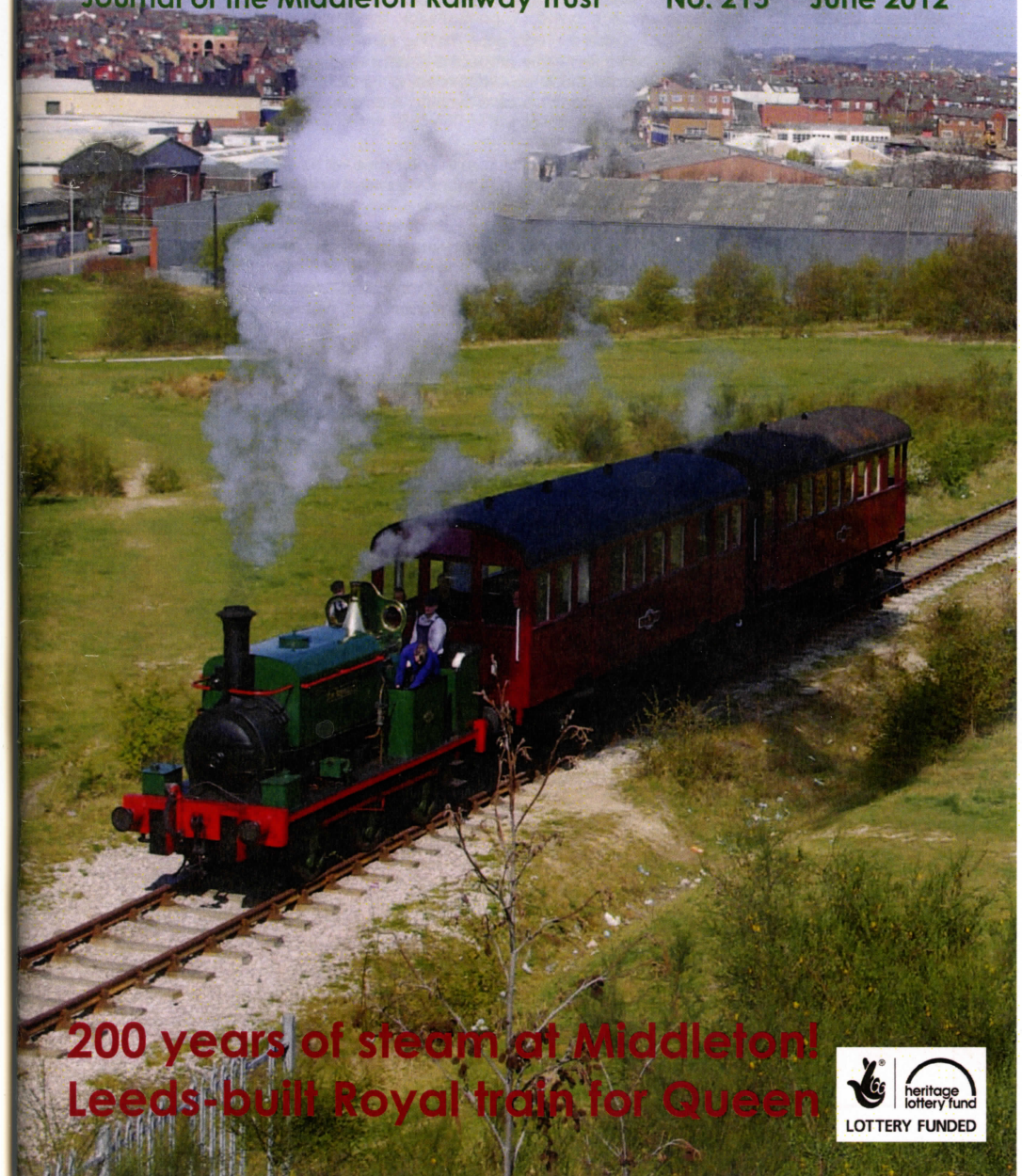


# The **OLD RUN**

Journal of the Middleton Railway Trust

No. 215 June 2012



**200 years of steam at Middleton!**  
**Leeds-built Royal train for Queen**



# Old Run

No. 215  
June 2012

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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 15 February, 15 May, 15 August and 15 November 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 typewritten or word processed and is acceptable on CD or by email. 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.

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Old Run Old Run Old Run Old Run Old Run Old

## Editorial

It is ten years since I was appointed Editor of the *Old Run*. In those ten years a lot has happened at Middleton, not least the transformation from the old Moor Road layout to the new, improved version, with the Engine House as the centre piece.

After six years since moving from the UK this will be the last issue of *Old Run* to be produced at arms-length and sent to Leeds electronically. I look forward to reading the *Old Run* in the coming days, and I shall continue as a working member of the Railway as and when opportunity allows.

Your new editor from the next issue will be Graham Findley. I am sure he will be known to many volunteers who frequent Moor Road regularly these days. I know you will give him lots of help with photos and articles, for he will be just as dependent on you, the membership, for these as I have been. I know he will find it as enjoyable a task as I have. Not everyone or everything is on-line; it is important, therefore, that the happenings at Moor Road continue to be produced for posterity in a written, permanent form, on a regular basis.

Adieu, **Howard W Bishop** Editor  
Deadline for the next issue is 15 Aug 2012

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## Front cover

First day of steam of the 2012 operating season, **Manning Wardle 0-6-0ST Sir Berkeley** on the 1140 hours train from Moor Road to Park Halt approaches the road over-bridge on a lovely spring morning, 1 April 2012 (Ian Dobson)

From the Chairman From the Chairman From the Chair

We are now well into the 2012 season, which of course has our "BIG" 200th Anniversary event on June 23rd and 24th. I do hope many of you will be able to take part as volunteers, but if not volunteering, then support us in person. Please remember that you can purchase your tickets in advance at a discounted price, either in person at the Ticket Office or by card on the 0845 680 1758 number.

Having got the advertising over, I must mention a change that will take place after the production of this issue of *Old Run*. Howard Bishop, our current editor for 10 years, has produced the *Old Run* in the Isle of Man for six of those, and before that from Yorkshire. However, Howard has decided that it is time for a change, and he is to retire after the production of this issue.

I would like to thank Howard on behalf of all the members for producing the *Old Run* for so long. This is not an easy task, often depending on others to provide much of the content, and, on time. He would either have far too much or not enough content, so his skill in balancing each quarter's journal came into play and, sure enough, each one came along with a full complement of pages.

To Howard "thank you" and to Howard and his wife, Mary, congratulations for their Golden Wedding in May.

I now have to move on to far less pleasant things, metal thefts. The Railway has again been the target of metal thieves and not just on one occasion.

Apart from the financial implications, these thefts divert our valuable volunteer resources away from what they should be doing and, at the same time, demoralise everybody concerned. It is not all doom and gloom though, we are hitting back. The Railway is now being supported by a special police unit set up by West, South,

North Yorkshire and Humberside police. This special unit is being part-financed by the European Union and we, as a charity, qualify for the help. Having been invited to a seminar on business crime, and presented on being a victim, I now have a clearer picture of what is going on and how business is being helped. Well over 50 arrests have been made in South and West Yorkshire in the past month, and hopefully three people will appear in court for one of our thefts, so perhaps we will see some retribution.

I am always on the lookout for ways to save on expenditure and, with the huge rise in postal costs, postage is now becoming an urgent priority. Next year, if we do nothing, postal costs will be around £1,500. To try and get a feel for members' requirements, anybody who would like to receive membership renewals, AGM papers, and even the *Old Run* via electronic means, is asked to please email [info@middletonrailway.org.uk](mailto:info@middletonrailway.org.uk) and just put in the subject line what you would like, e.g. MEMbership, AGM, OR. If you would like everything or just select the ones you would like. There is no need to do anything else as we get your email address automatically. This does not mean you will immediately receive things in this way; it will simply give us an idea of your wishes and we will inform you by email if we do decide to go down this route. For members without email, do not panic, you will be serviced in the normal way.

As I mentioned in the last OR, **safety is paramount** at the Middleton Railway and we have a continuing programme of MIC's (Mutual Improvement Courses) running throughout the year. If you have missed any of these because they were on the "wrong" evening, then we hope to run them again later in the year on different days. Please do support these courses, they are for your benefit, and other volunteers put a lot of effort into organising them.

I have perhaps now exceeded my allocated space, so enough is enough, please do come along and enjoy your Railway, safely.

Andrew Gill,

Chairman

tOR



Steve Roberts

### LOCO NOTES

**T**he operating season of 2012 has started fairly confidently, with a good number of operational locomotives to choose from for the loco roster. The arrival of HC1544 has tipped the balance quite nicely as far as steam locomotives are concerned. Indeed, with the theoretical ten-year boiler tickets of 1310 expiring in 2021, 1601 in 2020, 1544 in 2019 and 1210 in 2017, we are seemingly well placed for the next few years. We can't afford to let things rest, however, as the unexpected can soon happen and, with three locos coming to the end of their ticket within three years of each other, we need to ensure that the future is well cared for.

**1601 MATTHEW MURRAY** *Matthew Murray* successfully passed its annual steam test and has been in regular service since the start of the season. The work carried out over the winter on the big and little end bearings has eliminated the majority of the 'knocks' to which we had become accustomed, although it is still not running as smoothly as the proverbial 'sewing machine'. Other than routine maintenance, it has required no attention and is performing well.

**No. 67.** The boiler and firebox have been cleaned, as best we can, and the firebox given a coating of oil to protect it whilst it is on display in the Engine House.

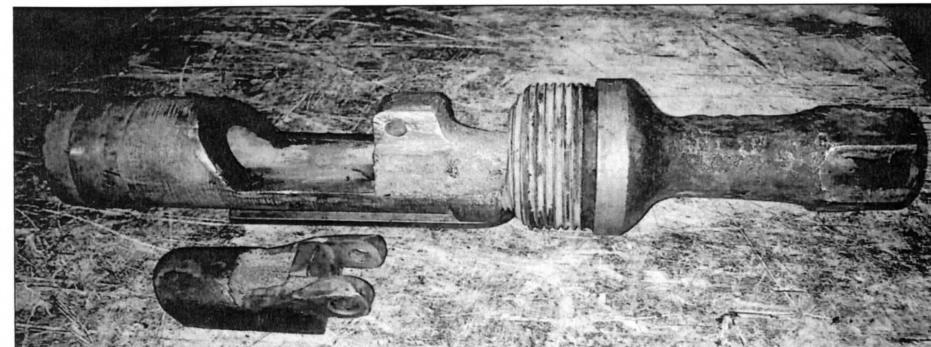
**No. 6** The last *Old Run* referred to the fact that we had made a machine to turn the crankpins. Unfortunately, this has not been without its teething troubles, and progress has not been as good as we hoped. Hopefully, the learning curve is now at an end, and meaningful progress can be made.

**1210 SIR BERKELEY** The unseasonably fine weather at the start of the season

led to *Sir Berkeley* having an early outing before going off to the Lincolnshire Wolds Railway for the Easter holidays. A late request from Barrow Hill Roundhouse found it then moving on to there for their 'fab four' gala although we aren't too sure how it fitted in with that theme! After these two hectic weekends' activity, the loco returned to Middleton and has since been on display in the Engine House, mainly because the weather hasn't really suited an open cab locomotive!

**No.11** Unfortunately, there has been no significant progress with this loco in the last couple of months.

**No.1310 (NER H)** 1310 was test-steamed after its winter rest, prior to entering service, but it was found that the fireman's side injector would not work. As some work had been done on the associated clack valve over the winter, this was initially suspected as being the root cause of the problem, but turned out not to be the case. Eventually, the injector itself was stripped down and it was discovered that the flap valve pivot pin had come out and allowed the flap valve to come adrift. Extricating the various bits took some doing, as they were well and truly jammed, but it was eventually accomplished. Repairs were fairly quickly carried out and the loco was able to go to Barrow Hill gala, as planned. It is now back at Middleton and has come into the workshops for a few more jobs to be carried out, principally with the regulator, which continues to be stiff to operate and leaks by. The main valve of the regulator is made of steel, which is very unusual and is probably a replacement from sometime in its past history. Steel unfortunately corrodes quite easily and these valves are usually made out of cast iron or gunmetal. We are pres-



The injector cone from 1310, showing the displaced flap valve which normally sits on top of the cone. This opens to allow excess steam and water to escape (Steve Roberts)

ently making a cast iron replacement valve and are hopeful that this will go a long way to solving the problems. Attention has also been given to various leaking joints in the injector pipework.

**1544 SLOUGH ESTATES Ltd No.3** Following a test-steaming, various jobs were identified as needing doing on the loco. Over the winter months several of these have been attended to. The boiler has been washed out and received an inspection by our Boiler Inspector. A generally clean bill-of-health was given, but the safety-valves did not perform satisfactorily. Although they operated at the required pressure, they did not allow sufficient steam to escape and the pressure continued to rise. In order to prevent this accumulation of pressure above the working pressure of 160 psi, the valves had to be set to first open at 120 psi. Perusal of reports from when the locomotive was at the Swindon & Cricklade Railway, indicated that this was not a new problem. We initially decided that the safety-valve spring was too stiff, and a new, lighter spring was ordered. However, when the valves were dismantled to fit the new spring, it was discovered that they had been incorrectly machined. This has now been attended to, and the safety-valves work as intended.

Other work on the loco has included repairs to the firehole door, the fitting of new fusible plugs and the provision of a timber floor to the cab. The chimney is an earlier replacement one and is to a very unconventional shape, which causes adverse comment by most people. A new chimney of more correct profile is on the 'to do' list! As previously reported, the loco's wheel tyres are of a non-standard profile. A full risk assessment of the possible consequences has been carried out and the locomotive has been run over the whole of the Railway and careful measurements taken at all risk points. These have shown that the locomotive can operate safely on our Railway without the need to replace the tyres. (There is not enough thickness to just machine them to the correct profile.)

The loco was officially handed over to the MRT on loan from the Slough and Windsor Railway Society at an informal ceremony on 13<sup>th</sup> April, and hauled its first train on that day.

**Sentinel No.54** Needle-gunning of the frames has continued to be the focus of work on this loco. The two rear gusset plates were badly corroded, and these have been removed and new ones made to replace them. Removing these entailed removing the spring hanger brackets, as the plates were sandwiched between the brackets and the frames. All these various

## Moor Road happenings Moor Road happenings Moor Road happenings

parts have been cleaned, examined and painted, ready for re-fitting when required. The brakegear has also come in for similar attention and is now virtually all ready for re-fitting when re-assembly starts in earnest. Some areas of the frame solebars were quite badly corroded, and these are being built-up with weld as best we can. The rear cross member, a 12" x 3½" channel was very badly wasted and, after considering whether it could be repaired, we have decided that this needs replacing. Unfortunately, this size channel is no longer available so we will have to make some modifications to fit a near-size metric channel.

The front sandboxes have been removed, principally to allow some corroded platework to be attended to. The rear sandboxes were removed several years ago and, as we cannot find them, it would seem that they have gone missing, probably stolen by scrap metal thieves. The same would seem to be the case with the various bits of footplate as none of these pieces can be located anywhere. We have been fortunate enough to obtain a drawing of the footplate steelwork so we will at least be able to re-construct it without any guesswork. The axleboxes have all been stripped for examination. It was found that the oil pads were life expired, and new ones have been ordered from Armstrong Oilers (who supplied the originals at least 60 years ago!)

**Fowler 42200033 Lois** No progress to report on this loco, although a start has been made on manufacture of a pattern to allow new brake-blocks to be cast.

**5003 AUSTIN'S No.1** In regular use once more and is the diesel loco of choice for shunting and line work.

**D577 Mary** Normally on display in the Engine House but does see occasional

use on the Saturday service.

**1786 Courage** A loco that rarely sees any use. However, as the smallest operational standard gauge diesel locomotive, it has been requested for the National Railway Museum's 'Railfest 2012' so it has had a bit of TLC. At first, the engine could not be persuaded to run and this was traced to an airlock in the fuel system. Once this was sorted it would run on one cylinder but a leaking fuel delivery pipe prevented its second cylinder from doing what was intended. This has now been attended to, and the loco once more runs satisfactorily. The engine also benefited from an oil change prior to departing to the NRM.

**6981** The owner has made a start on the fitting of the vacuum brake controls in the cab, the design of which is based on that fitted to some similar Hunslet locomotives.

**D631 Carroll, and 7401 John Alcock** are both serviceable and used as required. All other locos are stored, either on display in the Engine House or awaiting overhaul.

### CARRIAGE & WAGON NOTES

**Coach No.1867** Despite initial fears that the overhaul of this coach would not be ready in time for the start of the season, it was – just! The last jobs included repainting of the floor and repairs to the door windows. It is now back in service. The coach heater had been removed for cleaning and overhaul and was successfully bench-tested before re-fitting to the coach. However, since being re-fitted, it has not worked! Initial investigation uncovered a broken wire in the control panel but this has not fully cured the

## happenings Moor Road happenings Moor Road happenings



Welding of the ashpan on Sir Berkeley being undertaken by Neil Carmichael  
(Chris Nicholson)

workshops at the beginning of April a start could be made on fitting of the floor. This has now been completed. Footsteps have been provided for the guard's doorways to allow access from ground level. The various steel components for the inter-coach gangways have all been made, ready for fitting. All the necessary steelwork modifications have now been completed and 780 feet of 4" x 2" pitch pine has been ordered for the timber framing which will be attached to this to give a base for the body panelling. This is due for imminent delivery and, once this arrives, the building of the framework can start in earnest and the vehicle will take on a more recognisable appearance as a coach.

### AROUND MOOR ROAD

As usual, there is often much going on that is not related to locomotives and rolling stock, and which doesn't tend to get reported.

**THEFTS** It is depressing to report that the Railway has been the ongoing target of scrap metal thieves over the last few months. The first that we knew about it was when it was discovered that

most of our wagon couplings had been stolen. Then the police contacted us to say that they had apprehended several people in possession of rail chairs and were they ours? A quick check showed that most of our special switch and crossing chairs had gone missing and inspection of the impounded materials confirmed that they were indeed ours. Unfortunately, most had been broken by the culprits. Since then, we have continued to be a target.

**Coach No.1074** Work has continued on this conversion with various jobs being undertaken. Once the vehicle came into the



Our tool van has been broken into and keying hammers, crowbars, shovels, drills and impact wrenches stolen, amongst other things. We have also realised that other items have disappeared, notably the footplating, sandboxes and superheater from the Sentinel, all of which were stored in wagons. The list goes on; the cylinder covers from MW 1795, and most of our stock of steel plate and strip that was stored outside. An anvil has also gone (try carrying one of those any distance!), as has the Locopulsor, which had been loaded into a wagon preparatory to being shipped to the National Railway Museum. OLIVE has also been broken into but, as there was nothing of value, nothing was stolen, only damage caused. We will probably discover that more has gone missing as time goes by.

As we cannot put everything into secure holding areas there is little that we can do to prevent this. Our palisade fencing only keeps honest people out, and we have spent many

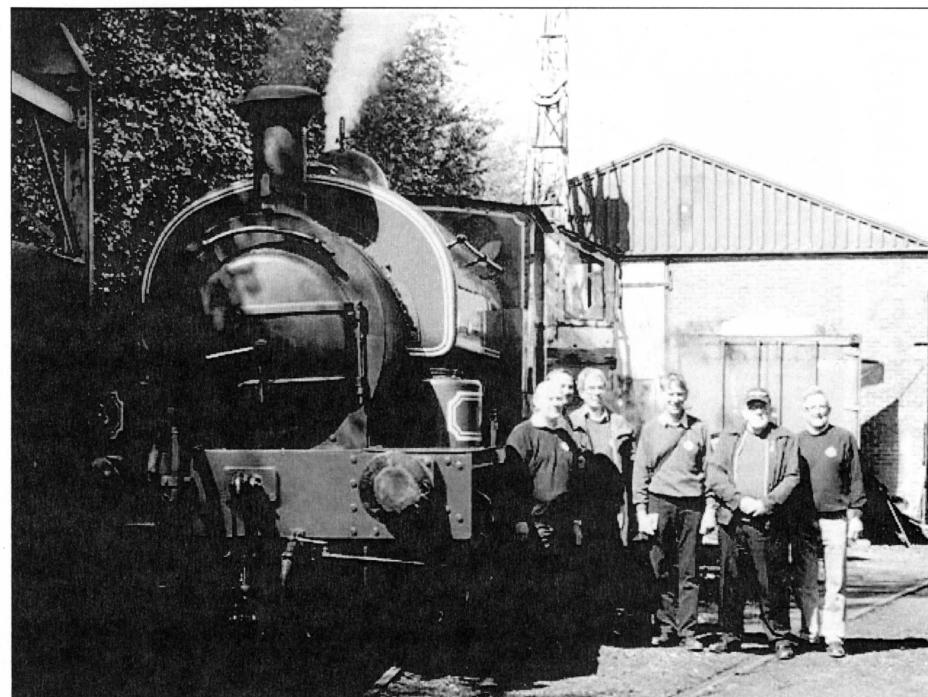
months. We have now invested in Smartwater technology, and the vast majority of our equipment is being marked using this material.

**CAR PARK** Work on the car park has continued. We have now got it to the point where it drains fairly well and even the recent heavy rains have not caused flooding. The top surface remains to be addressed, though. It is planned to do this once the ground has fully settled and compacted with traffic use.

**WORKSHOPS** Our tool and cutter grinder has recently had a bit of attention. It gets little use but a desire to grind some lathe tools for a specific job highlighted the fact that its lack of use had caused various parts to seize up. This has now all being corrected and it is fully operational, once more. Talking of grinders, we recently installed a new bench grinder for general-purpose work. However, it has not so far proved to be a happy purchase as it has twice gone back to be repaired.



New regulator lubricator for Hudswell Clarke 0-6-OST Slough Estates No 3 (Malcom Johnson, 30 March 2012)



Members of the Slough and Windsor Railway Society at the signing of the loan agreement for Hudswell Clarke 0-6-OST Slough Estates Ltd No 3 on 13 May 2012 at Middleton Railway (Andrew Johnson)

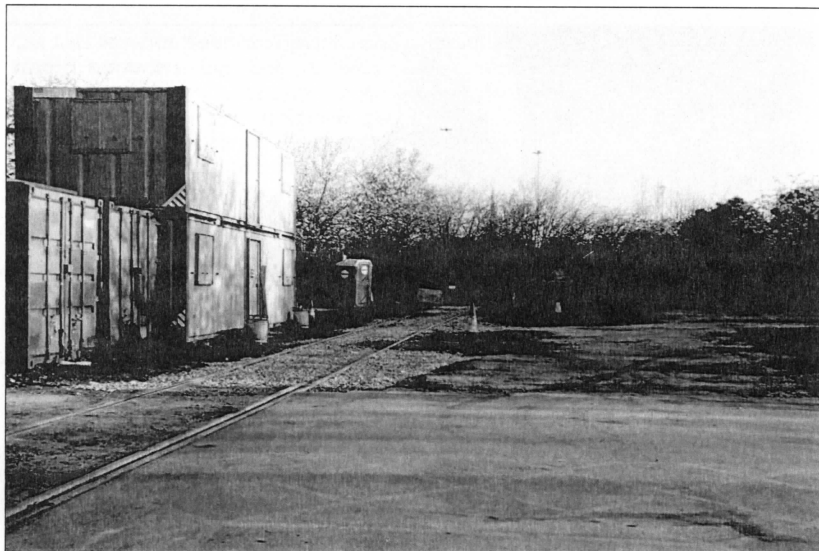
We have several riveting guns, which don't see much use and, over the years, they have one-by-one stopped working. When we were down to just one operational one, it was time to do something about it so a programme of repairs is being undertaken and the first of the failed ones has now been returned to service. The usual problem is that the shuttle valve seizes but dismantling them without the necessary specialist tools can be time-consuming and difficult.

**WANTS** We are always on the look out for good tools to supplement our equipment. If anybody has, or knows of, anything that

is being disposed of and is not life expired, please get in touch with us. We are interested in any air tools and 110V electrical tools (not 230V) and measuring equipment, etc., but please don't bring things down to the Railway without first contacting us.

As noted above, the majority of our wagon couplings have been stolen. Whilst we have a few spares, we are still short of a fair number of three-link couplings. These are getting quite hard to source and if anyone knows where some are available, do please get in touch.

Moor Road happenings Moor Road happenings Moor

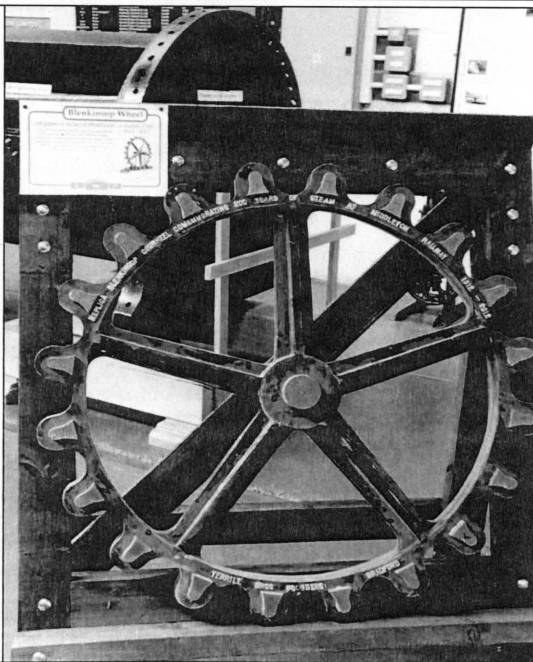


The Moor Road car park showing track re-laid during the winter to improve drainage as described in the last *Old Run* (Andrew Johnson)

## BLINKINSOP COG WHEEL REPLICA IS ON-TRACK!

David Cook's pattern for the replica Blinkinsop cog wheel on display in the Engine House on 31 March 2012. Donations towards the production of this replica are still welcome. It's production will be a fitting tribute to 200 years of steam traction at the Middleton Railway

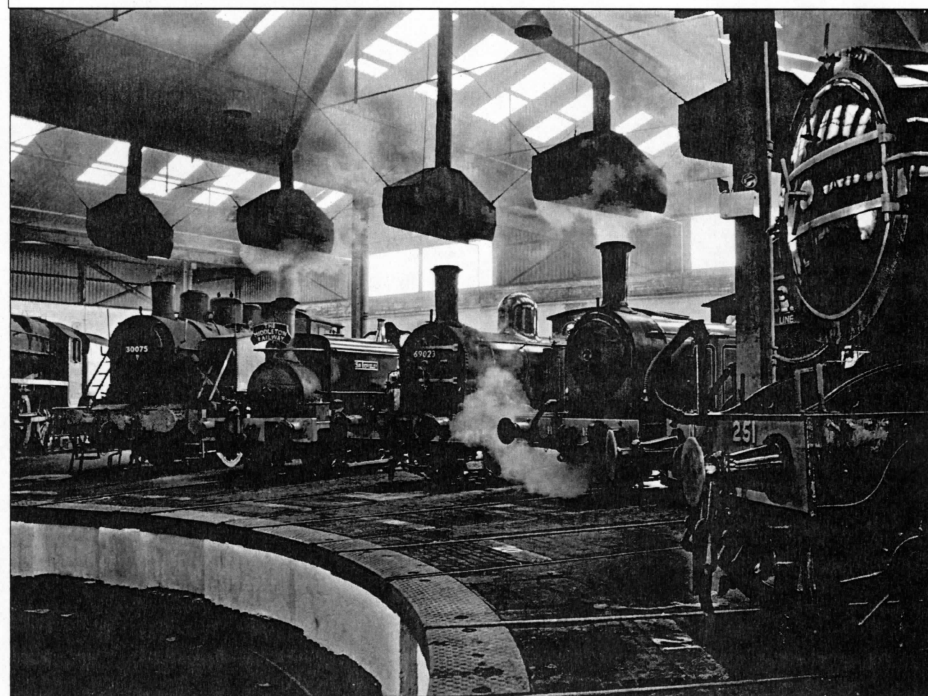
(Andrew Johnson)



# Saturday 30<sup>th</sup> June & Sunday 1st July 2012 MODEL RAILWAY WEEKEND

Admire the models set amongst the real thing in our Engine House. As well as travelling on a full size steam train you will have the opportunity to drive a full size steam locomotive in our 200<sup>th</sup> year of steam operation at Middleton. We will be operating 'Driver for a fiver' on one of our locomotives - when did you last do that at a Model Railway Exhibition?

Up to 14 layouts in a variety of scales, vintage Tri-ang OO, Hornby O gauge and Tomy Thomas. Traders will include DC Kits, Keith's Model Railways, Leeds Transport Historical Society and second hand tables.



Middleton Railway's *Sir Berkeley* and NER 1310 visited the Roundhouse at Barrow Hill recently and are seen here in steam on 14 April 2012 arranged with other locomotives around the turntable (c. Adrian White)





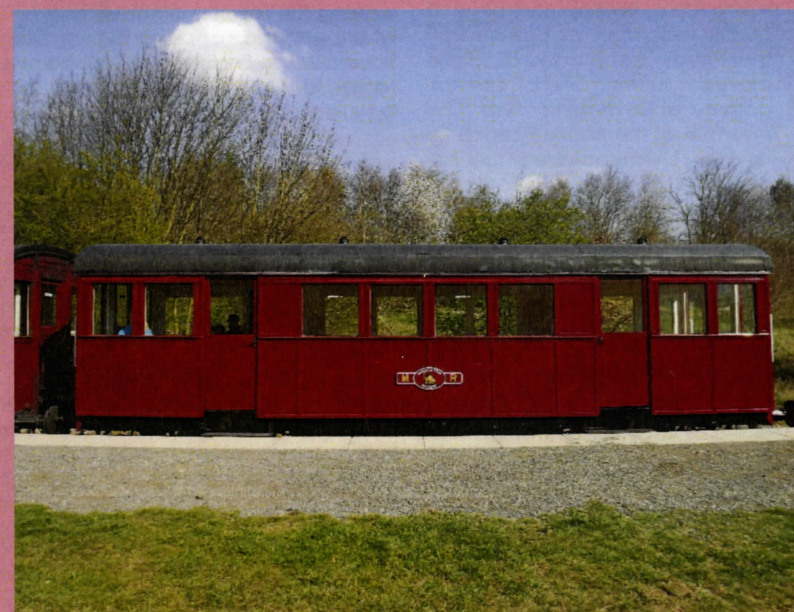
ABOVE: Work in progress in the workshops on 4wTGVB Sentinel S8839 of 1933

BELOW: CCT Van No 1074 has now moved into the joinery and paint section of the workshops and conversion into a passenger-carrying brake coach is in progress (Both photos 27 March 2012 by Ian Dobson)



TOP: Manning Wardle 0-6-0ST Sir Berkeley stands at the Moor Road platform on the first day of steam in 2012 ready for the 1100 departure to Park Halt

BOTTOM: The newly refurbished passenger coach looks resplendent on arrival at Park Halt. Note the panelling that has been added this season. (Both photos 2 April 2012 Kris Ward)





## Leeds Civic Trust Blue Plaques Leeds Civic Trust Blue Plaques Leeds Civic Trust Blue Plaques Leeds Civic Trust Blue Plaques Lee

### MIDLAND ENGINE WORKS

**J.** & H. McLaren produced steam rollers, traction and ploughing engines on this site until 1938. From 1926 they were Britain's first volume maker of high-speed diesel engines, transferring to the Airedale Works, Hunslet Road in 1946. Their products were exported worldwide. 1876-1959

The founders, John and Henry McLaren, had the ideal combination of skills: John was a good businessman and Henry an innovative engineer. Rather late in the development of steam machinery for agriculture they, at some risk, set up shop in the Midland Engine Works, Jack Lane, Hunslet in 1876, almost within sight of the well established John Fowler & Co. who were major producers of similar equipment. McLarens early years saw a rapid development of good quality machines; all powered by that most adaptable of prime movers – steam. One of their forgotten achievements was the invention of the traction centre for driving steam-powered roundabouts.

The development of the oil engine by, amongst others, Akroyd Stuart and Rudolph Diesel, at the turn of the 20<sup>th</sup> century, started a technical revolution that would eventually oust "King Steam".

McLarens took on development of the oil engine, becoming a major provider of diesel engines for railway traction, power generation and marine applications. Pioneers of automotive-type diesel engine production in Britain, McLarens were in the forefront of the use of diesel engines for road, rail and

agricultural purposes.

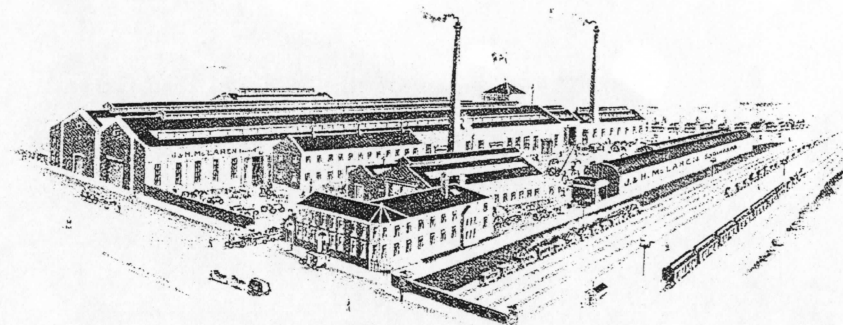
The McLaren family relinquished the business in 1943 on amalgamation with the Associated British Oil Empire with expansion up to 1957 when Hawker Siddeley took over the Brush A.B.O.E. group and the Leeds production facility ebbed away – a dispensable pawn in the game plan of big business.

John McLaren was born in 1850 at Hylton Castle, north of Sunderland. Younger brother Henry was also born at Hylton in 1854. Their parents Henry and Jane McLaren farmed and managed the Hylton Estate. The McLarens originally came from Overardock, Perthshire. Despite the family being farmers, the two brothers were sent to the Tyne to serve apprenticeships at Black Hawthorn and Co., Gateshead, builders of railway locomotives, marine engines and stationary engines.

Prior to starting their own business, John and Henry gained further experience working for Yorkshire firms – Fiskens & Co. who made ploughing tackle; Ravensthorpe Engineering Co. who made tackle for Fiskens, and Cardwells Dewsbury Foundry.

In June 1876 John and Henry McLaren founded their traction engine works in Jack Lane, Hunslet – on a two acre site originally part of the celebrated E. B. Wilson Railway Foundry (famous for design of Jenny Lind type locomotives – they made over 400 between 1847-57). McLarens bravely set up as rivals to nearby well-established firms of John Fowler and Kitsons. (Ransomes of Ipswich, Burrell of Thetford and Aveling of Rochester were also keen to protect their markets.) However, the large pool of skilled local labour was a great advantage – trained blacksmiths, pattern makers, machinists and fitters were quickly recruited.

There were no offices in the original works – the McLaren brothers used their



MIDLAND ENGINE WORKS, LEEDS

nearby home in Dewsbury as the drawing office.

In March 1877 they published their first catalogue; and sold their first 12-nhp traction engine to their cousin, Willie Bell in Arbroath (who later married their sister, Helen). April 1877 saw an enthusiastic review of the new engine in 'The Engineer' magazine, and further sales followed, including the first export 6-nhp model to the Sultan of Zanzibar. In 1879 the first showman's engine was sold to John Geoghehan of Salford, and gold medals were awarded to McLaren Engines at Dumfries, Shrewsbury and Berwick shows. Further showmen's engines were sold included one fitted with roundabout gear.

McLaren's second catalogue offered a wide range of products – horizontal engines, multi-tubular boilers, winding and hauling engines, portable mining engines, air compressing and pumping machinery, ventilating fans and engines for coal mines. Also "Fowler's patent winding drums" were offered on steam ploughing engines, an association that lasted many years.

McLarens were widely credited with producing some of the finest traction engines in the world. A quality product, well designed with great attention to detail, built of superior materials, and able to command higher prices – attributable to personal motivation of the McLaren brothers and their training in railway locomotive works. John McLaren gave a pep talk to his workforce – "work slowly but surely, steadily and safely. Work should be well done – make the stuff right and have nothing cheap and nasty about it. Everything should go out good and sound – a good traveller, and carry the reputation of the firm."

A hundred and twenty five Stationary engines and boilers were produced – used in foundries, breweries, corn mills, saw mills, clothing factories, irrigation works, collieries and peat moss works. Many exported e.g. Mexico, Argentina. Main overseas markets were Australia, New Zealand and South America.

There were several types of Traction Engine – Road Roller, Portable Engine (not self-

(continued on page 18)



Thank you!



**A** tribute to the many volunteers who faithfully attend week in and week out in all weathers to carry out the manifold tasks that ensure the Middleton Railway continues to operate.

These photographs taken on 31 March 2012 by Andrew and Malcolm Johnson





## Leeds Civic Trust Blue Plaques Leeds Civic Trust Blue Plaques s Leeds Civic Trust Blue Plaques Leeds Civic Trust Blue Plaques Lee

propelled), Road Engine – to pull heavy loads, Agricultural Engine – to pull and power farm machinery and Ploughing Engine – cable drum fitted under boiler.

Diesel power gradually replaced steam and petrol engines – difficult transition for McLaren's – much greater precision required of machined components to produce a high speed, high compression engine. For a few years McLaren held the monopoly of standardised "off-the-shelf" diesel engines in Britain, until AEC, Leyland and Dorman caught up. McLaren's provided the first diesel engine for use in a British railway locomotive – neighbours Hudswell Clarke & Co. built the pioneer 30 bhp loco.

During the Second World War McLaren's made auxiliary diesel sets for the Admiralty, and generating sets for the RAF. In 1943 McLaren's were acquired by Associated British Engineering. In 1945 Associated British Oil Engines was formed to co-ordinate large number of engine manufacturers and aimed to strengthen McLaren's by acquiring Kitson's Airedale works, with its brass and iron foundries, boiler shops, light and heavy machine shops, fabrication and fitting shops and a very skilled workforce.

The Petter-Fielding (PF) oil engine was made, mainly for export to Asia, the Middle East and South America. Applications – irrigation pumps, generators, compressors, refrigeration plant, stone crushers, conveyors, winches and power for lineshaft driven machinery.

The mainstay of diesel engine production at Airedale Works was the McLaren-Ricardo (MR) Range of Engines – 50 assembled per week at peak



production – used mainly as electricity generators on land and sea.

Also used for pumping sets, fans, compressors, cranes, propulsion units for fishing boats, naval craft, coasters and canal barges, and auxil-

iary power on larger ships. Further engines were developed but competition intensified and takeover by Hawker Siddeley led to rationalisation and then closure in 1959.

*The blue plaque is situated on a brick pillar in the grounds of Equinox Ltd. in Jack Lane, Hunslet (opposite Hunslet Engine Co.). The plaque was sponsored by Leeds and District Traction Engine Club and unveiled by Cllr. Brian Cleasby, Lord Mayor of Leeds on 17th June 2007.*

### MANN'S PATENT STEAM CART & WAGON COMPANY LTD

**T**he plaque text reads: Steam-powered road vehicles were built here. Previously Mann & Charlesworth Ltd of Dewsbury Road, the company produced unique designs of steam carts, rollers, wagons and tractors. 1899-1929

Traction engines, ploughing engines, road locomotives, steam rollers, and railway locomotives were all produced in the famous 'square half mile' area of Hunslet from early in the 19th century. John Fowler & Co was commemorated by Leeds & district Traction Engine Club with a plaque

on the site of Fowlers Steam Plough Works in Leathley Road in 1979.

From 1865, the notorious "Red Flag Act" directed that all mechanically propelled vehicles on the roads had to have a man walking in front with a red flag. Development of steam powered road vehicles was considerably restricted until the eventual repeal of the Act in 1896. Up to this point, traction engines had been good at towing things, but it was a revolutionary challenge to produce vehicles that actually carried goods and materials upon their chassis. To develop design ideas trials of 'Heavy Motor Cars' were held in Liverpool, and the first steam propelled commercial vehicle was an oil-fired van – Thornycroft No. 1 – built in London in 1896, and still in existence. At the third trial in 1901, eight firms entered thirteen vehicles between them. Gold medals went to Leyland, Thornycroft and Coulthard, with the Leeds firm of Mann's receiving a Silver Medal.

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The partnership of Mann and Charlesworth began in the late 1890s at their works in Dewsbury Road at the junction of Canning Street (near to the New Canning Working Men's Club) where they built traction engines and steam rollers – none survive.

Success came with the manufacture of steam wagons, and the firm moved to Pepper Road to purpose built premises which are still standing.

Mann's made flat back steam wagons in many body styles, and also made a steam cart with a tipping back to the design of a Wiltshire agricultural Engineer, P. J. Parminster. They also made small patching rollers which carried road making materials within the rear of the body. During the post World War I depression, the firm thoroughly redesigned their wagons and introduced the 'Express' under type range in 1924, coming, as did Foden's, to almost mirror the style of the very successful Sentinel under type wagon. But in truth it was by then too late, as the internal combustion engine was winning the market war.

### NORTH-EASTERN RAILWAY VIADUCT

**T**his 1500 yard viaduct, including the New Station (now known as City Station) built over the river and canal, is one of the great feats of Victorian civil engineering. Erected between 1866 and 1869, it linked railway termini on opposite sides of Leeds.

The Leeds newspapers reported that on 1st April 1869 the North-Eastern Railway Company completed an undertaking which would rank amongst the many great



# Not previously published



Bagnall 0-4-OST 2702 of 1943, which came to Middleton in 1966, seen above shortly afterwards in smart new livery at the old Moor Road station, and below in 2005, looking somewhat forlorn, during the redevelopment of the Moor Road site. This locomotive has been transferred to an private and undisclosed destination in North Yorkshire  
(Chris Nicholson)



The Editor as Guard on the freight train at the Gala on 17 September 2011  
(Chris Wright)



The late Sir Jimmy Savile's car stands in the Moor Road car park on the occasion of the official opening of the Engine House on 14 April 2007  
(Howard Bishop)

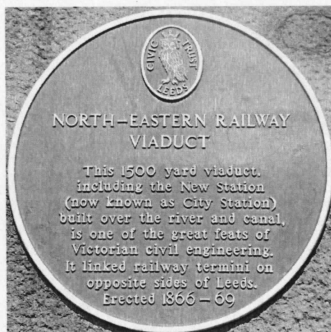


## Leeds Civic Trust Blue Plaques Leeds Civic Trust Blue Plaques Leeds Civic Trust Blue Plaques Leeds Civic Trust Blue Plaques

engineering feats in the annals of railway enterprise. The benefits to passengers and shareholders of this expensive provision of new terminus accommodation and direct rail links were detailed in lengthy reports. The viaduct linked Marsh Lane Station and the railway lines on the east side of the town to the lines on the west side. It thereby enabled the company to use its own lines to link its extensive rail network through the industrial and commercial areas of northern England to both the eastern and western coastal resorts and ports.

The report noted that in the excavation for the eastern abutment of the bridge between Call Lane and Briggate three of the old bell ironstone pits which the Romans were supposed to have worked were brought to light. Here a man was killed 'That such was the only serious accident may be considered exceedingly fortunate, considering the danger attendant on pulling down hundreds of houses along the line.'

The line of the viaduct effectively cut Leeds in two, and inhibited the development south of the arches for the next hundred years. Where it cut through the burial ground of St. Peter's, Leeds Parish Church, which had been rebuilt and re-opened in 1838, it was thought more correct to cover the graves with an embankment rather than to excavate them to provide footings for arches. The gravestones are displayed on the side of this short embankment.



The development of Granary Wharf has provided better access to visit the 'Dark Arches' which are one of the most interesting architectural features of central Leeds.

The North-Eastern Railway Viaduct plaque was sponsored by Leeds Corporation and British Rail's Community Unit and unveiled by Mr. Gerald Egan, Leeds City Station Manager, on 27<sup>th</sup> April 1993. It is at the Swinegate end of the Viaduct, Leeds 1.

### ASLEF

The Associated Society of Locomotive Engineers and Firemen (ASLEF) was founded in 1880. Because of the convenience and importance of Leeds as a railway centre, the Society established its first registered office here at the Commercial Inn, Sweet Street in 1881.

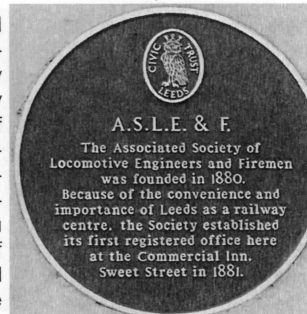
The Associated Society of Locomotive Engineers and Firemen was formed by a small group of members in Sheffield in 1880. A second branch was formed in Leeds, and in 1881 the union held its first Annual Conference at the Commercial Inn on Sweet Street in Holbeck. The Union's first national executive and general secretary were elected there and the Commercial became its headquarters. Ten years later the headquarters were moved to 44 Park Square, Leeds, and in 1926 to their present home at 9 Arkwright Road, Hampstead, London.

The first rule book specified that: 'The objects of this Society shall be to form funds, by entrance fees and weekly contributions, for the relief of its members in sickness, incapacitation by old age or accident, from following their profession or calling, by paying a sum of money at death of members or their wives, and for the relief or maintenance of the members when on travel in search of employment, or when in distressed circumstances, and to advance the interests of its members in their various professions and callings by procuring

a reduction in the excessive hours of labour, regulating the speed of trains, the adoption of modern improvements for the general safe working over all railways in the United Kingdom, and generally in such other manner and to such extent as the Executive Committee may determine.'

The first railway, as we now understand the term, carrying all traffic by steam traction between cities, with a form of fixed signalling, was the Liverpool and Manchester railway. Built and engineered by George Stephenson, it was opened on 15<sup>th</sup> September 1830. The end of the 1830s saw the first of the great British main lines, linking London with Lancashire, Bristol and Southampton. From 1845/6 date the great expansion of railways over most of Britain.

When George Stephenson asserted that he could run passenger coaches at 12 to 15



miles an hour he was regarded as an optimist. Speeds rapidly increased, on 11<sup>th</sup> May 1848 the G.W.R. Bristol express ran from Paddington to Didcot, fifty-three and a half miles, in a running time of 47 minutes from start to stop, an average of 68 miles an hour. On 31<sup>st</sup> August 1888 the Great

North East Coast Express travelled the 400 miles from London to Edinburgh in 7 hours 27 minutes, and speeds of up to 75 m.p.h. were achieved. It is not surprising that the drivers were very concerned about safety!



The ASLEF plaque was sponsored by ASLEF and unveiled by Mr. Derrick Fullick, General Secretary (of ASLEF) on 17<sup>th</sup> January 1991. It is at The Commercial Inn, Sweet Street, Leeds 11.

### JOHN SMEATON

John Smeaton was born and lived at Austhorpe Lodge, Whitkirk, Leeds. He developed scientific methods to harness better the water, wind and steam power essential to the Industrial Revolution. He was consulted nationally on the design of mills, harbours, bridges and waterways, including the Aire and Calder Navigation. He was most famous for designing and building the third Eddystone Lighthouse. The creation of the Smeatonian Society of Civil Engineers



**Leeds Civic Trust Blue Plaques Leeds Civic Trust Blue Plaques Leeds Civic Trust Blue Plaques Leeds Civic Trust Blue Plaques Leeds**

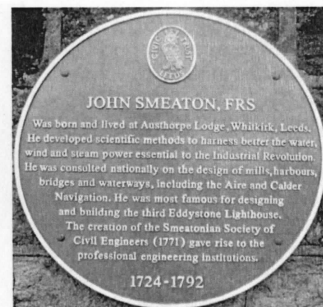
(1771) gave rise to the professional engineering institutions.

He was born 8 June 1724 at Austhorpe Lodge, Whitkirk, four miles east of Leeds, the eldest of three children. His father William Smeaton, an attorney in Leeds, married his mother Mary Stones from Beal, a hamlet on the south bank of the River Aire in 1722. The Smeaton family was of Scottish descent and John's great grandfather, also John, was a well-known watchmaker and freeman of the city of York. His grandfather another John, set up in business in Leeds, prospered and built Austhorpe Lodge, a castellated house in 1698.



John attended Leeds Grammar School and his contemporary and friend, John Holmes, wrote of him "The strength of his understanding and the originality of his genius appeared at an early age; his playthings were not the playthings of children, but the tools men worked with." He fixed a windmill to the top of his father's barn, and, making a pump with a piece of bored pipe, drained dry the fishpond at the Lodge. He delighted in executing little models of houses, pumps or windmills, and at the age of 15 made a turning lathe, with which he fashioned a perpetual screw in brass. He learnt to forge metals, and to use the tools of smith and joiner.

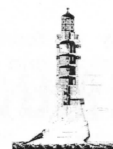
John's father wished him to follow the legal profession and sent him at 16 to attend the Courts in London. But he found the work of attorney so uncongenial that his father allowed him to follow his own choice, working with a mathematical instrument maker. Soon he set up in business by himself, initially working on improvements to instruments for



navigation and astronomical observation. He improved the mariner's compass and invented a machine to measure a ship's way at sea. At the age of 26, he read the first of many papers to the Royal Society and was elected a Fellow in 1753. He was awarded the Copley Medal for his famous paper on the turning of mills by wind and water. His design improvements to mills were of immense benefit at the time; and he designed and built mills all over the country for landowners. In 1755 he travelled to Holland to study the great sea-slucices, docks and harbours. He made improvements to the hygrometer (to measure humidity) and pyrometer (to measure high temperatures) and air pump – he had become a professional engineer.

In December 1755 the second Eddystone Lighthouse was destroyed by fire. The lighthouse had marked the Eddystone Rocks, 14 miles south of Plymouth, which were a great hazard to shipping passing up and down the English Channel and entering or leaving Plymouth Harbour. Ships were soon being wrecked on the rocks, and in this emergency the President of the Royal Society, Earl of Macclesfield, recommended that John Smeaton should be commissioned to design and supervise the erection of a replacement. Smeaton accepted the commission, studied previous lighthouse designs and formulated his own plans.

The years 1756-9 were largely devoted to the Eddystone lighthouse, though he did other work during the winter months. His lighthouse designs were innovative – the shape was based on the trunk of an oak tree, having strength and wind resistance. Wholly constructed of locally quarried stone, each piece was dovetailed in place, an idea gleaned from the joining of London kerbstones, and the joints sealed with a specially formulated 'hydraulic' cement (pozzolanic). A lightning conductor was fitted. He made a detailed model, which can still be seen in the Trinity House Museum, London. Called an artificial wonder of the Kingdom, it brought him little work. He did build two more lighthouses seven years later at Spurn Head, Yorkshire, anchoring them by driving spikes down into the sand.



Though mainly remembered for the third Eddystone Lighthouse, John Smeaton completed a vast range of other civil engineering design works throughout the country. Major works include the River Calder Navigation; three fine masonry bridges at Coldstream, Perth and Banff; the Forth & Clyde Canal, improvements of existing navigations, including the Aire and Calder; various harbours in Scotland; fen drainage schemes and the sluicing basin and Advanced Pier of Ramsgate Harbour. In addition to many smaller engineering works, more than 50 watermills and several windmills were built to his plans. He also made a close study of steam engines.

and at least a dozen were designed by him – the most efficient at Long Benton and the most powerful at Chasewater.

John Smeaton played a highly significant part in the creation of the profession of civil engineering. Prior to 1760 certain skilled men worked as individual professional engineers depending on a salaried position from which base they carried out 'extra mural' consulting. There were also engineering contractors who made a somewhat hazardous living from design and build 'package deal' jobs. By contrast, in the 1770s the profession of Civil engineering had come into being. By 1780 at least six men were well-known consulting engineers, and others had regular employment in charge of works. There were scores of resident engineers and land surveyors engaged on canals, fen drainage, bridges and harbours. Contractors were emerging from the older gang piecework system. The pace of industrial development demanded an ever-increasing number of mills, iron-works, coalmines and other enterprises requiring expert designs for watermills, steam engines and machinery.

The emergence of the profession is symbolised by the formation of the Society of Civil Engineers in 1771. In true 18<sup>th</sup> century style this was a dining club, providing the opportunity for engineers to meet one another in a friendly atmosphere to discuss their work and all manner of topics. John Smeaton attended the inaugural meeting at the King's Head, Holborn, and for the next 20 years attended as frequently as anybody. Some years after his death it began to be called the "Smeatonian Society" or simply the "Smeatonians" and the name has stuck ever since.

Until 1791 he continued working as a consulting engineer, travelling the country, and continuing experimental work at both Austhorpe Lodge and his London



## Leeds Civic Trust Blue Plaques Leeds Civic Trust Blue

continued to work on his folio volume on the Building of the Eddystone Lighthouse, as well as other theoretical works. In September 1792 he suffered a stroke while walking in the garden of Austhorpe Lodge, and died at his home six weeks later on 28 October 1792.

The plaque is on the towpath wall at Leeds Lock on the River Aire, by the Royal Armouries, Leeds 10. The plaque was sponsored by the Smeatonian Society of Civil Engineers, and unveiled by their president John McKenzie on 6<sup>th</sup> October 2005.

### YORKSHIRE PATENT STEAM WAGGON COMPANY



The plaque text reads: *Steam road wagons featuring Yorkshire's characteristic transverse-mounted boiler were made here from 1902 until 1937. Later part of the Hestair Group, the firm then specialised in diesel-powered tankers, municipal gulley emptiers and road-sweepers. 1900-1971*

In January 1900 the Yorkshire Steam Motor Company began making steam wagons at Ingham Street Hunslet, across Hunslet Road from Fowler's, in response to increasing demand for the new self-propelled steam wagons.

So successful was the firm that they had to move to larger works, and in 1902 the company was bought by the Deighton Patent Flue and Tube Company Ltd. of Hunslet, and

became a branch of this firm under the new name of Yorkshire Patent Steam Wagon Co. They moved again to a large works in Pepper Road, and again outgrew it, so moved to larger premises nearby.

A unique boiler having two ends and mounted transversely at the front of the wagon was a feature of all Yorkshire's Wagons. Originally chain drive, they went on to shaft drive, and made tippers, tankers and even articulated vehicles, using diesel engines from the 1930s. During the Second World War the firm made aircraft undercarriage components. Subsequently the company specialised in municipal gulley and cesspool emptiers, mechanical and suction road and precinct sweepers for world markets.

There are only six Yorkshire Steam wagons left in Britain, and one or two down under. Although these two Leeds firms were relatively minor manufacturers compared to the giants - Foden's and Sentinel's - they nevertheless made a significant and innovative contribution to the market, exporting many vehicles. Production records have disappeared, but it is believed that Mann's produced around 1,750 wagons and Yorkshire's around 2,200. In comparison, Foden's and Sentinel's produced around 6,500 each. There were about 80 recorded manufacturers of steam wagons in the United Kingdom.

The Mann's plaque is on the Pontifex Works in Pepper Road, Hunslet, and the Yorkshire's Plaque is on the Pickersgill Kaye works, just off Pepper Road, Hunslet. Both plaques were sponsored by the Leeds & District Traction Engine Club and unveiled by the Lord Mayor of Leeds, Councillor Neil Taggart on 15<sup>th</sup> June, 2003. A Yorkshire's Steam Wagon and two Mann's Steam Tractors attended the ceremony. **FOR**



David Hebden suggested the following captions for the photo shown in the last issue:

"Am I supposed to pull or push down here?"

"So that's where the fire went!"

and

"Do you think this will make page 3 of the Cleaner's Handbook?"

## HELP REQUIRED!



Carole Holdsworth, Chair of the Education Committee writes:

### CAN YOU HELP US WITH OUR SCHOOLS EDUCATION PROGRAMME?

Since our last report in *Old Run* we are pleased to give even more positive news!! We, the members of the Education Committee, are delighted that bookings for our School Days are on the up-and-up. At the time of writing, we have a number of bookings from May and into July. These visits can lead to additional weekend traffic, and the additional funds provided help to keep the valuable work of our Railway running.

BUT we cannot rest on our laurels! The Education Committee consists of a small number of people. We would welcome more people to join us, who we are sure could bring new ideas to the table. As mentioned in a previous *Old Run* our meetings are usually once a month and the School Days work out about the same.

**PLEASE** if you feel able to manage a couple of hours a month to give us much needed help we would welcome you with open arms.

**Please contact 0845 680 1758 or send an email to:**  
[education@middletonrailway.org.uk](mailto:education@middletonrailway.org.uk)

Thank you.



Celebrating  
the Queen's  
Diamond  
Jubilee

# A train fit for a Queen

In celebration of the Queen's Diamond Jubilee

Kris  
Ward

## A train fit for a Queen A train fit for a Queen A train fit for a Queen A train fit for a Queen A train fit for a Queen A train fit for a Queen A train fit for a Queen

The first train to carry Queen Victoria, or indeed any reigning monarch in this country, ran on 13 June 1842. The locomotive to do the honours was *Phlegethon*, built at the Round Foundry in the Holbeck area of Leeds, the same factory that had, just 30 years previously, built the first commercially-successful freight locos in the world for the Middleton Railway.

It is said that Victoria was nervous at first of rail travel herself, though Albert was a great believer in this new technology. This may explain the fact that it was nearly five years since she had ascended the throne before she had taken to the rails. Recent attempts on her life whilst travelling in her carriage however may have been a factor in the decision to use the railways.

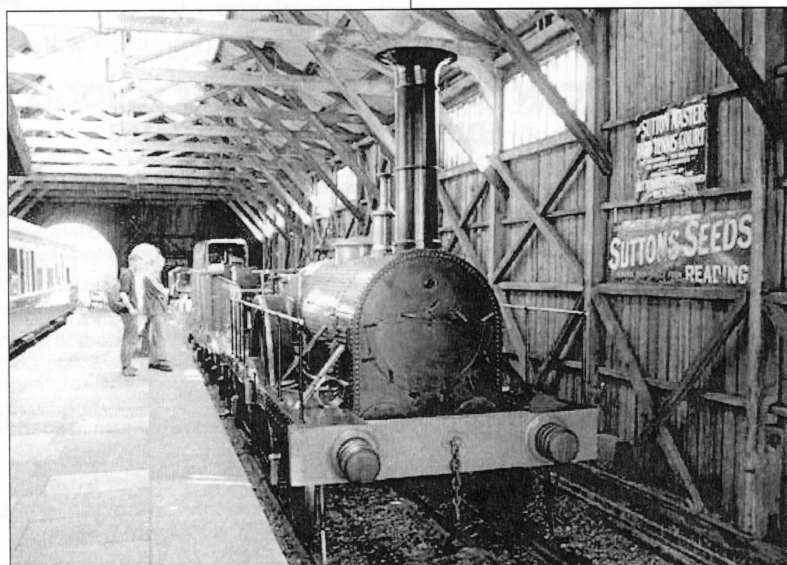
It was at quite short notice that the royal train was prepared and in great secrecy. Not until Saturday 11 June were the authorities of the Great Western Railway at Paddington

informed of the planned trip from Slough to Paddington. However on the Monday morning the Royal Train was ready for the Queen to make the first train journey of a reigning monarch in the country.

The Morning Chronicle of the 15 June describes the event in some detail: "Immediately after the departure of the day mail-train from Paddington, at a quarter past ten o'clock, the royal train, consisting of the *Phlegethon* engine and tender, drawing the Royal saloon in the centre of two Royal saloon carriages, preceded by a second-class carriage, and followed by three carriage-trucks, started from the terminus at Paddington for Slough"...

**BELOW:** Firefly replica at Didcot. Twenty of this type were built by the Round Foundry of Fenton, Murray & Jackson in Leeds, including the one that hauled the first royal train as described in this article.

(Andrew Hardy)



The arrival of the royal train in Slough was followed by a typical meet-and-greet common to most of these Royal occasions, where the Queen met members of the management from the Great Western Railway. The driving of the first royal train was entrusted to a couple of the key personnel of the Great Western Railway, the names of which will be familiar to many: "...precisely at twelve o'clock the train left Slough for Paddington, Mr. Gooch, the principal of the locomotive department, accompanied by Mr. Brunel, the engineer, driving the engine"...

As well as their important duties building and running the GWR, Gooch and Brunel did the odd important footplate turn too. Newspapers of the time also record them at the regulator and the shovel during the gauge trials in 1845 which used *Ixion*, another of the Round Foundry-built *Firefly* locomotives.

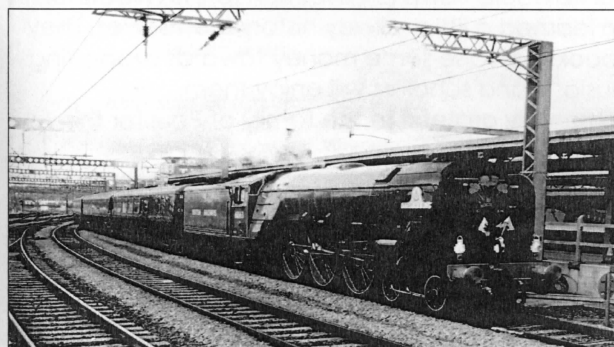
At Paddington meanwhile preparations were being made for the arrival of the Royal party. There would be great crowds to police, especially following the recent concerns for her security. A detachment of the 8th Royal Irish Hussars were also present, adding to the security as well as the spectacle of the occasion. "At Paddington, by eleven o'clock, the centre of the wide space apportioned for the arrival of the incoming trains was parted off for the reception of the royal and illustrious visitors and covered by a crimson carpet"..."Precisely at twenty-five minutes past twelve o'clock the royal special train entered the Paddington terminus, having performed

the distance in twenty-five minutes, and on her Majesty alighting she was received with the most deafening demonstrations of loyalty and affection we have ever experienced."

The Queen was happy with the journey: "We arrived here [Buckingham Palace] yesterday morning, having come by the railroad, from Windsor, in half an hour, free from dust and crowd and heat, and I am quite charmed with it." she wrote in a letter the following day. Albert however was unhappy at the speeds at which they were travelling. The couple made many journeys by rail, including annual trips to Balmoral in the autumn. One of the conditions the Queen required in future though was that the speed of the train would not exceed 40 mph during the day or 30 mph at night. 170 years later and the royal family still make regular use of train travel; in fact this is featuring quite highly in the Queen's jubilee itinerary, with one of the royal train locomotives painted in a special livery for the occasion.

The running of the royal train has changed a lot over the years. A dedicated train designed for extra security is used, and trips are now planned well in advance by a dedicated team of railway and security personnel. Steam locomotives do still get royal train duties even in the 21st Century, the Prince of Wales being quite an admirer of steam power.

FOR



**LEFT:**

21st Century steam on a 21st Century royal train: 60163 Tornado hauling the Prince of Wales' train thorough Leeds 19 February 2009

(Kris Ward)



## TUESDAY SOCIAL EVENINGS AT THE ENGINE HOUSE MOOR ROAD AT 7.30 P.M.

These social evenings will take place on the following dates:

5 June 2012	3 July 2012
7 August 2012	4 September 2012
2 October 2012	6 November 2012
4 December 2012	



### 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.

Web -

[www.leedsdistricttractionengineclub.org.uk](http://www.leedsdistricttractionengineclub.org.uk)

### Middleton Railway benefits from Paul Rayner's collection

**T**he Railway has recently benefited from a donation of over 300 books which have been given by the family of the late

**Paul Rayner, 25.10.1946 – 01.08.2011**

"Paul was born in Leeds and went to the Leeds Grammar School where he developed his love of history and geography alongside his passionate interest in railways and steam locomotives. Paul amassed a huge collection of railway books during his life. He spent thousands of hours researching railway history. Many of his books have been donated to the National Railway Museum in York, including a copy of his own work *Age of Giants – American Steam in the 20th Century*."

His family has donated some books from his collection to the Middleton Railway, where his children learned a little railway history themselves. They hope that the sale of the books will raise some money towards supporting the Railway and that enthusiasts and scholars will enjoy them. The Middleton Railway is extremely grateful to the family of Paul for this generous donation.

As part of the Leeds 200<sup>th</sup> anniversary of steam a website has been established to collate the histories of the locomotive builders in Leeds. This project is being run by Kris Ward and Andrew Johnson. Features in the site are brief histories, an engine database, what there is to see today, gallery, articles, manufacturers' brochures and a diary of events. The website URL is [www.leedsengine.info](http://www.leedsengine.info)

**DEADLINE FOR NEXT ISSUE - 15 AUG 2012**



### The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

Registered Office: The Station, Moor Road, Leeds LS10 2JQ

Registered Company No 1165589 Registered Charity No. 230387

Accredited Museum

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Sue Gill [Membership Secretary] [membership@middletonrailway.org.uk](mailto:membership@middletonrailway.org.uk)  
Derek Plummer [Exhibitions Manager]

#### Membership subscription rates from 1 January 2012

Adult Membership	£17.00
Senior Membership	£12.50
Junior Membership (of M.R.A.)	£12.50
Family Associates of Trust Members (in same household)	£3.00 per person
Life Membership	£300.00

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Hudswell, Clarke 0-6-0ST (1544 of 1924) *Slough Estates Ltd No 3* alongside  
Fellow stable- mate Hudswell, Clarke 0-4-0DM (D577 of 1932) *Mary* on  
Saturday 12 May 2012, on the occasion of the signing of the loan agree-  
ment between Middleton Railway and the Slough and Windsor Railway  
Society (Andrew Johnson)

