

The

OLD RUN

Journal of the Middleton Railway Trust

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**Fifty years of
railway preservation**

 **Heritage
LOTTERY FUNDED**

Old Run

No.208

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Editorial

This issue majors on the 50 years of railway preservation at Middleton Railway.

Not only have we included a photographic record of the weekend's celebrations but also reprinted a couple of articles by past members on the railway's history, and which many people will not have seen before.

The December issue will of course include details and photographs of the September Gala when the remaining Hudswell Clarke Manchester Ship Canal locomotives will all be together at Middleton.

Howard W Bishop, Editor

The deadline for the next issue is 15 Nov 2010

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Front cover

Manning Wardle 0-6-0ST *Sir Berkeley* attacks the gradient after leaving the motorway tunnel on 26 June 2010 following the EM2 Society AGM
(Ian Dobson)

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From the Chairman

From the Chairman From the Chairman From the Chair-

It is now half a century since the very first train ran on the preserved Middleton Railway back in 1960.

To celebrate this huge milestone in railway preservation a special members' day was held on Friday 18th June. I think there are others who have recorded that day in detail elsewhere in the *Old Run* so I will not duplicate things. I will just say what a privilege it was to be chairman of the very first standard-gauge railway to reach the magic half century and to be part of that very special day. This event also attracted much publicity for the Railway in magazines, newspapers and television.

As a result of this we have gained some more members, some of them working members. So far this year we have increased our membership by around ten percent, although there is always the other side of the coin where we lose members for many different reasons.

As the recession bites deeper and more and more cuts are made, we realise that money is going to be tight. However, members are not helping the Railway by delaying paying their membership renewals.

Every time we have to send reminders out, it adds to the cost of servicing a membership, something which in the long-term has to be shared by all members. In the near future we are going to have to look at new ways of handling membership renewals as cheques are soon to be a thing of the past, so we are told.

I am very pleased to be able to report that so far this year we have exceeded our budgeted expectations for income, something that not every attraction in the area can boast. This is not just down to good luck but to the dedication and enthusiasm of the working members and those on council who give the leadership.

The next few years are not going to be an easy ride, there will be many challenges ahead, but we are already looking at diversifying to maintain our revenue streams, as I am sure most responsible Heritage Railways are doing.

I now look forward to the next *Old Run* in December/January when hopefully I can report another record Santa season, and as I write this today in August, we have already taken Santa bookings. Yes, Christmas comes sooner than many think, every year!!

Andrew Gill,
Chairman

From the Chairma From the Chairman From the Chai

Middleton's 50th Anniversary

The
Editor

It was an action-packed few days that saw the 50th Anniversary celebrations of the birth of standard-gauge railway preservation at Middleton Railway.

As near to the original date of 20 June 1960 when the first passenger train was hauled by LMS diesel *John Alcock*, the weekend commenced on the evening of Thursday, 17 June with the Annual General Meeting attended by around 40 members. Prior to this trains were propelled using a passenger-carrying wagon and brakevan, as was the practice in the 1960s and early 1970s, transporting members to Park Halt and back to Moor Road, as well as back in time.

On the Friday, 18 June 2010, invited guests and members of the Middleton Railway Trust met in the afternoon to travel by special train, this time hauled by the original Middleton locomotive, *John Alcock*. Passengers again travelled in the open wagon and brakevan as in the early years of the Railway's passenger trains. The train travelled from Moor Road to the Dartmouth Branch where symbolic pieces of scrap metal were carried from Robinson Birdsell Limited and taken down to the bottom of the Balm Road branch, as near to the old Hunslet sidings as we can get today, thus recreating the very first freight traffic of 50 years ago. Also travelling on the train were two boxes of Middleton Railway 50th Anniversary Commemorative Covers specially franked as railway letters for this special day.

In welcoming guests and visitors, Middleton Chairman Andrew Gill said,

"On the 20th June 1960 the first passenger train ran on the Middleton Railway in the form of John Allcock and the Swansea and Mumbles car. In September of that year the first goods train ran on the Middleton Railway taking an

empty wagon in the morning to Robinson & Birdsell's and then being picked up later that day to be taken down to Hunslet Goods sidings. Today, 50 years later almost to the day, we would like to re-enact a mixture of the two trains and transport three pieces of token scrap metal and passengers from as near as we can get to Robinson and Birdsell's yard on our Dartmouth Branch, down to the gates protecting the sidings at the bottom of our Balm Road branch. Of that original train John Allcock remains and is here as today's locomotive. The Swansea & Mumbles is replaced by the open coal wagon and guard's van. Another survivor of the first freight train is Mike Crew, who was the driver on that day 50 years ago. We will be propelled by the locomotive instead of being pulled, and when we arrive back at Moor Road we will make presentations".

Arriving back at Moor Road, David Barraclough, Managing Director of Robinson and Birdsell Limited, was presented with a token piece of scrap rail for their archive. Similarly Mike Crew was presented with a piece as first ever goods train driver, and a piece was also presented to Derek Plummer, the longest-serving volunteer, who accepted it on behalf of the Middleton Railway Trust for their archive.

"I hope that in 50 years time, these pieces of rail can be brought out of a cupboard and used in an exhibition celebrating the Railway's centenary", David Barraclough replied for Robinson and Birdsell, and added that their company was founded in 1890 and they were very proud to have been associated with the Middleton Railway for the last 50 years (they still sponsor the Railway by providing skips to collect our scrap, and pay us

for it, plus they advertise on our platform). He said he sincerely hoped that, with the growing road congestion, it was in everyone's interest that one day Robinson and Birdsell could once again be able to ship out scrap by rail.

In a private conversation afterwards Mr Barraclough said he was bowled over by what had been achieved by volunteers at the Railway. Indeed the NRM representative was so impressed he intends bringing their volunteers to see what has been achieved at Middleton!

Chairman Andrew Gill added, "I was very proud to be able to represent all that has gone before in the past 50 years: to everybody VERY WELL DONE!"

Good reportage on BBC Look North on the Friday evening news-slot helped to boost

the large visitor numbers throughout the weekend.

Celebrations continued on Saturday and Sunday 19 and 20 June, with passenger trains travelling along Balm Road branch, and passenger carrying wagon and brake van trips to Park Halt. Both days ended with the train traversing the Dartmouth Branch as on the Friday. Every available steam locomotive and several diesel locomotives were in action on both days. John Knapton of the Leeds and District Traction Engine Club also supported the event with his steam road roller.

See other pages in this issue for photographs of the event.

tor



I think I can lay claim to being one of the founder members of that small but devoted band of worthy men, the top-link locomotive crew of the Middleton Railway passenger service. Yes, I was the fireman on that far-off summer's day when JAL (to his friends, J Arthur) had a rush of blood to the head and set the first regular passenger service in motion. The day was blazing hot and Hunslet Feast was in full swing in the open space behind the rugby ground.

I well remember the queues of people waiting for the privilege of riding up to Miggy Park propelled by *Henry de Lacy* // freshly converted from oil to coal firing (vandalism!). Thus it was, as well as having to chat up potential customers at the old tram crossing, the two soot, sweat and grease begrimed entrepreneurs had also to learn how to handle their charge.

I must now take a swig from my bottle of tepid, discoloured water, taken from the engine's tank, and pass on to the first winter. If that first day was the honeymoon, this was married bliss setting in in deadly earnest (who asked him?). Or should I say the wolves came down from the hills and howled at the door. Anyway, more often than not it was a case of a loco crew of one for part of the day, at least, and I well remember being promoted to driver in spite of my age. One of my first firemen, good old (One lump or two?) Phillips sheared off after only a couple of hours on the job. Well, it was snowing into cab at the time!

Now we move the clock forward through the arrival of the passenger wagon (this is progress already?) and another locomotive, and several minor mishaps – tubes leaking, the saga of the amazing vanishing side-rod bearing, etc., up to the end of last season

(1971) with seedy commercialism well established in the brake van, along with what at first sight appears to be a rather portly milkman

However, we digress. I must now come to the point and explain why it is that I go in for this particular form of insidious masochism, which is a big word for the time of day. I suppose the best thing would be to give a diary of a typical day's events. The first thing that happens on the great day is that you wake up at about 8.30, and decide to get up. as the cold lino soaks through your feet and congeals the cockles of your heart, you get dressed. Wondering whether or not to end it all, or tell the Traffic Manager and the CME what they can do with THEIR passenger service, you burn your fingers while making breakfast, a meal which is supposed to shrink your tongue, put the top back on your head and kill those rampant trolls in your eardrums. Then you drive down to the railway.

You arrive at 10.00 a.m. There are two reasons for this. On average it takes roughly three hours to raise steam, and it's as well to allow time to deal with the inevitable "surprises" which occur. And you have to light up – if your fireman is keen enough to be down at this time, he will be too inexperienced to manage it on his own.

So you check the water level and clean out the firegrate which sometimes must be done from inside the firebox, thereby silting up your nose and throat. Next you scout around, find some paper and some wood, and attempt to light a fire, which goes out. Then you open the damper, and remembering how the boy scouts did it with one match, pour on some used sump oil. This time the fire goes, as too do your eyebrows, in spite of your remembering to remove the chimney cover.

Then, with the fire going satisfactorily – and hoping that the smoke doesn't attract that invariably irate gent from Garnet Road, whose wife only hangs out the washing when there's an engine in steam – you put on your soggy overalls (who used them to block that broken window?), pick up the oilcan and crawl under the engine. You can either do this by crawling along the ground, filling your boiler suit with cinders, or between the running plate and the boiler which is awkward because spring hangers, grab-irons and oilcups tend to snag on tender regions of your anatomy. When you're underneath, you realise your oilcan is empty and crawl out again. Back under once more, you pour some oil up your left sleeve, some into your boots, some on your head, and about six drops into each oilcup!

A little later, you think that maybe some dinner would kill those trolls, so you go out and buy two pork pies. The first one you eat immediately, but it is cold, having just come out of the fridge, and it makes your fillings ache. So you put the other near the fire for a few minutes, which chars the crust but leaves the innards as cold as ever. This one tastes even worse, and the last half gets thrown over King's wall.

Sometime just after one, there is sufficient steam for you to move down to the coal pile, but first you must pour some cylinder oil into the oiling points on the cylinder fronts. Then you open the little tap and it fires oil over your glasses. You may have opened the drain cocks, but you still get showered with a hot, sooty solution when you move off, which is why you don't clean the paintwork before you've moved about a bit. At the coal pit you curse the man who didn't fill the bunker the previous evening, and miss death by inches (well a few feet anyway) when the inherent instability of twelve tons of coal on a stage fit for about twelve hundredweight is displaced to full advantage.

By now some of the ancillary staff have turned up. These may include one or two people regarded as "good blokes" – a term

which may include ladies – and also the guard (alias the milkman, ice-cream man and several less printable names) complete with about two cubic yards of assorted paraphernalia. As there is a feud in progress between him and you, you mock him in a thoroughly petty and childish manner, which helps to pass the time. Then you tear up the yard in order to wake up those good people – after all, the Sales Manager may be a "good bloke", but he gets a bit mercenary which it comes to giving free pop to loco drivers. You also want to put some water in the tank.

By now zero hour approaches, and you thunder down to the platform. The next part of the day is perhaps the most boring, and the following are some of the things which make the time pass more quickly: baiting the guard by asking for his Shunter's Certificate, but making sure first that you've got your Driver's Pass; talking to an old gaffer who remembers your engine when it was (a) powering Joe Blogg's three abreast gallopers, (b) working underground at some colliery, (c) operating the Southend Pier Railway, or (d) just a baby engine; posing for photographs with a glassy look on your face, bearing the escutcheon of the two digits rampant; assuring potential passengers that if you met a loco driver with a hangover like yours, you'd buy a submarine; tearing a strip off the fireman; blowing the whistle at a passing dolly bird; running a train.

The procedure for this latter diversion is complex, and merits some explanation for the benefit of the layman. First you signal to the guard by means of the whistle, and the guard then checks the barriers and so on, and waves you on in a peremptory fashion. This annoys you, so you wait a little before setting off, to demonstrate to the guard that he is the lowest form of human life.

The singed eyebrows saga The singed eyebrows

As the train lurches its way up to the park, you keep a supply of fist sized pieces of coal handy, in case of attack by injuns (or, in more orthodox terminology, the offspring of the locals). As the train nears the final curve, about 500 yards from the halt, the boiler pressure will start to fall off alarmingly, showing that you have failed to berate your fireman sufficiently before setting off. So you are careful about stopping at the top as the efficacy of the steam brake is impaired at low pressure, as certain deformities in the level crossing gates at Burton Road mutely testify.

On the return journey, you may slow down almost to a crawl by the Parkside Rugby ground if a game is in progress. It has been known for the visitors to score three tries and convert two of them whilst the train was passing.

A little later it is time for the ancillary staff to pack up and go home, but you still have to "put the engine to bed", which means filling it up with coal and water, and raking most of the fire and clinker into the ashpan. You can then go home, bath, have tea and then reflect to yourself that you wouldn't half write an article for *Old Run* if you had the time.

[This article was written and published in OR139, dated Summer 1992. For those who have arrived in the second half of our 50 years of volunteer operation, a short guide to the article may be useful. JAL, Jim Lodge, was then CME: our train consisted of an engine, wagon and brakeman – sometimes without a wagon, and the only "shop" was the guard's desk and a rack on the brakevan wall: the platform at Moor Road consisted of three or four layers of sleepers, which more often than not had to be rebuilt on Saturday after weekday attention from the local vandals; the "rather portly milkman" was the much maligned First Guard, Robin Brogden; the Mercenary Sales Manager was Tom Apperley; and the Hunslet rugby ground immediately adjoined the railway just north of Parkside bend. We hope you enjoyed reading it, and have been able to sample the flavour of things past, which in many cases is not dissimilar to things present too! Ed.]

tOR

Loading a wagon at Robinson & Birdsell's loading bay. The image was made post-Jan 1961, as HE 1697 has its *John Alcock* nameplate. Possibly between 1960 and 1963. (MRT Archives)



I can't remember the exact date. It was summer, I was still at school, and it must have been about 1969 or 1970. I had read about the Middleton Railway, and decided to go on an expedition to find it. Living in Bradford, Leeds was 'terra incognita', but one weekend I got a bus to Exchange station, a train to Leeds City (Central had already closed before I was conscious of it), and a No.71 (I think) dark green rear-entrance double-decker that took me from the dark bridge at City, along Jack Lane and past various grimy industrial premises. I recall still the thrill of seeing those tall spiky railings with rusty, weed-grown rails – very forbidding.

Memories blur a bit thereafter; did I have a ride? I don't know. Later I became so familiar with the weedy yard and the rusty, rotting relics scattered around it – the old double-deck Mumbles tram, a bit of Leeds tram (I think), the cranes and saddle-tanks on the siding along the wall, with the large wooden huts at right-angles to them, the incredible curves and complications of the rails around the pattern yard, that I can no longer recall what happened on which visit. What **did** happen, though, was that an older chappie talked to me, and said that one day next week he would be laying in the new siding and could do with some help.

What was it about that invitation? I don't have a clue. What I do recall is that a half-cousin from London, Peter Fleming, and I made the trip to Middleton one day that week (a school holiday); following instructions, we walked along the track from the old tramway double-crossing towards Hunslet Goods Yard, and came across said older chappie (who told us he was Dr Youell) shovelling black muck from a mineral wagon onto a set of rails that rose from the 'main line' towards Clayton's yard. The point and track were in, but the job for the day was

depositing the rest of several tons of spoil and "packing" it (a euphemism for shovelling around the sleepers a bit). Dr Youell was on his own, so we joined in. It was hot, dusty and thirsty work, but by the end we had emptied the wagon, and had been given a ride back to Dartmouth yard on the little Hunslet (do I recall *Sweet Pea*?) from Alton brewery. We got back to Bradford thoroughly filthy and stiff, but with an immense feeling of satisfaction. Further, it turned out that Dr Youell has 'joined us up' in return for our work, for without any ten shillingses having changed hands we found membership cards and 'Old Runs' in the post for a year thereafter, and I kept up that membership for several years before moving temporarily down south.

So, I became an infrequent but active visitor. I recall a scouting trip up the line to look for sleepers that needed replacing, and a hot afternoon shovelling earth into what is now the main passenger platform. Once I led a school Transport Society visit to the line, and after a ride we walked up the whole line to the old colliery buildings which, at the time, were the subject of hopes by the Society as the basis of a museum. I recall getting very angry at one so-called 'enthusiast' who began throwing stones through windows at the colliery – I gave him a fat ear in exchange! Another visit I found an old broken-flanged 2-foot tub axle and wheelset at the colliery, and **carried** it down the line to the bus stop, onto the bus, onto the train, onto another bus and back up the hill home – where it still resides in my parents' cellar, a souvenir of my youth. I couldn't do that now – my back wouldn't take it!

One day an LMS bogie van was shunted onto the Middleton line – as a

Memories of Middleton Memories of Middleton Memories of Middleton

rolling-stock enthusiast, I was quite excited, but it turned out to have been a mistake on someone's part, and was regretfully returned. Does anyone have more details of this incident? I was glad to see such a van reappear this year – they are handsome vehicles. The LNER Brake Van was a bit of a mystery too, I recall – someone told me it shouldn't have come, but had, or something like that, and we weren't to 'let on'. Was I perhaps having my leg pulled?

Gradually the scenery changed. The Great Northern line bridge and embankment went, the motorway came, the bus took a different route, and when I returned to Leeds in 1984 after a gap of several years I got quite a shock. As a sign of faith I took out 'Family Membership' even before my daughter had been born, and my children have had several rides, but as a clergyman my weekends and evenings are now far too busy to do anything active on the line. Every time I take the motorway, though, I crane my neck to see "what's up" as I cross the bridge – and I recall still the shock I got one year seeing what I thought was a Class 31! How was I to know it was made from plywood?

The point has been made before: there is almost nothing left from 1971 that is recognisable in 1991. Arriving at a smart little brick station building, with platform, shed, water tower, sidings full of stock, a Danish loco parked in the headshunt and a Norwegian coach in the bay, converted CCTs instead of an open wagon and an LMS brake, a line that starts with a motorway tunnel and then passes through open country – it's all different, but still there is a sense of continuity and still the workers keep the thing going. And some things don't change, thank goodness – for on every visit I have made in the last few years, I have still bumped into that same older chappie, and after a full rebore and works overhaul, he too seems set for a good few years to come. Floreat Middleton!

[This article first appeared in Old Run 136, Autumn 1991 and is reproduced as a tribute to Dr Fred Youell, founder of the preserved Middleton Railway, and all the volunteers who have kept the thing alive and made further progress over the past 50 years making it what it is today. Ed.]

tor

HE 1697 going [probably] down to Balm Road with a train, sometime after naming on 27 Jan 1961. The houses at right-hand side are probably in the Arthinons'. (MRT Archives)



All working Manchester Ship Canal steam locomotives in Middleton September Gala line-up!

Leeds and Manchester, traditional Northern rivals in sporting circles, are coming together on 18 and 19 of September 2010. Leeds' locomotive builders provided most of the locomotives used on the once extensive railways of the Manchester Ship Canal. In its fiftieth year of preservation the Middleton Railway is bringing one of the Manchester locomotives home.

The Middleton Railway is pleased to announce its first visiting engine for this gala, MSC No.70. This locomotive is the sister engine to Middleton's own resident MSC No.67. Both are of the same "long tank" type of locomotive. MSC No 70 was saved for preservation and initially based at the East Lancashire Railway. It was then sold and moved to various other railways and can now be found on loan to the Lincolnshire Wold's Railway and normally based at the Swindon and Cricklade Railway.

Nos. 67 and 70 are the only two surviving long tanks and this event will see their reunion for the first time in preservation. Built by Hudswell, Clarke & Co, we will be reuniting them just a stone's throw away from the spot on which they were built. An illustrated talk by a well-known railway photographer is to take place Friday 17 September and photo charters are planned for the two days preceding the Gala weekend for which places must be reserved by booking ahead.

The Middleton Railway is also pleased to announce details of our second visitor for our Manchester Ship Canal themed gala. MSC No.32 *Gothenburg* was built in 1903 to the "Canal" class design. These locomotives gained the nickname "short tanks" due the shorter water tanks when compared to the "Sweden" types. Normally based at the East Lancashire Railway, this locomotive is another example of a Hudswell, Clarke & Co locomotive built in Leeds specially for the railway system. **The addition of this locomotive also means that all currently working MSC railway steam locomotives will be together for the first time in preservation.**

Celebrating 100 years of Guiding

On Saturday 26 June the Middleton Railway was taken over by the Brownies to celebrate 100 years of Guiding. This was a nationwide event and the Railway was honoured to have been chosen as a location. Four special trains ran between 0930 and 1100 carrying a total of 185 Brownies plus their leaders, representing 24 of the local packs, to Park Halt and return. The Railway's special effects department, in the form of David Cook, provided a special headboard for the train. After the event the headboard was presented to the Brownies by the Chairman. Photographs on page 12 show the Brownies' Special train entering Moor Road and (inset) the Chairman, Andrew Gill, presenting the headboard to the Brownies' leader, Anne Schofield.

Celebrating 100 years of Guiding



(Andrew Gill)

May locomotion movements



Manning Wardle 0-6-0ST *Sir Berkeley* prepares for its visit to the Great Central Railway on 26 May 2010. This loco was one of the contractors' locos used in the construction of the London extension of the GCR in the late 1800s.

(Andrew Johnson)

Middleton's model railway event



ABOVE AND BELOW: Maurice Pilsworth with his unique 0-gauge layout at the Model Railway weekend held in the Engine House on 4 and 5 July 2009

(Maurice Pilsworth)

SEE ARTICLE ON NEXT PAGE



Model mania!

Modelmania!Modelmania!Modelmania!Modelmania!Model

From an early age I was interested in toy trains available from Frank Hornby, and eagerly looked into the *Meccano Magazine* each month, and avidly looked at both real and toy trains. This would be around 1936 and cost 6d (2½ p). I didn't get a train set until 1940 and of course it was clockwork: a red engine and two open wagons, 2 straights and a circle to complete an oval of track. It was my pride and joy! After a few months of very active use the spring broke: being wartime these could not be repaired, so it was played with outside and passed to a cousin.

My interest never wavered but I didn't get another, though I had Dinky toys that Meccano made and Triang Minic motors to play with in the pile of sand which was allocated to make a concrete base for my dad's wagon in the barn where we then lived. This was better than playing on the plain soil. As the war progressed my father sold his wagons and worked in the aero industry first in various parts of the country and finally at Yeadon at Avro. Lodging in Leeds he eventually found a house near the Hyde Park Cinema and the school I attended was Brudenell Road school.

I was then 13 and took an evening and morning paper round. The 5s.0d (25p) I got for my effort was my own money and I had to make it last all week. I left school

at 14 and became an apprentice plumber at a small local business, eventually moving to a bigger firm, and started night school. Being now in the city I eventually came upon a shop in Wade Lane (long gone) called the Model Engineering Centre. He was the main agent for Leeds Model Company. Now we were into real scale models, not toy trains! A catalogue cost 6d (2½p) – what an eye-opener!

As an apprentice my wage was 15s.0d (75p) for a 46½ hour week including Saturday mornings. So a kit of 25s.0d (£1.25) took some hard saving. Eventually over some months I bought lengths of rail, ready cut lengths of wood dyed black, sleepers also cut and dyed, packets of think tacks, a box of chairs and in between my night school homework I began making 0-gauge straight track to use when I could buy some rolling stock!

By around June 1947 there was a notice in the Wade Lane shop saying that there was to be a meeting of anyone interested in forming a model group: eventually the Leeds Model Railway Society was formed, and I've been a member ever since. From then on we were able to use premises in Potterdale Mills, Dewsbury Road (now gone) and built an 0-gauge layout in their canteen. By 1950 we had a layout to show, the first occasion being at St Stephen's School, Kirkstall. By 1951 the war in Korea had

**Maurice
Pilsworth**

Modelmania!Modelmania!Modelmania!Modelmania!Mod

started: I was called up into the Royal Air Force and became an AC Elect Air and posted., in October 1951 to No 2 Squadron working on Meteor Mk II jet aircraft for 3 years in Germany before finishing on Canberras until demobilisation in 1955.

I had kept in touch with the Leeds Model Railway Society and by now married money was tight and I had to make do with Triang TT which was smaller but cheaper. At the show in 1990 at Garforth I met a member who showed me his Hornby kit. I bought an LNER tank loco and the Hornby items just grew from there. I now have 26 models of locos and other rolling stock which Hornby might have made, but never did! These are made from parts of Hornby tinplate stock.

The Hornby factory in Liverpool made thousands of items for both 0 and 00

gauge, and even today they are still available. I make all my “neverwazzas” available to the HRCS membership and make them to order. I also make the LMS Sentinel and LNER Nettle as was made, in their original high-sided versions with coal in them. Frank Hornby only ever made a 4-plank wagon and the only coal wagon was either Meccano or Hornby. So when I made my 20 coal wagon train I needed all tin coal pieces to fill them. A member offered to make them for me at £5 a piece, a total of £100, so I managed to make them myself and now sell them to other members for £3 each!

It was a delightful two days showing my Hornby and new Ace Trains at the Middleton Railway model railway show in July 2010 and will be happy to do so again when needed

tOR

***** SANTA NEEDS YOUR HELP *****

At the beginning of 2010 I wrote an article in *Old Run* in which I pointed out that the Santa Season is the biggest money spinner in the whole of the Railway's calendar season. I further pointed out that 25 active working members had worked throughout December from morning to teatime each Santa day to make certain we had a financial success. Also it was stressed that out of approximately 250 members, it left approximately 225 who were more than happy to let the 25 do the hard work.

I asked that we desperately needed your help to keep the Railway Santa Season up and running and in turn bringing in the finance which helps the Railway undertake its restoration and renovation programme throughout the railway year. The request I made was that we would like those of you who felt they could help, to ring the **Hot Line—0845 680 1758** or drop a line to **Andrew Gill (our Chairman) or myself at Moor Road and offer your services.**

That request did not bring one answer! So here we are again fast approaching the 2010 Santa Season with the same 25 as last year but of course they are all one year older. It takes up to 25 members to service each Santa train ranging from the Engine Driver to the members who help distribute the presents with Santa on the train and also those who sell the tickets and look after the shop.

The Railway—Your Railway ---desperately needs your help in the running of the trains up to Christmas Eve. There are eight trains each Saturday and Sunday from December 4th to 19th with a further seven trains on Christmas Eve. Can you help your Railway? We look forward to you contacting us.

Stan. Holdsworth.
Trust Treasurer and Santa Coordinator.

Mike Crew (centre) driver of our first locomotive in 1960 listens to the speeches



The Guard loads the o-day covers and "scra VIP's train, 17 June 2010



VIP's special arrives at the end of the Dartmouth Branch on 17 June 2010



50th Anniversary

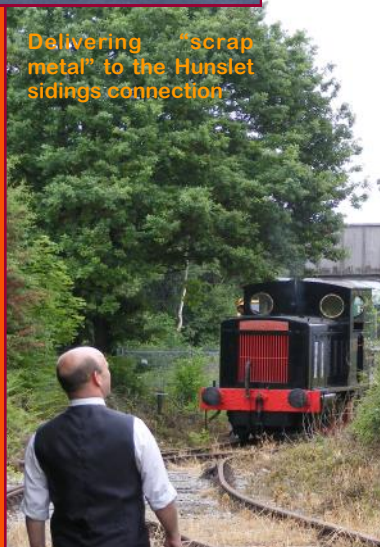
Commemorative "First
scrap metal" on to the
10



David Barraclough Managing Director of
Robinson & Birdsell Ltd with Chairman
Andrew Gill



Delivering "scrap
metal" to the Hunslet
sidings connection



celebrations

“Dear Editor, I must say.....”

The restored boiler in the MRT Engine House is NOT that of *MATTHEW MURRAY*. It is, in fact that of sister locomotive *SIR BERKELEY*, owned by the Vintage Carriages Trust. The Lottery Grant for the restoration of the locomotive also provided for the static restoration and interpretation of the original boiler, which was, to say the least, somewhat different in construction to that of *MATTHEW MURRAY*. Eagle-eyed viewers of the photograph in the last *OLD RUN* will notice that the front tubeplate contains a total of 6 "Extra large, blocked holes" immediately above the tube line. When the boiler was examined after removal from the locomotive, these "Blocked holes" were found to be a series of steel bars which had been inserted into 6 holes on the tubeplate and then welded in situ! This was clearly not a repair that would be done by a railway works and VCT believes that this was done during the engine's career in the ironstone industry, possibly whilst under major overhaul at Cranford. VCT's Curatorial Advisor, Mr Richard Gibbon [Former head of engineering at the National Railway Museum] proposed that the front tubeplate be sectioned longitudinally, in order that this strange repair could be interpreted. Although this does not appear to have been done, we hope that MRT will feel able to seek VCT assistance in interpreting the boiler when it comes to labelling etc.

Ian Smith, Leeds

Steve Roberts, Middleton's Chief Mechanical Engineer replies:

Ian Smith is correct in stating that the sectioned boiler in the Engine House is from Sir Berkeley and I do not know why it has been described otherwise. His comments on the six plugged tube holes perhaps justify further comment. I have previously discussed these with Richard Gibbon but I do not consider there is anything unusual in the method of plugging. This would be a fairly standard method of so doing, whether it was done in a workshops or on site at the quarry. What we do not know is the reason why this has been done, or more precisely, why there is one less row of tube holes in the firebox. Richard has suggested that the smokebox tubeplate may be second-hand but I am doubtful of this. Unless there is information within the VCT archives ! that I am unaware of we do not know the history of the boiler. It is generally thought that the basic boiler is not the original from 1891 and most probably dates from the loco's rebuild in 1909 (although I am not 100% convinced). During its long life it has had many repairs and one such repair has been the replacement of the firebox. The original would almost certainly have been of copper but the firebox on display is of steel construction. My thoughts are that the firebox was replaced at some time, probably by contractors, most likely in a workshop but possibly on site, and that the crown of the new firebox was made slightly lower than the original one. Why is not definitely known. We do not have any drawings of Sir Berkeley (a Manning Wardle class L of 1891) but we do have a general arrangement of the later style of Class L locos (as with our own Matthew Murray) and this shows the bottom of the gauge glasses as being below the firebox crown! . Such a practice became frowned upon by Insurance Companies and, in later years, they required the bottom of the gauge glasses to be at least 2" above the crown when approving new boiler design. It is possible, therefore, that when the replacement firebox was made, the Insurance Co. insisted on the 2" rule and the firebox was made with the crown lower to comply with this. If the front tubeplate was not replaced at the same time (and this would be quite a common occurrence) then we would end up with the situation we have with this boiler. This is, of course, pure conjecture on my part and it can equally be argued that the gauge glasses could have been altered relatively easily so why take the retrograde step of reducing the heating surface?. Incidentally, close inspection of the sectioned boiler reveals lots of other interesting repairs that have been carried out over its lifetime. It also reveals some interesting defects that were undiscovered during its last years of use, notably broken stays and a long crack in the front right hand corner of the firebox. It is well worth a close inspection by anyone interested in boilers. We have yet to produce our interpretation boards for the boiler and, if VCT wish to be involved with this, any assistance, especially from Richard, would be most welcome.

Discovery

By Brian Hall

On the edge of Leeds by the wide motorway
We found, when out and about one day
After following the signs 'til we could see,
the small but thriving MRT

To add to the joys you'll see unfurled,
It's the oldest railway in the world.
The track's just over a mile in length
But the Railway goes from strength-to-strength

'Twas an industrial railway, and along its lines
Came coal to Hunslet from opencast mines.
A village once stood at the end of the track,
But in time that goes a long way back.

Now there's fields and trees - and here's a lark,
You can walk from there into Middleton Park
There's steam and diesel and rolling stock,
Coaches to ride in - a loo and a shop.

They use different engines, and on certain weekends
They even have *Thomas the Tank Engine's* friends.
They run Santa Specials in December so cold
And a weekend of Cops and Robbers so bold.

And if for that party you want something new,
A train can be hired especially for you.
There's Sentinel, *Mirvale* and *Carroll* and *Percy*,
Danish, Ruston and *Mary* and *Henry de Lacy*.

There's *Windle*, *Blenkinsop* and others to see,
And a ride on the train at a reasonable fee.
If you find yourself near to this Gem of our past,
Pay us a visit - it won't be your last!

[First published in *Old Run* 139, Summer 1992]



Manning Wardle 0-6-0ST *Matthew Murray* returns from Balm Road on 19 June 2010 and crosses Moor Road level crossing



Manning Wardle 0-6-0ST *Matthew Murray* propels the 60s passenger train on the 1000 hours from Moor Road to Park Halt (*Chris Nicholson*)

Hudswell Clarke 0-6-0T MSC No. 67 returns from Park Halt on 19 June 2010. Viewed from the foot bridge near the Bowling Alley.



Manning Wardle 0-6-0ST 'Sir Berkeley' passes the Dattmouth Branch turnoff and returns to Moor Road with the 1960s style passenger train on 19 June 2010 (All photos this page Howard Bishop)



Loco Notes

The entry back into traffic of MW 1601 has eased the steam loco situation and we have, at last, stopped fire-fighting and been able to get on with other things.

1601 Matthew Murray The long awaited return to service of MW1601 was just in time for our 50th Anniversary Gala. There have, inevitably, been a few teething troubles but the loco has generally been performing satisfactorily. A blown main steam pipe joint in the smokebox created problems on one day but the crew managed to soldier on until the day's end. Another problem has been the bolts that secure the big-end straps working loose, requiring some rectification. With 1601 and 1210 (*Sir Berkeley*) being basically identical locos mechanically, you would expect them to perform similarly, but this is not the case, and crews are having to re-learn the various eccentricities of 1601. Initial complaints about the loco not steaming have been disproved by those who have had no such problem. It is hoped that the loco will now settle down to regular and reliable service, once more.

No. 67. The Ship Canal Tank bore the brunt of the early season steam services and has performed satisfactorily apart from the continued problem with the clack valve on the fireman's side injector. A crack was found in a front buffer housing during routine cleaning and this has been ground out and welded up. It appears to be a casting defect and has probably been there since it was made, hidden by layers of paint. The loco is presently having a bit of a rest but remains serviceable.

No. 6 Once more there is little to

report in the way of progress with this loco due to pressure of work in other directions. Some further examination of the boiler has revealed that the crown stays are not as good as was previously thought and replacement of at least some of these needs to be added to the job list.

1210 Sir Berkeley *Sir Berkeley* was requested by the Great Central Railway for their gala at the beginning of June and the loco was duly transported there. The loco performed satisfactorily during its visit and was apparently well-received by the various loco crews. It is now back at Moor Road and presently on display in the Engine House but remains available for use when required.

No.11 Some work has been carried out on the front axleboxes but there is little else to report..

No.1310 (LNER Y7) The majority of the engineering focus is now on the Y7 and work continues apace on this loco. The work on the rear buffer-beam is now largely completed and this has been refitted, although it does not yet have a full complement of bolts to hold it in place! With the fitting of the buffer beam, it has been possible to re-fit the cab steps although one of them does not sit quite vertically and will need further work. The reversing arm (which was loose) has been built up with weld, remachined and re-fitted. Work is presently ongoing on the reversing shaft bearings, which have some wear in them..

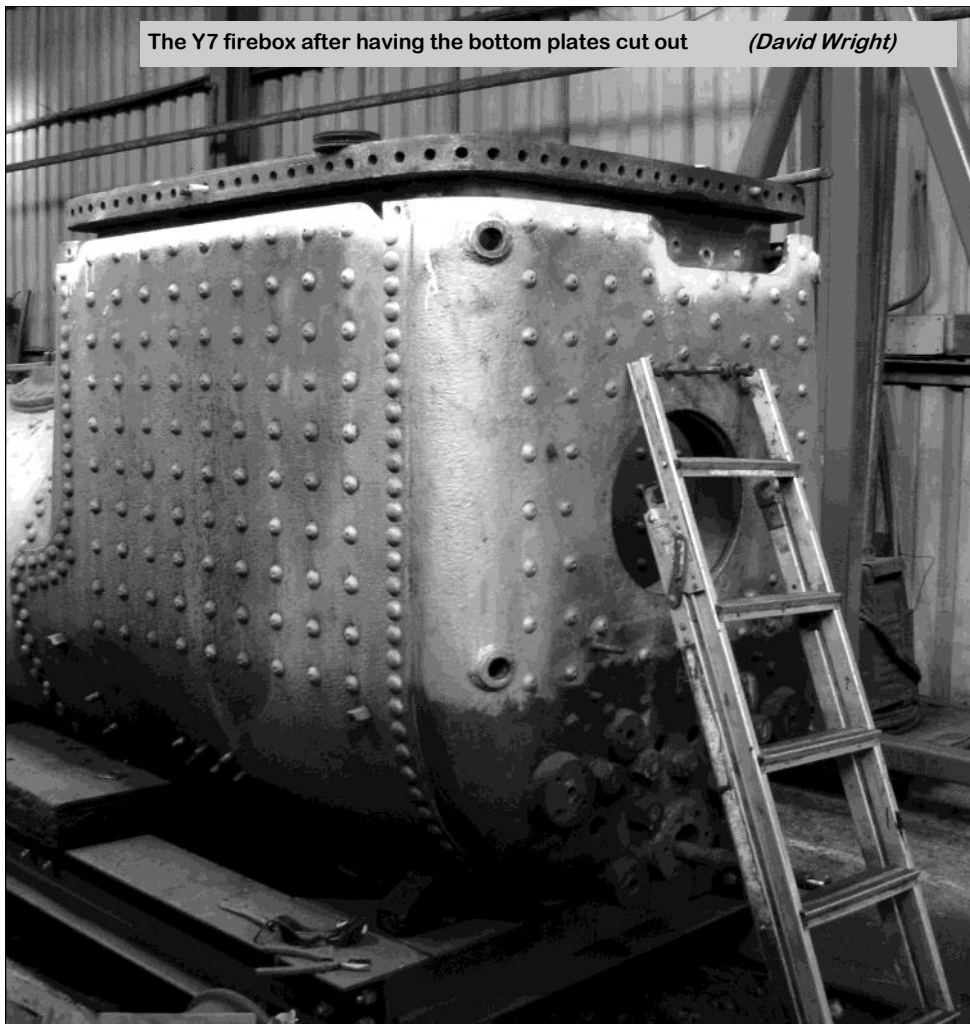
Painting of the frames has continued and these are now largely finished in red gloss internally and black paint externally. The wheels have now been painted up to a green gloss finish although the black edging and

white lining are still to complete. The axle-boxes are likely to be fitted imminently and this will then allow the frames to be lowered back down onto the wheels. The piston rods were found to be worn beyond acceptable limits and these have now been machined true and parallel. This has necessitated the bushing of the glands to match the rods. The pistons have now been re-fitted to the cylinders.

Work has started to modify the existing cab as part of the project to return the loco to its original condition. This will entail removal of the existing cab back followed by removal of the side extensions. We are fortunate to have acquired a copy of a cab drawing for this loco (signed by T. W. Worsdell!) and this is making the rebuild a much easier task, with a little less guess-work required

The Y7 firebox after having the bottom plates cut out

(David Wright)





The coded welder welding in some of the new platework to the Y7 at Loughborough
(David Wright)

The boiler is progressing well at the contractors (Locomotive Maintenance Services) at Loughborough and it will probably be ready before the rest of the loco is! The new steel platework has now been bent to shape and tack-welded in position ready for the coded welder to complete the job. Virtually all of the lap seam rivets have now been replaced with copper patch screws, with only about a dozen still to do at the time of writing. The various component parts for the smokebox have now arrived on site and will be built up and temporarily fitted. The final fitting of this will have to await the fitting of the boiler to the frames as any slight errors will be difficult to rectify if it is all finally assembled prior to this.

Overhaul of the various boiler fittings has now commenced. The safety valves have been completed and work is presently progressing on the injector steam

valves. The first to be tackled is, unfortunately in poor condition and will require new parts casting and machining. A pattern is being made for these.

P2003 John Blenkinsop This loco has not featured in Loco Notes for a long time but over many weeks it has slowly been receiving some TLC and a fresh coat of paint. The old green livery has now been largely replaced with a coat of blue paint to give it some respectability, once more.

Fowler 4220033 Still nothing to report due to pressure of work on other things. It is, however, 'next on the list' to do once workshop space can be found.

5003 Austin's No.1 Work has been ongoing on this loco, mainly

cleaning down of the old paintwork preparatory to commencing painting. The engine injectors have been removed for inspection and testing and two of them will require replacement. Work has also been ongoing on the fuel pump.

D2999 This loco continues to be the first choice diesel for both passenger services and shunting. It generally performs satisfactorily although it does have an annoying habit of exhibiting minor faults! During a shunt the engine suddenly decided to stop. Investigation showed that the fuel transfer pump had seized but this freed itself when turned in the opposite direction and no fault could be found. To compound matters, it was then found that the pump was drawing air into the fuel line. The

various joints in the pipework were all dismantled and re-fitted and this seems to have cured this problem.

138C 138C has also seen very regular use. A problem with the air system unloader valve has been sorted.

D577 Mary As mentioned in the last *Old Run*, the vacuum brake cylinder was stripped out for overhaul. This has now been completed and the brake is once more working satisfactorily. The loco is available for traffic and sees occasional use on passenger services.

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



"I wish I was a tad taller!" Work proceeds on **LMS Van M85133** on 20 January 2010. (Ken Barker)

Carriage and Wagon Notes

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

LMS Van M85133 Completion is in sight, at long last. At the time of writing, the only outstanding significant item of work, other than painting, is the fitting of the west side door. These few words don't really adequately describe the amount of work that has been done on the vehicle. There are a number of minor tasks still outstanding and a 'snagging list' will be drawn up shortly.

Coach 2084 This coach suffered a minor mishap during the 50th anniversary gala when a footstep came into contact with a crossing gate on the Balm Road branch. Fortunately, it was on the side that is no longer used so the coach could remain in service. The footstep has now been repaired.

Around Moor Road

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

Smiths Crane A new (well, second-hand) fuel tank has now been fitted. The various remedial works requested by the crane inspector have also been attended to. These were generally concerned with areas where corrosion was forcing the steel plates apart and required the various parts to be separated, cleaned and painted before being re-assembled.

JCBs Some two years ago we reported that the Railway had acquired another JCB of a slightly more modern vintage. Following on from this, it was

always intended to dispose of our earlier machine but this never occurred for a variety of reasons. However, this has now happened and our old machine has gone on to pastures new. The remaining JCB has had several jobs done on it to improve its overall condition, including the luxury of a new sprung seat!

In the Workshops Work has continued to improve the electrics in the workshops. A 110v power supply has now been laid on in the old shed, eliminating the need to use portable transformers for this purpose. An additional 3 phase 415v socket has also been provided at the north end of the workshop primarily for use with the electric welding sets. We have recently obtained two new pieces of equipment to help us with our work. These are a 10-ton hydraulic bench press and a degreasing/cleaning tank and pump. A recent acquisition has been the donation of some fifty micrometers. Whilst we obviously don't need all of these it is always better to have too many rather than too few!

Ambertrain We have recently entered into a twelve-month contract with a company called Ambertrain. Ambertrain offers funded training for 16-19 year olds from various sites across the UK. All the courses deliver both a weekly wage and various railway qualifications designed to give youngsters a "career starting point" in this industry. These particular courses are concerned with gaining qualifications in basic trackwork. A portacabin style classroom has been located in the car park to enable the courses to be delivered and we have made our track available to them for the practical parts of the courses. We should gain considerably from these courses, as students have to learn how to change sleepers, lift and line trackwork and a host of other similar tasks. **TOR**

New book – now available

In June 1960 a group of Leeds University students, led by Dr Fred Youell, operated trains on the historic Middleton Railway as a student rag week event, later they operated freight trains for local businesses, and in 2010 the oldest firm in the business is still going strong!

Our new book – *From Rag to Railway* – tells the story of 50 years of preservation

on the Middleton Railway. In 80 pages of pictures you will discover the many people, trains and events that have appeared during 50 years of volunteer operation. The Middleton Railway was the first standard gauge railway to be taken over by volunteers and this book is an excellent record of the first 50 years.



The book is essential reading for anyone contemplating a visit to the railway. It also makes an excellent souvenir of your visit and can be purchased in the shop for £8.50. It is available by mail order for £10 (including postage) by writing to – Middleton Railway (Book), The Station, Moor Road, Hunslet, Leeds, LS 10 2JQ. You can also order a copy by telephoning our

information line on 0845 680 1758 (only 9am until 9pm please!) and having your card details ready!

The book is A5 in size and contains over 160 mostly colour, mostly previously unpublished, photographs. An ideal gift for the enthusiast or local historian in your household!

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

Boiler Washing Out. Washing out of locomotive boilers is one of those necessary tasks that has to be done. Since the Moor Road site was largely re-developed in 2005 we have not really had a suitable means of doing this and it has become a source of concern. To overcome this problem we have recently installed the old water pump in the small shed under the water tower. This takes its supply from the water tank and substantially boosts the pressure that we get, enabling boilers to be more thoroughly washed out. A temporary 3-phase supply has been provided by using an existing trailing cable that plugs in to an existing socket in the old workshops. A starter has been fitted to the wall of the water tower, enabling the pump to be controlled locally. A permanent supply will be provided when time allows.

Battery Charging. The failure of the alternator drive on coach No. 2084 required the urgent provision of a battery charging point at the platform. A cable has been run from the existing coach charging point to the middle of the platform. Initially, a long length of cable was left free to enable the coaches to be plugged in wherever they stopped. This supply was initially considered to be temporary. However, it has now been shortened back and properly fixed to the platform wall to form a permanent charging point for use when necessary.

When our diesel locomotives are not in regular use we often find that the batteries require charging before they will start the engine. In the past, we have generally done this by means of cable and crocodile clips attached to the batteries, as necessary. To make things easier and to eliminate the chances of batteries being wrongly connected to chargers, all the diesel locomotives with 24-volt systems have been

provided with a battery-charging socket. This now makes battery charging a simple and safe task.

Finally, whilst on the subject of battery charging, it has been decided to move the existing battery charger from the workshop wash room into a dedicated area of the workshops where all the battery charging equipment (leads, distilled water, etc) will be kept. Hopefully, this will happen shortly. This is all part of a longer term project to tidy up the washroom and remove all the unrelated bits and pieces that are kept in there.

Portable Appliance Testing. This is just one of the many necessary but never talked about jobs that we have to do. It involves taking each piece of portable electrical equipment, such as drills, extension leads, handlamps, etc and inspecting each item and testing it with a special piece of equipment. On the face of it, you wouldn't think that a small railway like Middleton would have much in this way but the reality is quite different. Since the New Year we have spent quite a lot of man-hours doing this work and it essentially requires doing each year.

Plant & Equipment. The Smiths crane has had all its ropes and bearings greased. This is an annual job that we do preparatory to the statutory inspection by the crane surveyor. It has also had the travelling brake adjusted to take up wear.

Our MIG welding machine has started to give us problems. It failed some while ago and was sent away for repair. However, it has once again failed and, as yet, we have not established the cause of this. It may be time to consider obtaining a new one.

Slowly but surely we are re-organising our stores. We have a lot of

Dear editor, “I must say.....”

Congratulations on *Old Run 207* - a magnificent production.

Attached is the complete transcript of a letter in the June issue of the American magazine *Trains* (which had devoted its April issue largely to coal traffic). Perhaps you may wish to publish an excerpt from the letter in a future *Old Run*? It's gratifying that Middleton and Matthew Murray are now recognised world-wide. Perhaps it's also an opportunity to get some publicity in *Trains* magazine (by a letter, or a contributed article?) for the bicentenary of Middleton steam traction in 2012.

Letter published in *Trains* (USA) magazine, June 2010 issue, page 5

COAL, LIFEblood OF RAILROADING

The coal package in the April issue is highly appropriate for the modern railroad industry, but more poignantly, coal is the basis for railroads using locomotives to transport cargo.

Matthew Murray built the first commercially successful steam locomotive, the Salamanca, to haul coal wagons on the Middleton Railway. George Stephenson saw Murray's locomotive, which inspired him to build his first locomotive, the Blücher, to move coal at Killingworth. Stephenson also built the Stockton and Darlington Railway, which operated the first steam-hauled passenger train, with passengers riding in coal cars!

Though not operated in revenue service, the first steam locomotive to operate in the U.S., the Stourbridge Lion, was bought by the Delaware & Hudson Canal Co. to haul coal from mines around Carbondale, Pa. From its infancy to the modern unit trains, coal truly is the lifeblood of railroading.

Tom Binger, Freeburg, Ill, USA.

John Edwards
Winchester, England

AroundMoorRoadAroundMoorRoadAroundMoorRoadAround

equipment that we have collected over the years and much of it we will probably never use. Quite often we don't know exactly what things are or what, if anything, they fit. Sometimes we are surprised to find things that we do have! Recently, a steam brake cylinder was discovered hiding under a pile of other items. It is not that long ago that we were desperately trying to procure one to replace the one stolen from 67.

The main focus of our attention at the moment is the electrical equipment and the thousands of nuts and bolts that we have, many of which are unsorted. The imperial nuts and bolts are slowly being moved out of the stores and downstairs into the workshops where we have installed a lot of racking and drawers for this purpose.

tOR

MoorRoadAroundMoorRoadAroundMoorRoadAroundMoorRoad

Corrections to OR 206, June 2010

The Manx "little people" were at work in the last issue of *Old Run*, resulting in some omissions to text, which our keen and observant readers have brought to our attention in less than 24 hours of distribution!

Under the heading In the workshops, at the foot of the first column on page 22 the final sentence should read: "New, 3-phase sockets have been provided to enable the welders to be plugged in at this point and this is now the designated welding area".

Under the heading No 1310 (LNER Y7) at the foot of the first column on page 26 the final sentence should read: "The NER referred to it as Saxony Green but this is insufficient to correctly specify the colour for our paint suppliers to mix".

The tribute to the late Vice-President, Noel Brampton on pages 28 and 29 should have been attributed to Tony Cowling.

These errors were we believe caused by the electronic transfer of the magazine's content, coupled with a difference in the interface between the Editor's computer programme and the computer programme used by our printer in Leeds. We thought we had overcome this some months ago, but it seems to have crept in again. Our apologies, and we're doing our best to overcome this problem.

Editor

TUESDAY SOCIAL EVENINGS AT THE ENGINE HOUSE MOOR ROAD

7 SEPTEMBER 2010

DUNCAN MCEVOY

STEAM IN CHINA IN THE 1990s

5 OCTOBER 2010

DAVID TILLOTSON

TO BE ADVISED

2 NOVEMBER 2010

RICHARD WINFIELD

TO BE ADVISED

7 DECEMBER 2010

TEAM DOBSON

**CHRISTMAS SOCIAL QUIZ -
(NOT TOO DIFFICULT!)**

Special events

1 September 2010 Wednesday "possibly" something special!!!

18 and 19 September 2010 Autumn gala

30 and 31 October 2010 Ghost trains

4, 5, 11, 12, 18, 19, and 24 December Santa's special trains

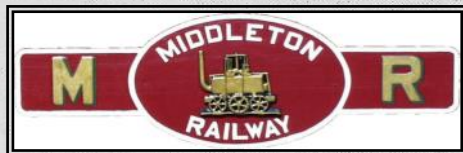
1 January 2011 Mince Pie Specials

2 January 2011 Normal Sunday services

THANKS

Thanks to all the volunteers and exhibitors who took part in this year's Model Railway Exhibition. The event is going from strength to strength and is a great source of income and visitors to the Railway. The emptying of part of the Engine House is now becoming routine! If anyone has, or knows the whereabouts of, any layouts for next year's Exhibition I would be very glad to hear from them. We can't offer huge expenses but you'll be supporting a great cause. Ian Dobson, organiser (ian.dobson9015@btinternet.com or contact me via the Railway)

DEADLINE FOR NEXT ISSUE 15 NOVEMBER 2010



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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Membership subscription rates from 1 January 2010

Adult Membership £15.00

Senior Membership £11.00

Junior Membership (of M.R.A.) £11.00

Family Associates of Trust Members (in same household) £3.00 per person

Life Membership £275.00

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Part of the membership at the Annual General Meeting held on 17 June 2010 in the Engine House Conference Room
(Howard Bishop)



The VIPs' special returns from Balm Road to Moor Road on 18 June 2010 (Howard Bishop)