

# THE OLD RUN



*The "Engine" Public House  
where the driver of one of Blenkinsop's  
Locomotives was drinking when the boiler exploded.*

JOURNAL OF  
THE 1758 MIDDLETON RAILWAY  
LEEDS

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50p



# THE OLD RUN

## Editorial Address:

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The Editor invites all readers to contribute articles, news items, letters, photographs and drawings on subjects of interest! All contributions should include the reader's name and address. Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd, The Middleton Railway Association, or the Editor.

All articles for the next issue should reach the Editor by 1st December 1985.

Details of rates and conditions for advertisements in The Old Run may be obtained from the Editor.

Cover: A Bill Stocks drawing of the "Engine Inn" at Moor Road



## EDITORIAL

As the season draws to a close, it is time to reflect once again upon the past few months' events.

To begin with, that great British institution, the weather, has played all its worst tricks on us, and has left more than one person asking whatever happened to Summer. That the bad weather has affected our takings is not open to doubt, but what has been very reassuring is that our traffic receipts have improved significantly, in spite of all that the weather could throw at us. Apart from the 'All-line tours', which were very badly undersubscribed, all our special events to date have been well attended, when the weather improved sufficiently. One victim of the weather was the 'Teddy Bear' special weekend in August, when the Saturday takings were excellent, promising a very good day on the Sunday. Instead, we got a downpour and a low take, but even so a repeat event next year could do well - always assuming that the rain lets up next time!

Our Schools and Playgroups Days were very well attended, thanks to the efforts of our organiser, Joe Lee, and promise much for the future although, sadly, the behaviour of one playgroup left much to be desired. That apart, those who attended enjoyed themselves immensely, and 'Middleton Miner' Eddie Doherty was on hand to lend historical flavour to what, after all, was intended to be an educational visit for the children.

The undoubted success of the railway ticketwise has also reflected in our sales takings for the year, which again are well up on last year's. This is due to the hard work put in by our Shop Manager, John Chaplin, and his long-suffering wife Olive, and also to the many hours put in by the regular teams of salespeople who have supported the Shop this year. One significant landmark for the Shop was the taking of over £100 on Bank Holiday Monday - if this can be maintained or even improved upon for next year, the Railway will really be 'Getting there' to pinch a well known phrase.

The only small fly in the ointment of this success story concerns our mechanical side. We have a number of locomotives awaiting overhaul, and we have the cash to finance the work. What we haven't got is the skilled labour to do the jobs in a reasonable time. The Railway has a number of unskilled workers who can tackle many jobs on locos, track and other items connected with running our line. However, we urgently need more skilled members who not only can tackle the more major repairs to locos etc., but who also can take one or more of our unskilled members under their wing to improve their skills, as well as assisting some of our locos to steam again. At the time of writing, we are just finishing our move into the new shed, and thus will have some excellent facilities for loco restoration - all we need is more skilled members to make use of them. If YOU are interested in helping, please get in touch with Steve Roberts, whose address and 'phone number are on the inside back cover.

## HELP WANTED

As mentioned elsewhere in these columns, the Middleton Park end of the line is to receive a new prefabricated platform. Also included in the development of the southern terminus is a loop line to enable all trains to be hauled in both directions instead of being propelled, as at present. This is to comply with railway inspectorate requests for this to be instigated as soon as possible. As always, however, the speed with which this project proceeds is entirely dependent on how much labour is available. Once the service finishes in September, we have to dismantle the top of the line, lay in the loop, and also rebuild the platform. If the labour is there, the job becomes relatively easy - we have a full range of power tools available to take much of the monotonous work out of the job - but if not, we few who are there have to struggle to complete it in time for the new season, bearing in mind that some of the regulars will also have to complete repairs to P2003, DSB 385 and 'Windle', in addition to other work to be undertaken at Moor Road.

I am sure that members will be growing weary of such appeals for assistance appearing in almost every Old Run, but work is always going on to improve our Railway, and the closed season quite often proves to be the most busy time of all. It is especially so at present as we try to cope with the backlog of work caused by our having to concentrate all resources for the past two years on the Moor Road site. So, if you can spare just the odd day one weekend, your presence would be much appreciated.

## HAPPY BIRTHDAY

One of our oldest members celebrated her 90th birthday on August 18th this year. Miss Dorothy Briggs is well known to Middleton, as she presented our Shop with display boards for last year's official opening of the Moor Road Station. We extend our best wishes to Miss Briggs, and hope we will see her again at Middleton in the future.



## EXHIBITION NOTES

The first event in 1985 which we attended was a one-day Model Railway Exhibition at the Central Methodist Church in Horsforth on the 30th March, at which photographs were displayed and publicity handed out.

On the 5th and 6th May, a display of photographs was staged at the Batley Sports Centre, where an event entitled 'Transfair' had been organised by the Yorkshire Evening Post. Unstaffed window displays have been set up for short periods at a vacant shop window in Middleton village, and also in the East Parade, Leeds office of the North of England Building Society; in the latter case, it was possible to leave a supply of leaflets within the public area of the office.

Static displays of photographs and, in suitable cases, locomotive name or builders' plates, can be arranged to suit the space available, and the Publicity Officer or myself would be pleased to hear of suitable venues for consideration.

Details of forthcoming events at which we hope to have a sales stand are as follows:

### Leeds Model Railway Exhibition at the Corn Exchange

Thursday 24th October 14.00 - 21.00hrs.

Friday 25th October 10.00 - 21.00hrs.

Saturday 26th October 10.00 - 21.00hrs.

### Hull Miniature Railway Society Exhibition at the City Hall, Victoria Square, Hull

Saturday 9th November 10.00 - 20.00hrs.

Sunday 10th November 10.00 - 17.00hrs.

### Wakefield Model Railway Exhibition at Unity Hall, Smyth St. (near Westgate Station)

Friday 6th December 18.00 - 21.30hrs.

Saturday 7th December 10.00 - 20.00hrs.

Sunday 8th December 10.00 - 18.00hrs.

If you would be willing to help to staff any of the events mentioned in these notes, please let me know your name, address and 'phone number, together with, if possible, an idea of when you are available.

My address is 44 South Broadgate Lane, Horsforth, Leeds, and my 'phone number is (0532)581851.

Derek T. Plummer

## RUNNING ROUND

Most members will know that operations on any preserved railway are under the watchful eye of the Railway Inspectorate. Middleton is no exception in this respect, and we occasionally receive visits from these men from the ministry, the main purpose of which is to ensure that we are operating safely. The Inspectorate tends to classify the various preservation sites as Steam Centres or Railways. One of the most noticeable differences between the two is that at a Steam Centre you are allowed to propel passenger trains, but on a Railway you are not, unless the driver is at the front and in full control.

Middleton, being Middleton, has to be different! We are regarded (quite rightly!) as a Railway, but we are allowed to propel our train. There are, however, penalties associated with this exemption. Our speed cannot exceed 10mph, the guard must travel on the leading vehicle, ready to apply the brake and stop the train and, most restrictive of all, the train cannot exceed its present length of two short vehicles. However, on his last visit, the Inspector hinted quite strongly that we ought to install run round loops at each end of the line, and operate in a more conventional manner!

Now "run in a conventional manner" may be very easy to say, but doing so requires a not inconsiderable effort. A run-round loop was installed at Moor Road a couple of years ago, but, due to pressure of work elsewhere, no such similar loop has appeared at the Middleton Park end of the line. That is until now, when, if all goes according to plan, by the time you read this a new run-round loop will be well on its way to completion.

Planning for the new loop has been going on for many months. One thing that became immediately obvious was that we did not have a suitable pair of turnouts for the loop, nor for that matter, sufficient sleepers, not to mention a ground frame! The list was endless. Nothing daunted, the Middleton acquisition organisation swung into action. One turnout could be made up by re-handing one of the Parkhill Colliery turnouts, obtained several years ago. Several hundred sleepers were obtained at reasonable cost from a local potato merchant (!) who had no use for them. A successful bid for some turnouts at Wheldale Colliery secured the missing link and, finally, a suitable ground frame was located (although it has yet to be purchased).

The intention is to remove the old track immediately the operating season finishes at the end of September, and to hire a machine to level the trackbed and lay in the bottom ballast. It will then be all hands to the deck to lay in the platform road and, at least, the bottom turnout before the start of Santa Specials in December. The opportunity is also being taken to replace the existing timber platform with a pre-cast concrete one which we have been making throughout the summer.



Installing the Middleton Park run-round is only part of the job though. The emergency air-brake system which we currently use is not suitable for being continuously coupled and uncoupled, as would be required in running round the train. It would be necessary to fit an air compressor to the locos to enable them to be operated in this way. Another immediate problem would be that hauling an open wagon through the tunnel with a steam loco would not go down very well with members of the public!

Thus, any new service would require new passenger vehicles. With the conversion of the P.M.V., the problem of suitable passenger accommodation is overcome, and the fitting of vacuum brakes to the locomotives is a relatively simple matter for the steam locos. (We have not yet decided whether to fit a vacuum exhaustor to our diesels, or an air-brake to the coach!)

Thus, if all goes well, Easter 1986 should see the end of the traditional propelled train at Middleton, and the start of a new era with our locomotives hauling trains in both directions.

S.J. Roberts

## WEDDING BELLS

One of the regular loco crews this last couple of seasons has been Vernon Smith and Karina Hardcastle. They have now announced that they are to marry on Saturday 23rd November, before flying to St. Lucia for their honeymoon. I am sure that all members will join us in wishing Vernon and Karina all the best for the future. It is to be hoped that the St. Lucia weather is kinder than Britain's, because the raindrops out there are several times larger than the ones over here!

## SANTA TRAINS

Following the success of our Santa Special trains last year, the Trust is running another series of trains this year. Sundays 1st, 8th and 15th December will see the operation of Santa trains, hauled by DSB385. A departure from last year will be the establishment of a proper "Grotto" for Santa using the Steam Power Trust's Norwegian coach. If you have children, why not bring them down for what should be an enjoyable afternoon, and support your Railway at the same time.

## MADE IN LEEDS

Last weekend, I fixed a new Middleton Railway sticker to the windscreen of my car, and was reminded of a promise I made to the Editor before leaving England, to write an article or two over links between the Middleton area and countries abroad. The particular link, of course, is the products of Jack Lane and around, which were sent over the years to very many countries - especially those with British connections - so that the names Hunslet, Hudswell Clarke, Kitson and Manning Wardle, let alone John Fowler, appeared on locomotives world wide.

Take last week, when I was passing through the industrial area of Nairobi, capital of Kenya where I am currently based. There, amongst the signs for factories and warehouses, was one for "Marshall-Fowler Steam Services". Not, unfortunately, a forgotten supplier of traction engines or plantation locomotives, but a firm currently, no doubt, involved in boilers for industrial use. Talking of boilers, however, a local engineering firm here will convert an old locomotive into industrial use for you. Kenya Railways have in store a range of life-expired steam locomotives ranging from those bought in the era of the original Uganda Railway (famous for its man-eating lions and some spectacular rope-worked inclines used in construction days with equipment by John Fowler), through the days of the Kenya & Uganda Railways to East African Railways. This last organisation was part of a post-World War II East African "Common Market" approach, which combined many services between the three countries of Kenya, Uganda and Tanganyika (now Tanzania, in combination with Zanzibar Island). The last boiler converted to industrial use was from a class of metre gauge 2-6-2 shunting tanks built in the late 1920s and early 1930s, some by Hunslet. Also, Hunslet and Fowler supplied diesel shunters in 1950, which I will describe another time.

Despite the strong influence of the Leeds loco builders, however, they were not as influential here in East Africa as in other parts. The local popularity of Beyer Garratts gave Beyer Peacock a strong hold in the market, up to the scale of the mighty "59" class of East African Railways, 252 tons in working order and 105 feet long - quite something for the metre gauge! Beyers also produced a very neat class of 4-8-0s for Tanganyika, but the development of that design, another 4-8-0 class which totalled 62 locos, came from Vulcan Foundry and Nasmyth Wilson, missing the Leeds connection again. With North British and Bagnall also active, East Africa seems to have gone the rounds of most of the main British builders, but industrials here can be counted on the fingers of one hand (metre gauge that is, leaving aside two-foot plantation lines), so Hudswell and Manning Wardle might not be expected. Next time, however, a word or two about Hunslets in Sri Lanka (formerly Ceylon), and the flying 4-4-0 tank in the famous film "The Bridge over the River Kwai".

Henry Gunston



## ENGINEERING NOTES

Recent acquisitions have included a 300 amp welder and a 110 volt drill. Both items have been obtained very cheaply, but are in need of overhaul/repair before they can be put to use.

Our quest for a suitable lathe continues. We have managed to locate several machines available for disposal but, although they were suitable, the prices weren't! We have recently tendered for a 'Swift' lathe which, though old, is in reasonable condition; we are awaiting the results with fingers crossed. Whilst this machine is perhaps bigger than we would have liked, it will be suitable for most of the work that we will wish to do.

Once we have a lathe installed and working, our workshop will be substantially complete, and we will have the capability of carrying out the majority of repairs necessary on steam locomotives. However, we are always willing to accept offers of free or cheap machinery, tools, etc. to supplement our existing equipment. One area where we would particularly like to increase our tool holding is boilerSmiths' tools, especially rivetting guns, caulking chisels, etc. These are becoming almost unobtainable new, and will become more important as time goes on.

## INSTANT PLATFORMS

The state of the Middleton Park platform has been a continual source of concern for several years. It is built up from old sleepers and, because of this, has been an easy target for vandals, not to mention a source of firewood for gypsies camping in the locality.

It had been intended to replace the platform with a brick structure constructed by the M.S.C. employees, but the problem of establishing a working base at the Middleton end of the line were sufficient to make this scheme unworkable. After much discussion, the idea of casting concrete platform sections was evolved. Peter Nettleton designed and built a suitable re-usable mould and, between ourselves and the M.S.C. men, sufficient eight foot long sections of platform have been made to provide for the new top platform.

Although it originally had been hoped to complete this work before the start of the season, this proved impossible, and the present plan is to start work immediately after the close of the running season.

## GALA DAY 1985

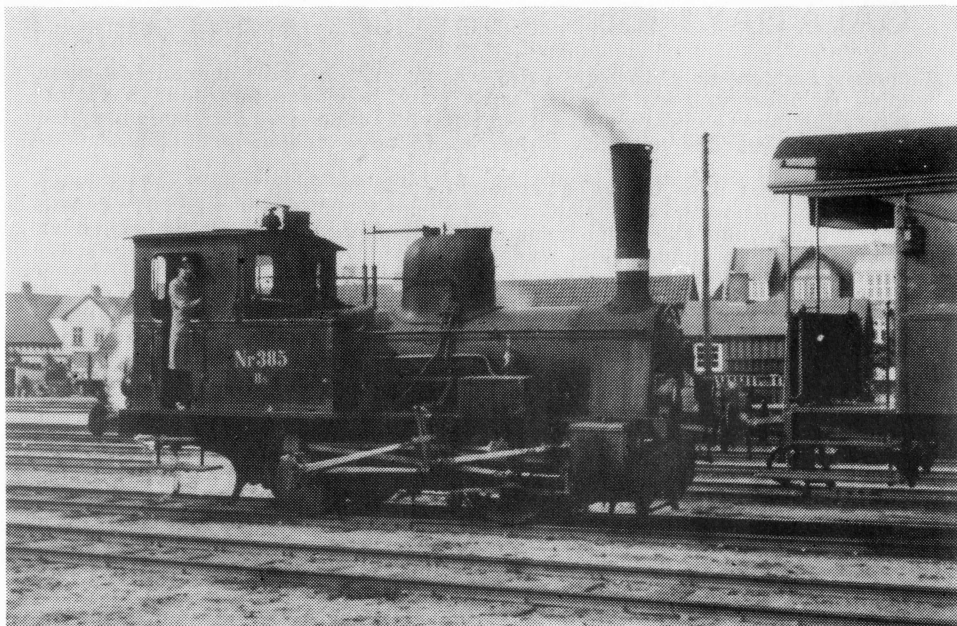
Sunday September 15th was a day which will be remembered for some time to come by many people, both Trust members and public alike. Our 25th Anniversary Gala turned out to be a great success, in spite of numerous hitches which could have caused problems.

Planning for the event started in March this year, with Andy McKenna being given the job of coordinating exhibits and facilities. As time progressed, a reasonable amount of exhibits was amassed, and catering was arranged for both ends of the line. Loco exhibits were to comprise three steam locos working plus a diesel giving footplate rides at Moor Road. The crane would also give lifting demonstrations during the day.

That was the plan. Reality, of course, was rather different! To begin with, as the date came nearer, it became obvious that not all the promised exhibits would be coming and in the event, although extra items did arrive, some others did not, making the top of the line rather bereft of exhibits. Then there was the problem of acquiring three working locos. Now two working locos was no problem. We had P2003, which was so reliable as to be an out and out certainty, and of course DSB 385, whilst a little temperamental at times, was sufficiently run in as to present few operating problems. This left us with a third loco for the day. That loco was to be "WINDLE" - if she could be persuaded to pass a boiler test in time. Those members familiar with this magazine will no doubt be well aware of "WINDLE"s reputation, and also of the Editor's opinion of the thing, and equally will not be surprised to learn that with "WINDLE" all did not go according to plan! The loco was first steamed only a week before the event, and not unnaturally with the boiler work undertaken, a number of defects were found, and rectified in time for a further test steam on the Sunday preceeding the Gala. All proved well, apart from trouble with the injectors (again!), the main problem seeming to be the clack valve sticking open. This second steaming was deemed successful, and the loco was finally steamed for boiler inspection on Friday 13th September. This test was also passed, but again trouble was experienced with the clack valve.

At around 8 a.m. on the Sunday morning, I arrived at the line to find the three rostered locos gently smoking away, having been lit up at 07.30. I was rostered to drive DSB 385, with John Cundall as fireman and Graham Parkin as third man. "WINDLE" was Andy McKenna's mount, with Phillip Jones as Fireman, whilst P2003 had Vernon Smith as driver with fiancée Karina Hardcastle as fireperson.

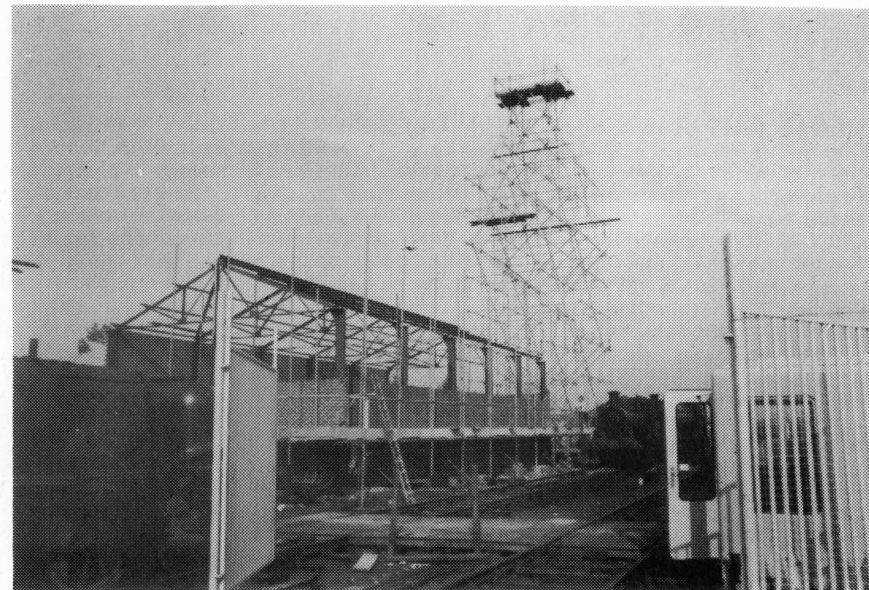




DSB 385 has seen use this season. This photo (above) shows the loco at work in Denmark.  
**F.W. Hampson**



Swanscombe No 6 celebrates a rather unhappy 50th birthday having been out of use since 1975. The loco is seen on arrival at the railway 5/6/71. **J.D. Edwards**



Moor Road Yard 10/84 with gates for "*Edge of Darkness*" in foreground. Lighting tower in background. **S.J. Roberts**



View of Yard from lighting tower 10/84. **C. Rogers**



on spinach! A shrill whistle indicated that Peckett was now on the train, and obviously 385 was to follow, so I made my way back to my steed to prepare for action again.

Once the train had departed, Andy and I swapped the locos around, 385 remaining in the platform whilst "WINDLE" stayed on Burton Road. His Worship had returned to the platform, and was introduced to John and 385. He expressed an interest in riding on the footplate and so, after shutting the cab doors, we duly set off towards "WINDLE" which could be seen enveloped in steam. As we approached the Beast, I noticed Andy and Jonesy waving frantically at me and then the penny dropped - the thing was short of water! A quick reversing manoeuvre was undertaken to allow "WINDLE" to get into the loop for water - and the Mayor didn't even know anything was wrong. He departed, and I backed 385 into Burton Road to clear the platform for the passenger train. A quick look at the glass indicated that more water was needed, and so the injector was put on - but it wouldn't work. A horrible thought then occurred to us. In the excitement of the day, we had forgotten to fill 385's tank, and that was why the injector wasn't working! A quick conference ensued. The boiler water level did not give any cause for concern whilst we were standing, but the loco couldn't possibly run two trips without filling both boiler and water tank. A walk up to "WINDLE" indicated that there was no way 385 could get the water supply just yet. The Beast was also out of water! Also, she had continued to run hot, and had been officially failed for the rest of the afternoon. Just then, 2003 ran into the station with driver Vernon being met with the glum faces and bad news. It was agreed to run the Peckett on one extra trip to allow 385 to take water and, after moving back into the loop, this was done. A quick douse of the now warm injector with water, and we were back in business. After her third trip, 2003 came off and we took over. Our passenger this time was Bill Hampson of the Steam Power Trust, resplendent in a Norwegian Guard's uniform, looking like something from a German War film! It was certainly an eye catching uniform.

After our two allotted trips it was decided to double head the train, so the Peckett coupled on behind. We would do all the work going up whilst Vernon would brake on the way down. That trip was certainly spectacular and much appreciated by 385's crew, if not the passengers! After that trip, 385 came off and the Peckett did a further two trips before the old Danish loco returned for the last two trips of the day.

It can be seen that the Gala day was enjoyed by the staff and, from what I saw and heard, it was enjoyed by most of the visitors we entertained. At one time cars were parked all over the place, our own car park being full to overflowing. The community policeman, who paid us a social call, found himself in the role of traffic cop for some while, directing cars to any suitable street! All in all, a very successful gala and a fitting finale to our season, but as always there are lessons to be learnt from the event.

The first thing that was apparent, and to be fair we knew we were going to have problems with this, was the acute lack of car parking space. The completion of the other side of the car park must have top priority for next season and already plans are afoot to do this. Even so, due to the restricted size of the site, we will always have problems with car parking.

The other problem encountered was the acute lack of space on our trains. We couldn't fill our trains quick enough, for a change! Not only that, we couldn't run enough trains either! One way round that will be the introduction of the coach and the soon to arrive Norwegian coach. Once we achieve compatibility between these two vehicles (The Norwegian is air braked whilst CCT is vacuum) the problem of accommodation should at least be solved. The problem of running enough trains however, will be exacerbated by our having to run round our trains at both ends. A little investigation will be needed to find ways of cutting this time down - perhaps replacement locos at each end of the line could be used, which would mean locomotives running a train in one direction only, then resting at each end of the line whilst the third loco would be on the train.

Whatever the minor problems involved, one thing is certain - the Railway has gained a lot of goodwill from this gala, and we are all looking forward to next year's events. In the meantime, don't forget our Santa Specials in early December. See you there?

Ian Smith

## REST IN PEACE

Sunday 1st September was a reasonably bustling day, with brisk business at the Shop. All was suddenly shattered when a child's scream rent the air. Mother tried to control the little one and to find out what had upset her. Between her heartfelt sobs, the little girl managed to tell everyone what was wrong: "They've buried Thomas the Tank Engine!", she said! Of course, what the little girl had seen was our donations chimney, which is set up conveniently at the entrance to the depot site. Perhaps we should put up a notice to the effect that this is not all that can be seen of a buried "Thomas"!



## OPERATION FIORD

Early on a misty, mellow morning in late September, Middleton members Vernon Smith, Peter Nettleton, Phil Jones, Ian Smith and your unworthy scribe set out from Leeds, heading up the A1(M) for the Tanfield Railway near Gateshead on Tyneside. The purpose of the trip was to collect from the Tanfield Railway a passenger coach to be used on a loan basis at Middleton to supplement the passenger facilities during the Spring and Summer service.

Vernon, at the wheel of his car, was confident that we would soon catch up with a low-loader hired from Cramscene of Tingley. But, even though Vernon was driving like a frustrated rally driver, we failed to make contact (not physically!) until we reached Tanfield.

The Tanfield collection of industrial locomotives is centred on the engine shed and the remnants of a network of tracks which was laid down to interconnect a complex of coal mining shafts, spread over quite a large area. The mines have been closed for some time and the buildings and pit-head gear have been dismantled. In spite of the vigorous efforts of nature to reclaim the land, the area offers a sad aspect of dereliction, and coal dust is mingled in plenty with the soil on which the weeds and grass are trying to establish themselves. The passenger coach which was to be collected is of considerable interest both historically and in the features which it contains. Built in Norway in 1911, of wooden construction on a four-wheeled steel chassis, it is in a remarkably good state of preservation. The coach originally ran on the Norwegian State Railways, and was brought to the Tanfield Railway from Norway in 1973. (N.B. Full details of the coach appear in the accompanying article by Bill Hampson.)

Access to the location at which the coach was to be loaded was down a very steep and rough track, and we were concerned that the low-loader would not be able to negotiate the hill - let alone ever get out with his load. But the driver assured us "It'll be right", and indeed it was. With the cheerful help of the Tanfield members, the coach was loaded without much difficulty although, if the coach had been a foot longer, we would have had our trip in vain. The low-loader appeared very top-heavy, and we looked on with some trepidation as the driver started out from the site, up the track to the road above.

Our fears were unfounded, however, and once on the main road no problems arose, although the load did attract considerable interest (and, no doubt, a few curses) from other motorists who could not overtake until the Gateshead By-pass and the A1(M) were reached. Vernon overtook the low-loader, and we sped on to a Service Area for a welcome cup of coffee. When we hit the road again, Vernon was confident that we would soon catch up with our

load, but mile after mile went by and Vernon drove faster and faster, but it was on the outskirts of Wetherby before we spotted the familiar outline of our quarry. Here we had to part company again, for the low-loader could not use the A58 through Collingham.

On arrival at Leeds, the coach was driven round to the Gasholder crossing, and a Middleton diesel, JF4220038, was taken down. Just as the low-loader was being manoeuvred into position, a large white Mercedes drew up, and out climbed a fellow resplendent in grey morning suit and top hat! It turned out to be the proprietor of Cramscene, calling in on his way home from a wedding reception to see how his lads were faring. In a flash he had climbed up on the low-loader and started directing the driver with his top hat! The coach was duly hauled up to Tunstall Road Halt, where again it attracted quite a lot of interest from members and visitors.

By the opening of the 1986 season, at Easter, the coach should be fully serviceable and, when it is coupled to the recently restored Danish State Railways locomotive, the Middleton Railway will have a distinctly Scandinavian flavour, as well as being able to display two more examples of rare railway antiquity.

H. NETTLETON

## MEMBERSHIP NOTE

Members whose membership is due for renewal this December will receive a renewal form with this issue, and should send it back as soon as possible please. Many thanks.

A. ROBERTS



# LOCONEWS

As usual, the demands of running the summer service has slowed down the work rate on the locomotives. However, work has been carried out, notably on the two Hudswell diesels. Both 'Mary'(D577) and 'Carroll'(D631) have spent the last few weeks in the shed undergoing thorough repaints. Although, at the time of writing, this work is not yet quite complete, 'Mary' is now resplendent in maroon and black with yellow lining, whilst 'Carroll' has appeared in a slightly different shade of blue to that previously carried.

The entry into traffic of the Danish Hs No.385 has eased the burden on our faithful Peckett (No.2003), and these two locomotives have shared the steam loco duties this year. No.2003 is still first choice for the service as, although No.385 is serviceable, it is still unfinished, with many minor jobs outstanding.

The Saturday diesel service has been shared by Fowler No.4220038 and Thomas Hill No.138C, both having performed faultlessly during the season.

P2003 As already noted, is in service and performing satisfactorily. There has been some recurrence of tube leakage in the firebox, but this does not give cause for concern. The fireman's side clack valve has been re-seated, finally curing the problem of steam leakage from this injector.

The loco is due to come into the shed this winter for replating of the bunker and cab side, which has corroded through in places. This work will also necessitate a partial, if not complete, repaint. A five year hydraulic test is also due, and if time and resources permit, the valve gear will also receive attention.

Hs385 This new addition to our service fleet has seen service on several occasions since its first steaming in April. Apart from problems with the injectors, which are very temperamental, and with some of the copper pipework, which really needs replacing, the engine has performed satisfactorily. The brake shoes on this loco are very soft, and are wearing away very rapidly.

Winter work planned for this loco includes fitting all the remaining bits and pieces, and a complete repaint. A Westinghouse pump may be provided by the loco's owners, to enable air brakes to be fitted.

EB53 'Windle' passed her boiler test on 13th September, and entered service for the gala on the 15th. Unfortunately, one of the axlebox lubricating pipes was blocked, causing the box to run hot, and the loco had to be withdrawn from service. The resultant repair work will not take long, and the loco will see service next season.

'Windle's' ten year thorough boiler examination falls due in 1986, so any major work necessary on this locomotive will be left until then, but much mechanical work will be necessary to bring our Borrowers welltank back into first class order.

S8837 The Sentinel is now in the shed, and its restoration and repair have begun in earnest. Much work requires to be done, especially on the bodywork. The bunker requires almost complete replacement, and much of the cab platework is in a poor state. Consideration is being given to sending the boiler away for a repair, but quotations have yet to be obtained for this. The report in the last issue that the tubes were on order was perhaps premature!

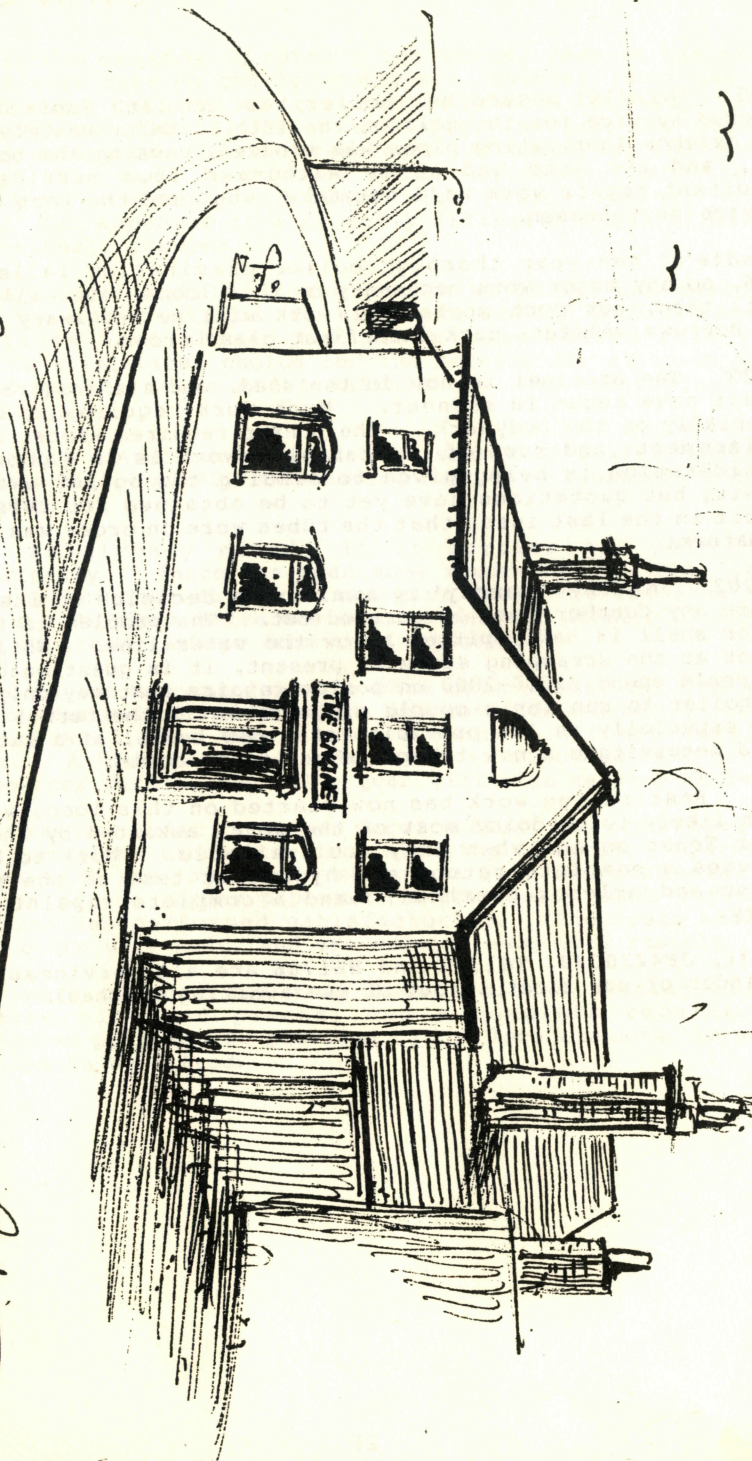
WB2702 'Matthew Murray' is awaiting a decision on its boiler before any further work is carried out. The problem is that the boiler shell is badly pitted below the water line. Whilst this is not at the scrapping stage at present, it is questionable that we should spend £1500-2000 on boiler repairs that may only enable the boiler to run for a couple of years until the barrel is worn out, especially as the provision of a new barrel at a later date would necessitate a new tubeplate and tubes again.

1310 Restoration work has now started on this loco, with the Trust likely to be doing most of the work, assisted by the Steam Power Trust as and when they are available. Work to be done includes a complete retube and hydraulic test of the boiler; motion and axlebox overhaul; and a complete repaint to NER livery.

HCD631, JF4220038, TH138C and HE1786 are all serviceable, the remainder of our fleet is out of use awaiting overhaul.



*The Engine "Public House"  
 before the Street of one of Headingley's  
 terraced houses was drinking water the Leeds City Road.*



**MIDDLETON RAILWAY TRUST LTD**  
 (Limited by guarantee and not having a share capital)

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