

# The **OLD RUN**

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**Commemorative  
Souvenir issue**

**Celebrating opening  
the new-look  
Middleton Railway**



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**Heritage Lottery Fund**

**W**elcome to this extra special edition of Old Run, published to celebrate the reopening of the new-look Middleton Railway after its transformation between its closure in April 2005 and the start of operations in April 2006, following the award of the Heritage Lottery Fund grant. It is designed as a souvenir issue looking at what has been achieved in the first twelve months of the Moor Road redevelopment, how we have got where we are today as well as looking at the saga of the Railway's development since its inception in 1758. We hope you will enjoy looking at and keeping this copy of the members' Journal as a memorial to all those who have gone before, and an appreciation of the dedication of current working volunteers.

*Howard W Bishop*, Editor

*All photographs by Howard Bishop except where shown*

## Front cover

**Manning Wardle 0-6-OST No.1601 of 1903 Matthew Murray** leaves the new Moor Road station on the first day of resumed steam passenger services, at 1100 hours on Easter Day, 16 April 2006.  
(Andrew Johnson)

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# The new-look Middleton Railway!

Easter 2006 saw the culmination of twelve month's of extremely



hard physical work, and several years of hard thinking and planning. At the end of phase one of our new development, on Easter Saturday, 15 April 2006, the Middleton Railway sprang to life once again, passenger trains ran, and the public were admitted to the spanking new Engine House

Here they can enjoy the displays of Leeds-built locomotives forming the Leeds Collection, view and take part in interactive displays, sample the delights of the new-style cafeteria and shop, and use the conference and meeting facilities in the first-floor lecture room.

# Scenes during the first



Hunslet 0-6-ODM No. 7051 (1697 of 1932) *John Alcock* leaves on the first train from the new station, 15 April 2006



Manning Wardle 0-6-ST 1601 of 1903 *Matthew Murray* leaves the shed yard (*A Johnson*)



Another shot of the first passenger train to leave the new Moor Road station, 15 April 2006

# open weekend in 2006



The striking façade of the new Middleton Railway Headquarters building as seen from Moor Road



Some of the happy customers enjoying refreshments in the cafeteria

# From this in 1982



Moor Road station in the early 1980s (*MRT Archives*)

# To this in 2006!



The entrance to the Engine House buildings and shed yard as seen from the car park

# The Middleton Railway— in the vanguard of developments throughout the centuries!

**G**eorge II was still on the throne of England. Napoleon Bonaparte was the superpower behind France and a large part of mainland Europe; Robert, Clive of India, whose victories won control of India for the British was described as the 'heaven sent general' by William Pitt the elder, 1<sup>st</sup> Earl of Chatham, the then prime minister; and America was still a British colony for another 18 years.

The year was 1758, and Charles Brandling, owner of the Middleton Collieries saw the need for a waggonway to Leeds to keep Brandling coal competitively priced. So it was that the first Act of Parliament to authorise the building of a waggonway or railway was enacted, entitled "31 Geo.2, c.xxii, 9<sup>th</sup> June 1758"! This was just the beginning of the Middleton Railway, which has been in the vanguard of railway developments every since! And so the Middleton Railway played a significant part in the development of the Industrial Revolution here in Leeds.



Illustration of Blenkinsop/Murray locomotive and train at Casson Close, Leeds Bridge (MRT Archives)

Whilst this First Railway's motive power was horses, it quickly became obvious with the steep increase in the cost of fodder for livestock, that a cheaper form of transport was urgently required. Richard Trevithick was experimenting with steam wagons and steam locomotives. Brandling was quick to try out this new form of haulage, commissioning his colliery engineer John Blenkinsop to devise a machine to do the job. Built by Matthew Murray, of Fenton, Murray and Wood, this revolutionary rack and pinion locomotive became the world's first commercially successful steam locomotive. Thus in 1812 saw the start of the great Leeds' locomotive building empire, which saw railway locomotives sent to all parts of the world until right into the 1960s.

Fast forward to the year 1960. By this time the Middleton collieries were running down. The remaining coal was likely to be taken out by road rather than by rail. In June 1960 the Middleton Railway became the first standard gauge railway to be taken over and operated by volunteers: even after all those years the Middleton was still in the vanguard of events, this time railway preservation! This included passenger trains, an innovation, for up to this time it had been purely a mineral railway. Then from 1 September 1960 volunteers ran the first goods train between local firms and the British Railways main line.



First passenger train on Middleton Railway, in 20 June 1960, at Moor Road depot

MRT Archives

First freight train being hauled from Balm Road exchange sidings to one of the Railway's industrial users, c.1961. The locomotive is prototype Hunslet 0-6-ODM 7051 (1697 of 1932) *John Alcock*, facing down hill for filming purposes at the time.



From very small beginnings the volunteers of the Middleton Railway have worked quietly and doggedly to improve and develop the facilities for the benefit of the public of Leeds, whilst preserving and retaining "the world's oldest working railway". In the early 1980s a significant move was made when the headquarters of the Railway were transferred to Moor Road, and in 1982 a new station and shop was built, followed by a small workshop.

Then in 1996 a new modern workshop was commissioned, again largely through the endeavours of the Railway's volunteer members.



Moor Road yard from the south, showing track laying in progress in the early 1980s

The very first Moor Road station—a simple platform of old sleepers and a van acting as a shop. Passengers carried in the guards van or an open wagon.



Moor Road station as it was in the 1990s until 2005.

The "New Workshops" under construction in 1995

(Both photos: David Monckton collection)



In 2003 the Railway became a fully 'Registered Museum', which recognised its efforts to develop a more educational role as a heritage railway, establishing the Railway's credibility with a new audience. In 2003, also, the Leeds Civic Trust honoured the Railway with a 'Blue Plaque' commemorating the site's unique historical interest, a plaque being unveiled by the then Lord Mayor of Leeds in 2004.



Left: Leeds Civic Trust presenting the Blue Plaque to Middleton Railway in 2003



Right: Detail of the Blue Plaque

In 2005 the Heritage Lottery Fund recognised the uniqueness of the Middleton Railway as a world famous historic site and worthy of further development for the benefit of the public, and to acknowledge the contribution that the volunteer members of the Railway had made, by awarding a Grant of £737,500 for the building of a new Resource Centre. Work commenced in April 2005.

This was a major undertaking for a relatively small volunteer workforce particularly as the project required a complete remodelling of the Moor Road station, yard and track layout, and the building of a new passenger station platform. This entailed members raising in excess of £250,000 themselves through donations, gifts and volunteer labour. The result, though there is still much work to do to complete the project, can be seen today, and is a tribute to all those who have played a part in it.

It is fitting that ten years after the completion of the then "New Workshops" in 1996, the magnificent new "Engine House" should open its doors to the public in 2006. Both buildings have been designed by the Middleton Railway's current chairman, David Monckton, of Vaughan Monckton Architecture, Leeds. The Middleton Railway Trust Limited owes a great debt of gratitude to David, and to Steve Roberts who has acted as Project Manager before and during the construction period, and also to the many individual volunteer members who have contributed their time and skills without which the fulfilment of this project would not have been possible.



Locomotives standing inside the newly commissioned Engine Shed and Manning Wardle 0-6-OST 1610 of 1903 *Matthew Murray* having arrived back from the NRM Locomotion at Shildon, 28 March 2006

Knowing the Middleton Railway's illustrious history, we can only visualise what may be achieved in the future. Flights of fancy do sometimes result in reality, sometimes of a virtual kind, but actually too! These pages tell the saga of Moor Road's evolution and transformation into what we have today.

HWB

# From this in 2005



Peter Nettleton took this photograph of the Moor Road yard from the south end just prior to work starting to rip up the track, in April 2005. Newly laid track at the far left can just be seen in the distance

# To this in 2006, only one year later



Andrew Gill's photograph shows the new track layout from the same position, with the new platform and Engine House. Photograph taken 14 April 2006 one day before trains recommenced

# Moor Road in earlier days



The Railway's Archives section will be based in part of the Engine House. Sentinel 4-wheel geared steam locomotive 8837 of 1933, propels a guard's van as it leaves the sleeper platform at Moor Road, c.1961 (MRT Archives)

1982 saw the opening of the Moor Road booking office and shop to replace the van body that had served that purpose for many years. This view is taken from the site of the New Workshops, erected in 1995/1996



The 1982 booking office and shop together with the passenger train platform continued in use until April 2005

(These two photographs are part of the David Monckton collection)

# Our 1996 workshops are built



View of the site of the New Workshops, showing the footings being excavated in 1995

The flooring has been laid, and steelwork is in course of construction



Brickwork and external cladding has been added and the end doors are being fitted

*(All Photos: The David Monckton collection)*

# Scenes from the recent past



GWR 0-6-0ST No. 1369 pulls away from Moor Road station on a Gala weekend special on 28 September 2003

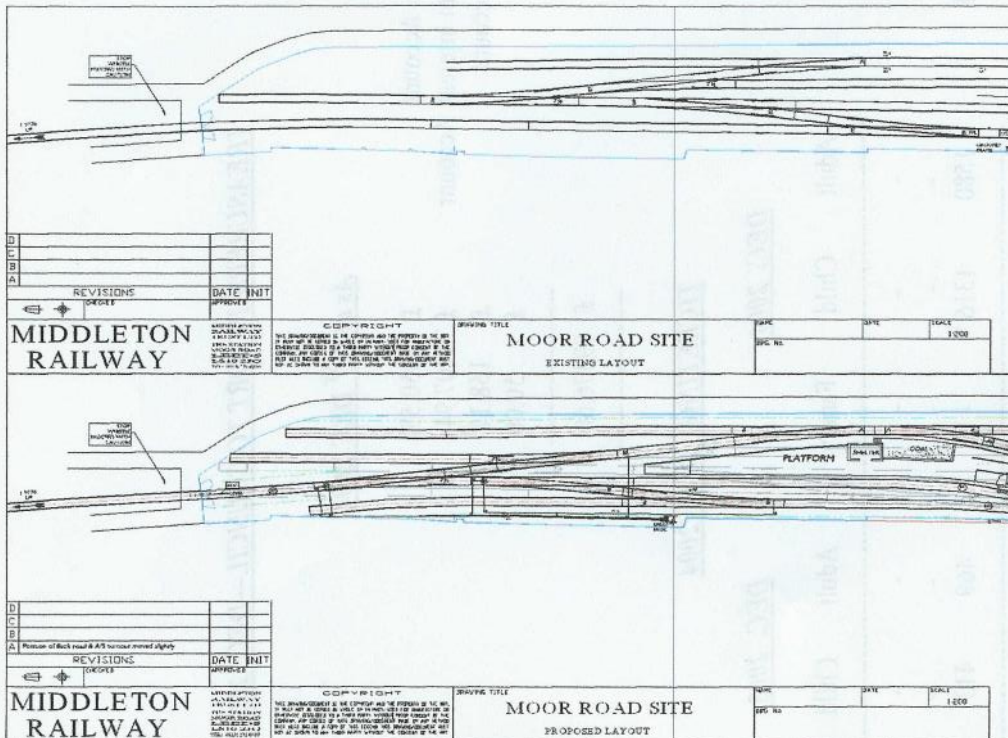
Pristine snow on a deserted station on 28 January 2004 with No. 67, Matthew Murray, Brookes No. 1 and 1310 in the loop and engineer's train with Brush No. 91 on the main line.



11 November 2001 and another busy scene at a "Thomas the Tank Engine" event

(Ian Dobson)

# The Moor Road

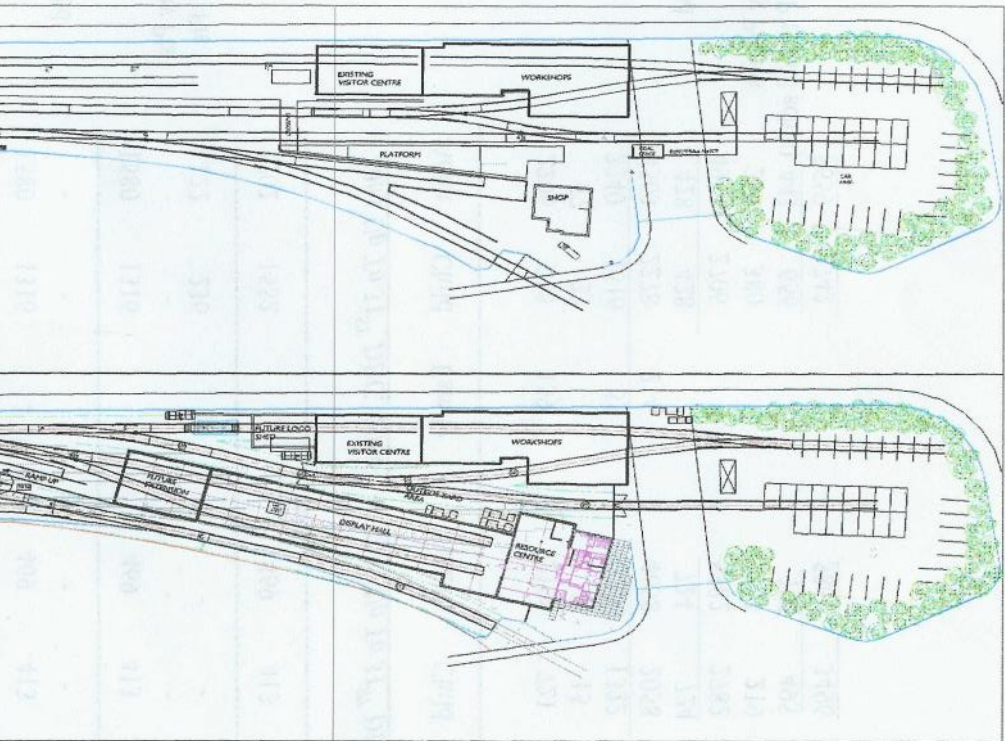


The Moor Road site plans, showing at the top the buildings and track layout after Easter 2006, a mere twelve months later.

In order to accommodate the new Engine House and Headquarters building, it was necessary to build a new station platform and attendant ancillary works to the new complex, and whilst the majority of the rolling stock remained on site for a week, a not inconsiderable logistical challenge.

To accommodate the bulk of the new Engine House, it was also necessary to build a fence along the revised boundary. Much of the work was carried out during the construction of the Leeds City Council who were constructing a new access road and over-bridge at Northern Curve.

# Road layout



prior to Easter 2005. The bottom plan shows the buildings and track layout

was necessary to remove the whole of the existing track, and relay it to the . This had to be done whilst the main contractors were on site constructing and had to be "juggled" around what little track remained in situ from week

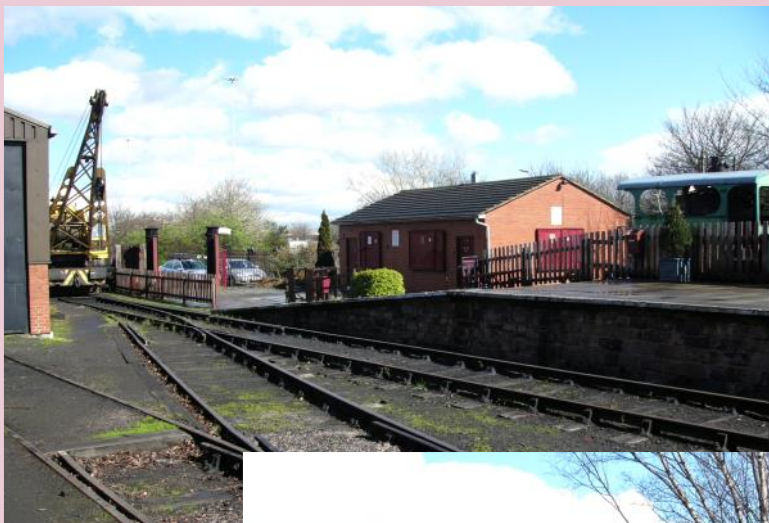
acquire a narrow strip of land from the adjacent Builder's Centre and erect a the period when the Railway's mainline to Middleton Park was blocked by the for the new South Leeds High School across the line just south of Great

# So, how did we get from where we were to where we are in 2006?

**A**s a tribute to all those who have worked behind the scenes and those who have taken an active hands-on approach as working members of the Railway, we present a kaleidoscope of photographs showing aspects of the transformation that has taken place in the short period of just over twelve months, from closing down at Easter 2005 to reopening at Easter 2006.



The last Santa train of 2004 stands at Moor Road station, headed by Hudswell Clarke 0-6-0T No. 67 (1369 of 1919). In a few short weeks the station would be no more.  
(Andrew Johnson)



Above: Moor Road station in the early spring sunshine.

Right: Locomotives and rolling stock fill the platform, loop, Balm Road branch and station siding.

Left: The very first track work commences. Karl Fischer and Roy Barrow are seen remov-



ing fishplates in the siding prior to removing part of the old formation.

**Scenes on 6 April 2005.**  
After over two years of negotiations with the Heritage Lottery Fund and several revised bids, we had just heard that we had been successful ! These are the scenes at Moor Road before the final services took place.



The last day of operations from the old Moor Road station. The train crew of the final train back to Moor Road from Park Halt pose for their photograph alongside Hudswell Clarke 0-6-0T No. 67 (1369 of 1919)

The booking office and shop staff pose for a final nostalgic farewell to the old premises, due for demolition in a few days time



Even before the last trains had run in 2005 work had started on the track renewal. Here Gart Renewals, a local track work company, lend assistance.

*(Peter Nettleton)*



Our Dogfish ballast wagon and venerable JCB have proved invaluable.....

..... together with lots of manpower and muscle power.....



..... meanwhile the Moor Road station platform is being dismantled, the Moor Road siding having already disappeared and forming the site of one of the many bonfires. This one on 5 April 2005



Scenes of devastation? This was April 2005, track in the Moor Road yard has been removed and the ground is being cleared and levelled ready for the new layout

(Peter Nettleton)

Building supplies arrive to construct the walls of the new passenger platform, 27 July 2005

(Andrew Gill)



On 13 July 2005 concrete sleepers and new rails are craned into complete the track layout at the south end of the yard

(Andrew Gill)



The new back road and car park head shunt get joined together on 11 May 2005. Remains of Moor Road platform are to the left, the platform road having been lifted some weeks earlier

Looking from the south end of Moor Road yard progress with the new main line and platform walls is in hand and in the background contractors are busy on 9 August 2005



Also on 9 August 2005 and two days after the main contractor arrived the site is being cleared and the shop awaits demolition



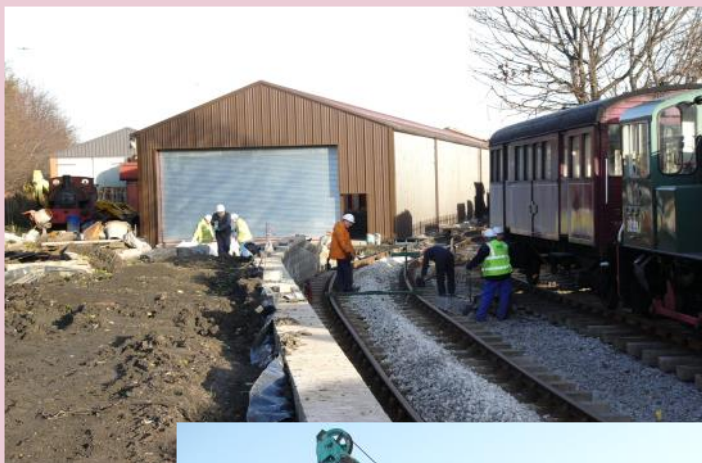
20 August 2005 and the contractors have prepared the site of the Engine House and begun laying the formers in which the concrete base will be laid

Only two days after starting the super-structure the Engine House is taking shape. Whilst contractors build, the Railway's workforce lay track on the concrete base on 29 September 2005



The front of the new Engine House building takes shape, seen from the Moor Road car park

(Andrew Johnson)



The new platform is now well advanced and packing and levelling of the new track in the platform road is underway on 17 December 2005

The façade of the new building is nearly completed, and the ancient railings are carefully removed to give access to the new entrance, 24 December 2005.



The main line is seen from the new platform end, and the last length of track is being formed alongside former Bannister Bros works, 6 February 2006

(Andrew Gill)



Ex-Wakefield Power Station Thomas Hill 138C of 1965 is the first locomotive to test the track inside the Engine House on 29 January 2006  
(Andrew Gill)

The imposing façade of the new headquarters of the Middleton Railway after the scaffolding has been removed on 29 January 2006



Trackwork and point rodding being finished off in Bannister's siding with assistance from the ex-British Steel Scunthorpe, Smiths of Rodley, Leeds crane



The new platform receiving infilling on 18 March 2006 to make ready for opening day

Pecket G20 class 0-4-ODM 5003 of 1958 hauling the ballast train from the car park to the main running line on 18 March 2006



On 1 April 2006, final touches are made to the last length of track to be laid, completing the new track layout. Point rodding is complete and the visit of HM Railway Inspectorate is due in two days' time



# Prime movers in the redevelopment

It would be extremely remiss if we did not salute the two members of the Middleton Railway who have been the prime movers and shakers in our redevelopment, and we owe them so much for their utterly dedicated hard work over the last three years, in bringing this scheme into being and following it through. They are MRT Chairman and Architect David Monckton who designed and oversaw the project

(left) and MRT Chief Mechanical Engineer Steve Roberts (right) who acted as joint project manager throughout the planning and building stages, and who was chief responsible for processing the National Heritage Lottery Fund application.



## Stakeholders in the Middleton Railway's redevelopment

**First—and foremost—the volunteers.** Out of approximately 250 members, a minimum of 57 'signed in' at least once to do active work on site. Many have come back several times a week over a period of many months, including several new members. Another approx. 25 have helped away from Moor Road. Without such whole hearted commitment from so many, the non-Lottery funded works could not have been carried out in tandem with the paid Contractors' works.

**Secondly—Gerald Egan's President's Appeal** has so far raised around £30,000. There have been 35 individual donors, some of whom have given more than once, either members or well-wishers, as well as the following bodies: NetworkRail, Transpennine, Bradford Railway Circle, Leeds Association of Engineers, Masonic Charities, Wade's Charity, Samuel Grant Ltd, Ken Hoole Trust and Sir George Martin Trust.

**Thirdly—the National Heritage Lottery Fund.** The Lottery Fund have enabled us to employ Contractors to carry out the vast bulk of the

construction work. The Middleton Railway acted as Managing Contractor, thus saving us a great deal of money by cutting out overheads, but involved us in a lot more work to organise and co-ordinate all of the firms who have worked on site or supplied materials.

Before you can build a building it has to be designed! The team who carried this out are all members of the Middleton Railway Trust or their friends:

**Architects—Vaughan Monckton Architecture, Leeds**  
**Structural Engineer—Gibson Design Consultancy**  
**Services Engineers—Geoffrey Lee and friends from Atkins**

The three 'big' work packages were carried out by:

**Groundworks, floor slabs and drainage—Peter Duffy Ltd**  
**Steel frame and insulated cladding panels—S&A Fabrications Ltd**  
**Building of Admin Block, internal fitting out and heating/plumbing services—Englaflot Construction Ltd**

**In addition:**

BT moved our telephone:  
YEDL moved our electricity supply  
E-on connected us to the gas main.

**Along the way some of the firms and organisations that have worked on the project ( in no particular order) are:**

Tadcaster Limestone Quarries (stone features to main elevation.  
Smiths of Derby—clock  
Russell Stone Merchants Ltd—stone steps and flags  
CEMCO—electrical installation  
Axess4all—lift  
Bush—security grilles and railings  
Kent and East Sussex Railway—point rodding and components  
North Yorkshire Moors Railway—point rodding components  
Notts Sleeper Co—sleepers

K & J Bowns—sleepers and turnouts  
Couliss Engineering—castings for A frames  
Gart Renewals—first stage track work  
York College—engraving of stone over main entrance  
BDC/Howell Blys—gates and railings  
Bennett & Fountain—supply of electrical equipment  
Emmerson Industrial Doors Ltd—roller shutter  
Bagnalls—painting and decorating  
Atkinsons—suspended ceilings  
Marley—vinyl flooring  
Tarkett—carpet tiles  
Goldstar—floorlayers  
Pilkingtons—specialist glass  
Securiplex—alarm systems  
Armitage Shanks—sanitaryware  
MFY Hepworth—supply of plumbing materials  
Charcon—platform edgings and tactile pavings  
AEI Cables—supply of electric cables  
Withy Grove Stores—counter plus loose furniture  
Leeds Metropolitan University—training room equipment  
CCL Glass—ticket office window  
Wards—cladding  
Bullock—kitchen units and tiling  
Builder Centre—general supplies

New lease agreement with Leeds City Council.  
Planning Permission and Building Regulations Approvals from Leeds City Council  
Health and Safety regulations compliance  
HM Railway Inspectorate approval of new track layout

## **The Middleton Railway Trust Limited**

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A building of which we can be proud! A shot of the Engine House bathed in early morning sunshine on 1 April 2006