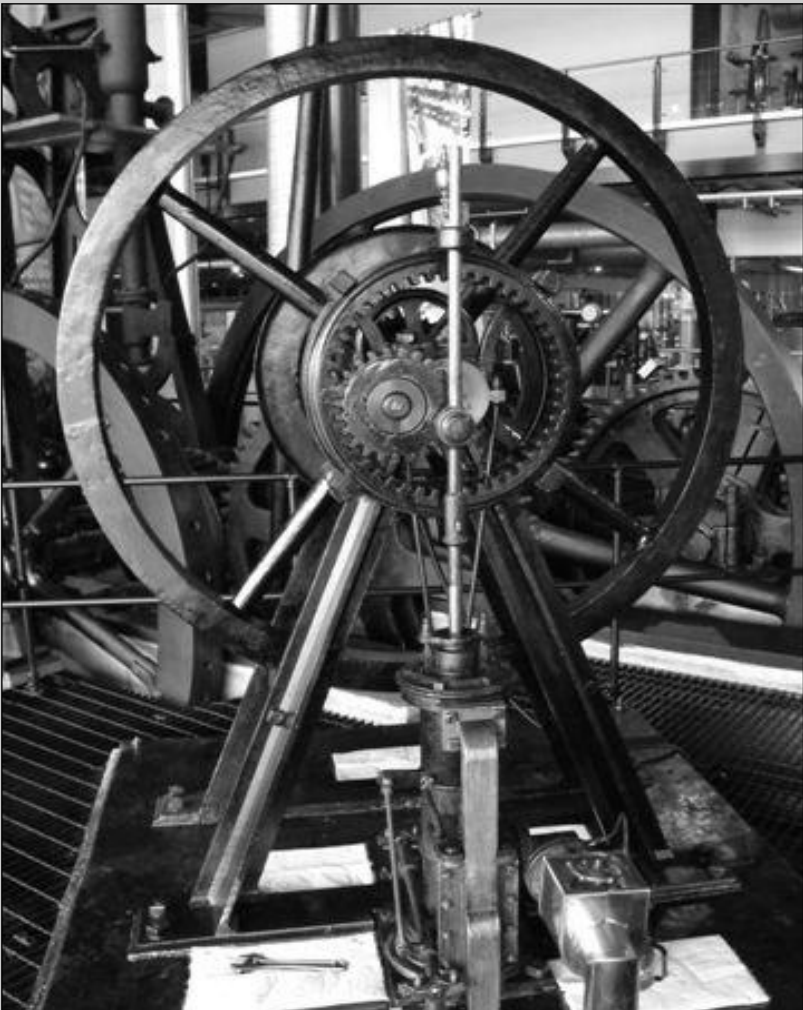
1805 Fenton, Murray and Wood stationary steam engine still operates!

This rare surviving product from the Round Foundry of Fenton, Murray and Wood is still regularly seen in operation at Birmingham's Science Museum. Built in the Holbeck works in 1805 the engine was used by John Bradley & Co's Stourbridge Iron Foundry until 1931 before moving to N Higley and Sons of Netherton until 1961, over 150 years of use. The original boiler has probably seen a number of replacements over the years.

This design of engine was a big concern to Murray's main rivals Boulton & Watt, in fact Murray suggested having a wager with Boulton & Watt that they could not produce a better engine. How ironic that the last working product of the Round Foundry is now preserved in Birmingham, not far from Boulton & Watt's Soho works and next door to the Matthew Boulton College!

Notes and photograph (28.9.2009) by Kris Ward

The "A frame" engine was another of the important developments made in the Round Foundry. Previously steam engines had been large installations built in to the buildings in which they were used. Matthew Murray was keen to develop a powerful yet compact 'off the shelf' engine. The usual means of converting linear motion to circular motion is a design of Matthew Murray's, the usual way of doing this had copyrights on it





Top: David Wraith's presentation of our Middleton coal tub at the recent Kippax-in-Bloom event, giving us some free publicity in that part of the City. **Bottom:** Tim Veacock supplied this photograph of the recently renovated wagon in eye-catching Middleton Colliery colours, taken 9 July 2009.





Top: Taken just after it was completed, the Moor Road shelter and adjoining coal store (*Alan Johnson*).
Bottom: The gricers are caught by the train crew at the Diesel gala on 4 June 2009! (*Ian Dobson*)



North Bay Railway, Scarborough

NorthBayRailwayScarboroughNorthBayRailwayScarboro

The North Bay Railway at Scarborough has been operating since 1931, running for around three-quarters of a mile from Peasholm Park to Scalby Mills stations, and offering beautiful views of Scarborough's North Bay. The line is now operated by the North Bay Railway Company Ltd.

There are three stations on the line: Peasholm - single platform terminus at the Burniston Road entrance to Northstead Manor Gardens. Beach - two staggered platforms with passing loop. Currently disused, was a temporary terminus during the construction of the Yorkshire Water pumping station and Scarborough Sealife Centre. Scalby Mills - island platform terminus serving Scarborough Sealife Centre and engine release by turntable. The Glass House Café and Bistro and the nearby station building have undergone £500,000 worth of development.

Various locomotives currently operate on the 20" gauge North Bay Railway in Scarborough. This will be a familiar haunt for those travelling to this famous coastal resort. Many of the locomotives were built by Hudswell-Clarke at the Jack Lane, Leeds, works. A few years ago this railway was taken over and is now operated by the Cleethorpes Coast Railway. *Neptune* and *Triton* were overhauled by the maker in 1967 at the Leeds works.

The four locomotives are of common vintage and were constructed in the same works. The first two belong to Scarborough Borough Council, have operated on the North Bay Railway since construction, and are currently leased to the operating company. The other two locomotives are directly owned by the operating company and were relocated to Scarborough in December 2006.



Andrew
Johnson

NorthBayRailwayScarboroughNorthBayRailwayScarboro

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Number	Name	Livery	Locomotive type	Wheel arrangement	Builder	Year built	In Traffic
1931	<i>Neptune</i>	Brunswick Green	Diesel (steam outline)	4-6-2	Hudswell Clarke	1931	Yes
1932	<i>Triton</i>	A p p l e Green	Diesel (steam outline)	4-6-2	Hudswell Clarke	1932	Yes
1933	<i>Poseidon</i>	BR Experimental Blue	Diesel (steam outline)	4-6-2	Hudswell Clarke	1933	Yes
570	<i>Robin Hood</i>	Metropolitan Red	Diesel (steam outline)	4-6-4T	Hudswell Clarke	1932	Yes
		White	Battery	4wBE	Clayton	1982	No

1931 *Neptune* Steam outline 4-6-2DH D565/1931 - *Neptune*, the North Bay's first locomotive and also the first engine of its gauge built by Hudswell Clarke, arrived at the railway in 1931. It cost of £1000 and has been operating ever since. This was

the prototype for the many 26hp diesel-powered miniature locomotives. **It is the oldest diesel hydraulic locomotive in the world.** In the first year the railway carried 410,000 passengers with a return of £12,307 from the 3d and 6d fares.



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1932 Triton Steam outline 4-6-2DH D573/1932 - After the successful first season at North Bay, it was decided that another locomotive was needed to help *Neptune*, so *Triton* was built for the 1932 season by Hudswell Clarke for a sum of £1500.

1933 Poseidon Steam outline 4-6-2DH - In 1933 the locomotive was originally built for the Golden Acre Park in Leeds, and after its closure was used at Morecambe, Kilverstone and Great Woburn. It was moved to the Cleethorpes Coast Light Railway for storage before being moved to Scarborough in December 2006.

570 Robin Hood Steam outline 4-6-4DH D570/1932 - *Robin Hood* was originally built for the Golden Acre Park in Leeds. Built in 1932 after its closure the locomotive was also used at Morecambe, Kilverstone and Great Woburn. Like *Poseidon*, it was moved to the Cleethorpes Coast Light Railway for storage before being moved to Scarborough in December 2006.

(The Golden Acre Park (F.T. Thompson) railway was closed after the 1938 season and the locomotives mentioned were then sold as shown above. Ed)

tOR



NorthBayRailwayScarboroughNorthBayRailwayScar

Regarding the comment in the first paragraph of the article on the next page, I can vouch for Kris Ward's observation that, throughout the world the Middleton Railway's claim to be the world's railway authorised by an act of parliament, and the Blenkinsop/Murray steam locomotives being the first commercially successful ones, are recorded in a whole variety of places: including: Adelaide, Australia; Sacramento USA; Livingstone, Zambia; Bulawayo, Zimbabwe; George, South Africa; Port Elizabeth, South Africa; to name just a few! (Ed)

Leeds locomotives abroad Leeds locomotive abr

Having visited quite a few railway museums around the world, I've noticed that the Murray/Blenkinsop locomotives often get the credit they deserve for their part in the development of steam locomotives (even if many in this country believe the first successful railway engine to be 'George' Stephenson's *Rocket*) (see note at foot of previous page from the editor) .

Here are pictures of the Middleton locomotives in the Railway museums in Warsaw, Riga, and even a model (they must have practically mass produced these models somewhere) in Japan's National Railway Museum at Omiya.

Also a picture of Manning Wardle 815 of 1881 in Japan's National Railway Museum, the only survivor of 3 engines the firm built for Japan and like most of the similar engines in the

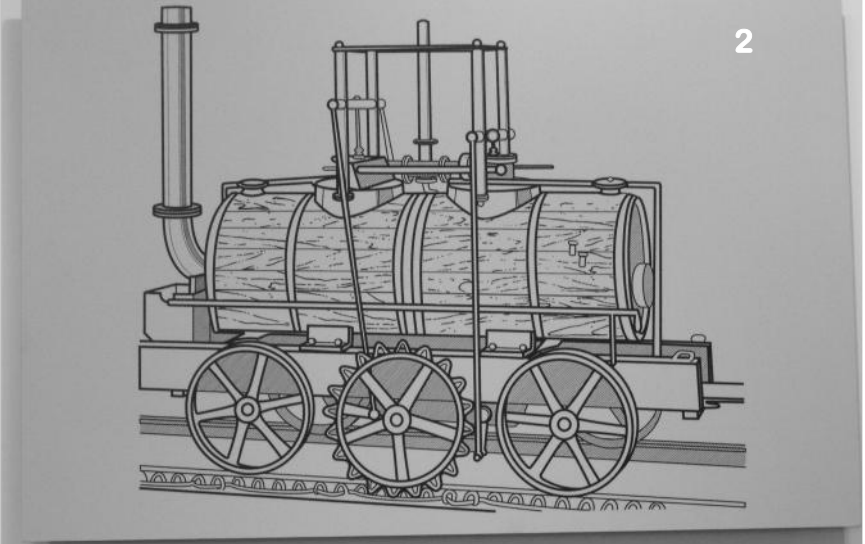
UK it was used for railway construction.

Railways were new to Japan when it was built, the country had isolated itself from the rest of the world for hundreds of years until the late 1800s when they opened up their ports to world trade and adopted many western ideas. Of course once they knew how to build railways themselves that is what they did, reliance on imports from Britain didn't last very long.

The engine is a *Special K* class and appears very similar to our L class locomotives except that it is to Japan's 3ft 6in gauge. I'm not sure what they have done with the injectors, a picture in the book *Locomotives of Quality* shows it with the usual arrangement in 1959. It is considered an important part of their national collection and even appeared on the country's postage stamps in the 1970s.

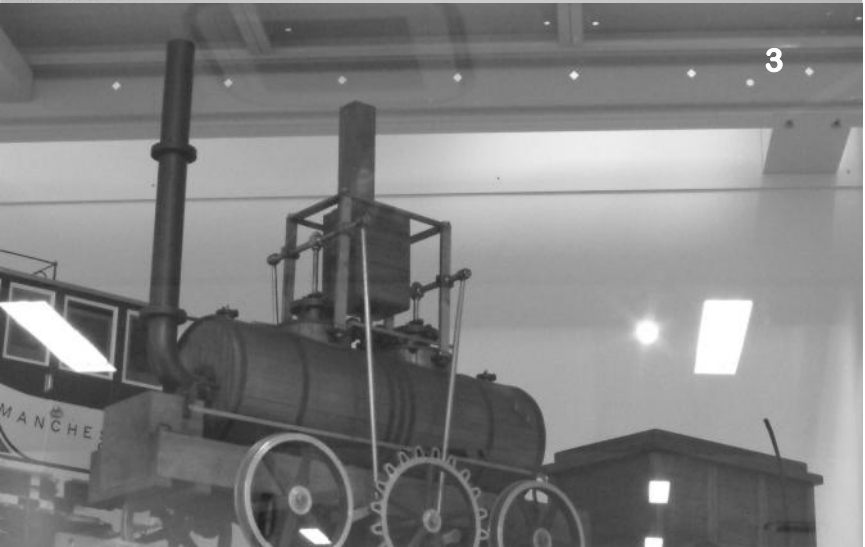


Leeds locomotives abroad (contd)



DŽONA BLENKINSOPA ZOBRTATU LOKOMOTĪVE

Džons Blenkinsops (*John Blenkinsop*) 1811. gadā uzbūvēja divcilindru lokomotīvi ar speciālu zobratu, kurš bija sazobē ar paralēli sliedēm novietotu dzelzs zobstieni. Šo konstrukciju viņš izvēlējās, jo neuzticējās gludajiem dzelzs riteņiem, pieņemot, ka to spiediens uz sliedi nebūs pietiekams, lai vilktu lielu smagumu. Zobratu sistēmu drīz vien sāka izmantot britu ogļu vedēji stāvos sliežu ceļu posmos. Nedaudz uzlabotu to lieto arī mūsdienās.



Leeds locomotives abroad contd)



4

Photo No 1 is in the Warsaw museum, Poland on 14 April 2006: this has been in the news recently as they were facing eviction from the state railways who own the land and want to sell it for redevelopment. **Photo No 2** is in Latvia's railway museum a short walk out of the old town of Riga I was visiting at the time, 11 June 2009.

Photos Nos 3 and 4 are in Japan's National Railway museum in Omiya, about 20min from Tokyo by Shinkansen on 7 October 2009. I am quite in to travelling and when I go away somewhere I usually try and find where there are steam engines.

tOR

RIGHT: Andrew Hardy provided this photograph of a model of Hunslet 4wd *Sweet Pea* he recently acquired. He plans to give it a new livery to match that currently carried by the prototype



Middleton and the Sunday Telegraph! Middleton and the

The Sunday Telegraph published a letter on 18 September 2009 from Sir David Mitchell of Preston, claiming that William Hedley's *Puffing Billy* was the first successful steam locomotive.

He was put right by two readers the following week, when they replied:

SIR – Sir David Mitchell's claim (Letters 18 October) that William Hedley's *Puffing Billy* and *Wylam Dilly* were the first commercially successful steam locomotives ignores Matthew Murray's *Salamanca* and *Prince Regent*. These were in regular use at Middleton Colliery in 1812 – a year earlier than Hedley's.

In any case, all these designs were predated by Richard Trevithick's *Catch Me Who Can*, which gave joyrides on a circular track in Bloomsbury in 1808.

Really, the question of who actually invented the steam locomotive is academic. What is incontestable is that these pioneers were remarkable individuals who managed by their practical knowledge, intelligence and resourcefulness – and despite their lack of formal education – to change the world.

IAN BERRY, Enfield, Middlesex

SIR – The first successful steam locomotive to run on rails was designed and built by Richard Trevithick and was publicly demonstrated in South Wales in 1804. Unfortunately, the engine broke the brittle cast iron rails and the locomotive only worked for a short time.

Nevertheless, Trevithick's patent was taken up by John Blenkinsop of Leeds, who built a locomotive for the Middleton Colliery Railway, which went to work in 1812, a year before Blckett's engine. The Blenkinsop engine was unusual in that to overcome the problem of the heavy engine breaking the rails he introduced a rack and pinion for greater traction.

It was a success and ran for many years. George Stephenson was, in fact, among those who came to see it before he began to design his own first locomotive.

ANTHONY BURTON, Stroud, Gloucestershire

So there we have it! Any further comment required?

On a sunny autumn Saturday afternoon, at Park Halt on 9 November 2009, **Brush/Beyer 0-4-0DE P.91/7856 of 1958** gets ready to run-round its train, the 1340 hours from Moor Road

(Howard Bishop)



Dear editor, “I must say.....”

I read with interest the comments in the last *Old Run* about the stiff regulator on locomotive MSC 67 and the need to make and fit a lubricator for this.

All the MSC Hudswell Clarke locomotives, long or short tank versions, were fitted with a lubricator in the dome top which purely fed the regulator valve to keep it free. These were designed to use tallow not cylinder oil, and when we used to operate these locomotives on the Worth Valley Railway the late Trevor Owen used to make up proper tallow for use on 67, 31 and during it's visit to the KWVR, 32. Long tank number 70 never visited.

I believe the problem was that oil from this lubricator would mix with the boiler feed water and form a film on the firebox roof in the water space—absolutely the last thing you want in a boiler, hence the use of soap/tallow instead.

I am currently completing work on the restoration of a 2' gauge Hunslet “Large Quarry” class locomotive and all of these had their dome top mounted regulator lubricators removed at Penrhyn for this very same reason—the only one I know of to retain this fitting now is *Lilla* on the Ffestiniog Railway.

I hope this information is helpful to you.

Marytyn Ashworth
Loughborough
Leicestershire

As we are coming up to our 50th anniversary next year, can anyone remember the glassware we did for our 21st? Please see photographs attached. Can anyone else remember these? Will we be able to get the next generation?



Chris Nicholson
Leeds

Dear editor, “I must say.....”

I visited Middleton again after four years on August 8 and want to congratulate all concerned on the experience they give to visitors. We were in the UK for a month and visited various preserved lines, historic houses and of course made a number of longish train journeys.

Although I was treated courteously in almost all cases, I can assure you that the Middleton Railway was tops, both in the interest, accessibility and especially the attitude of the volunteers. Even my wife Stephanie, who was by then a little tired of engines, really enjoyed her visit. The video display was outstanding and I recognized some of the voices, notably Sheila's!

Of course I was impressed by the new building and the high standard of finish on all the locos on display—I had expected nothing less. But I wanted to thank all those on duty that day in the shop and on the line. I enjoyed talking with Andrew Gill and Andrew Hardy, and of course the train crew. So keep it up Middleton : competence plus friendliness is a winning combination!

Brian Ashurst (life member)
California
USA

As a long time member but not able to get to the Railway as often as I would like, can I complement you on the continued standard of the *Old Run*.

However!! as a resident of Tyneside I have noticed over the years that Hawthorn Leslie is always spelt with an 'e' in the magazine, as in the tree!! which of course is not correct.

On another matter I have looked at page showing the artwork of Terry Hodgson with interest. The shot of 1310 I can not equate with anywhere in Gateshead, if this is in fact supposed to be a real scene, but more likely is Tyne Dock by South Shields. Also the one of No. 6 working on a slag heap is surely it working in Kent in the cement works where it worked all its life. Slag heaps were black not white as in the print which indicates the cement works? These are not criticisms, merely observations of mine.

Keep up the good work. Best wishes

Alan Thompson.
Penshaw
Houghton le Spring

Regarding Terry Hodgson's paintings, perhaps it is a case of artistic licence? (Ed.)

TUESDAY SOCIAL EVENINGS AT THE ENGINE HOUSE MOOR ROAD

1 December 2009

Steve Roberts—Christmas quiz (not too difficult!)

DEADLINE FOR NEXT ISSUE — 15 FEBRUARY 2010

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A lovely line-up of the Leeds and District Traction Engine Club members' steam road vehicles at the entrance to Moor Road station on the final day of the Autumn Gala, 20 September 2009. For details of each vehicle please see pages 4 and 5 of this issue. *(John Knapton)*



A fitting end to this issue of Old Run: a shot taken from south of the motorway, looking through the tunnel, at the passenger train leaving the Stop Board and moving into Moor Road station, 19 September 2009

(Howard Bishop)

