

THE

# OLD RUN

Journal of the Middleton Railway Trust

No. 192

September 2006

£2.00



Supported by the National Lottery through the  
Heritage Lottery Fund

## Editorial

They say "a change is as good as a rest", and as our Editor, Howard Bishop, has recently moved his home to the Isle of Man, I thought he could have rest and everyone else could have a change! As Assistant Editor, I am now the local contact for the *Old Run* and articles, photographs etc. may now be sent to [oldrun@middletonrailway.org.uk](mailto:oldrun@middletonrailway.org.uk), or by snail-mail to my home address below. Please do send anything that you think may be of interest to the members. We may not publish straight away, but it is always nice to have material waiting in the wings, so to speak.

You should all have received the "Commemorative Souvenir Issue" in August, and now we are back into the old routine with this September issue.

I look forward to working "electronically" with Howard, who remains as Editor of our journal, and wish him and Mary all the very best in their new retirement venture. We shall still see them at Moor Road from time to time.

*Andrew Gill*, Assistant Editor

**The deadline for the next issue is 15 October 2006**

### Front cover

Daniel Baxter engages in blowing-down the boiler of **Hudswell, Clarke 0-6-0T No. 67 (1369 of 1919)** at 1513 hours on 9 July 2006 at the south end of Moor Road yard  
*(Andrew Gill)*

*Photographs by Howard Bishop except where shown*

### Contents

3	From the Chairman
4	The story so far, part 6
6	Industrial archaeology on a bicycle
10	Wickham railbus returns to service
18	Join the Tuesday Club!
20	Matters mechanical
22	Middleton's latest locomotive
28	Personnel personal profiles

**Editor: Howard W. Bishop, 23 Mountain View, Ballaugh, Isle of Man, British Isles IM7 5ER**  
T:01624 897287 E:[hwb@manx.net](mailto:hwb@manx.net)

**Asst. Editor: Andrew Gill, 18 Tinshill Drive, Leeds LS16 7DH.**  
T: 0113 2300033. E: [d.andrew.gill@btinternet.com](mailto:d.andrew.gill@btinternet.com)

*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.*

*Especial thanks to those who have provided copy for this issue.*

© Middleton Railway Trust Limited

# From the Chairman

Well the pressure is off and I nearly remembered my wedding anniversary this year. I got the month right but didn't buy the winning ticket so far as the day was concerned (it would be a lot less stressful if that particular day was on a Saturday every year). To make it up to her I felt it only right to take my long suffering wife on a foreign holiday this August.

The day we were going to have on the Isle of Wight promised to be fun, there was a railway with steam locos she hadn't seen for nearly twelve years giving the prospect of a good time to be had by all. Always keen to look on the bright side, with a half full glass, we were determined that the promised seasonal rain and the threat of seasickness in mid Solent would not deter us. As it happens I am told that the discolouring to the side of the ferry will mellow with time but the prognosis for the seagull in the line of fire is not so good. Feeling half empty the same old world suddenly was a different place. Was the ferry going to sink and if it did how could I get my swimming trunks from Leeds in time? Would the seagull sue and maybe I should take out insurance just in case? Isn't life difficult when you look at it from that sort of direction and so I try not to. Luckily the world didn't end, the seagull couldn't find a lawyer before it croaked and so the looming crises didn't come to pass, just as they hardly ever seem to. Still it was nice to come back home.

The Engine House is 'great' everybody says so and we could justifiably say "job well done" and rest on our laurels. However, looking from the perspective of our visitors, who may not be fully aware of all that has happened in the last year or so, it could be said that our new railway is still metaphorically only half full or even worse half empty. There is a lot more we need to do in the coming months to properly finish the job in and around the Engine House

Oh joy! We now have the incentive / pressure of a new deadline to meet - Council have agreed that we will have a Grand Opening on Saturday 14th April 2007 followed by a Gala on 15th, 21st and 22<sup>nd</sup> April 2007. Somebody important will perform the ceremony and our September 2006 Gala is being renamed and rescheduled as the April 2007. We intend to put on a really good show and will be inviting all of the people who have helped along the way to

come along on the 14<sup>th</sup> and enjoy what we have all achieved. More details will be released as the arrangements are made. It would be nice to think that all of the bits and pieces that have to be done to finish the yard and building and displays have been attended to by then to make sure our Railway is looking its best for the occasion - we really need your help to achieve this. There will be a Moor Road Messenger in a few weeks time to give an idea of the range of jobs you could help with but if you can't wait, then come and talk to me and I will point you in the right direction.

Oh misery! The rosters are all half empty and we are coming into our busy time with Halloween and Santa on the horizon. Yes, but did you know how much more we are doing now? For instance we are regularly earning money from visitors and volunteers on Wednesdays, we are developing a series of social evenings for members and their friends on the first Tuesday of each month and lots of people are booking parties. Whilst this represents good progress it also means that some of our volunteers are doing even more for the railway

than previously and it would be great to spread the load around the rest of the membership. David Guest has a whole range of white collar opportunities waiting for your particular skills and to make him happy all you have to do is to offer to half

fill his roster. The roster also needs half filling on the operations side as well, so why not make Steve Robert's day and add your name to his half empty roster.

*David Monckton*

## The story so far, part 6 David Monckton

This will be the last of this series for the time being, along with the Moor Road Messenger, both of which will become more occasional features as the need to chronicle what we have done and still have to do is not now as urgent as it has been in the last year or so. Progress has calmed down from the spectacular to a more relaxed pace and until you prove me wrong we pretty much know what's left to do and who will most likely be the poor unfortunates to do it as soon as is reasonably possible. Contractors aren't breathing down our necks any more but our visitors are instead and we have to look after them or they won't come back.

Our well-oiled volunteer machine has been built on our traditional values of mucking in and doing what is needed for the cause when it is required. So when it came to pass that the block walls for the new pit were needing building the same old faces were first in the trench having probably vowed never to go near a trowel again and thanks to their efforts some of us are very close to being able to get comfortably under locos again.

Since the last instalment the First Floor rooms in the Engine House have been transformed with the Training Room nearly finished and equipped, it now boasts a lot of technical equipment, another coat of paint, carpet tiles on the floor, air conditioning and is only lacking blinds over

the rooflights. We have started to use it for its intended purpose - it was christened by our AGM and then HRA hired it for a seminar and we catered for the delegates. We have other bookings in the pipeline and Council now hold its monthly meetings there. The Staffroom is used as a base for party stuff, the store cupboards are rapidly filling up with all of the shop bits and pieces stashed in containers and the old shed. The Office is being equipped for that purpose with the photocopier, fax, etc moving across from the 'old' Boardroom.

Downstairs, more paint has been touched up, essential draught proofing provided and more fixtures and fittings are being added in the

Sales Area and Cafe, the Tales of Middleton Railway are up and running to general acclaim, the first of the information kiosks is well on its way and we have more models and artefacts on display thanks to the NRM and Armley Mills. The Kitson arch is progressively looking the part. We have Education Consultants developing formal and community type learning packages for our visitors to enjoy and from what we have seen so far these are going to be both useful and interesting and will last us for years to come. We nearly have a complete public address system that will rival Leeds City Station and are only waiting for the electricians to come back and finish the last of their snaggings before bidding the last of the contractors a fond farewell.



On 3 June 2006, Dave Cook is busy constructing the replica Kitson Locomotive Works arch inside the Engine House (Andrew Johnson)

Outside the loco servicing pit is finished, steel gates and

railings are being painted

and the final pair of timber gates are nearly finished by the coaling stage, lots of undergrowth (and overgrowth) is being progressively cleared along the line, the weedkilling train has been out and done its

stuff and there have been a few tweaks to the track. All sorts of tidying up jobs have been done around the yard and gardening jobs are ongoing by the entrance.

Oh and then we are running trains and welcoming visitors into our new premises - not bad for a bunch of amateurs! Don't forget that the first of the Contractors (Duffy) only started their work on 8<sup>th</sup> August 2006 and where are they now?

We are still here and going strong! □



The Kitson Arch, referred to in this article, in its final stages of construction, on 9 July 2006. This view taken from inside the display hall and looking into introductory gallery and cafeteria. (Andrew Gill)



The locomotive servicing pit is well underway on the line of track leading to the Old Shed, where ultimately the running shed is to be built, 22 July 2006 (Andrew Gill)

# Industrial archaeology with a bicycle

Kris Ward

**H**aving frequently cycled to the Middleton Railway from Leeds station, I have found that the best way to reach the Railway by bike or foot is by following the course of the Railway itself, as closely as possible these days.

Recently I decided to see what remains of the nearby engine builders. This led to a few trips, and a lot of reading up and looking at maps, I found there is more evidence of Leeds engine building past than I realised.

The best place to start is Matthew Murray's

works, a short walk from Leeds railway station. On the corner of Water Lane and David Street a sign on the wall reveals the building's origins: there is even a picture of a Middleton engine. This building was however built after engine building here ceased. Round the back it is clear that this is a jumble of old buildings altered and extended over the years. In the paving at the very back of the site is marked out where the Round Foundry stood until it burned down in the 1850s. This was a great loss as this building was the erecting shop (not a foundry as the name suggests) where the



Blenkinsop locos were assembled, it was also a remarkable piece of industrial architecture, built to a cylindrical shape reminiscent of the engine cylinders they produced.

Moving on to Kidacre Street we reach the location of the coal staiths to which coals from Middleton were brought. We follow close to the course of the railway for a short while. Turning left on to Ivory Street brings us to Hunslet and to another survivor of the engine building days.

On the corner of Butterley Street and Leathley Street there is a large building that was once part of the Fowler works. Likely to have been where engines were finished up and painted the building still even has narrow gauge and standard gauge rails set in to the floor. Completed Fowler engines would have emerged from here, often for forwarding by rail from Hunslet Lane goods yard, on which Crown Point Retail Park now

The offices of the Hunslet Engine Company in Jack Lane, Leeds

stands.

Most of Fowlers works is gone, the site occupied by Costco; in their car park a plaque reveals the site's past. At the back of the Costco store there is an old section of wall that would have been the border between the works of Fowler and Kitson. Nothing survives of the Kitson works itself, the site was used by engine manufacture McLaren after Kitson ceased production. Two buildings used by McLaren survive, one next to the wall and one on the corner of Ivory Street and Leathley Street. Many diesel engines made by McLaren were fitted to locos built in Leeds. Originally McLaren made traction engines, we will come to their original works later.

Walking along Pearson Street we see a



The archway at the entrance to the works of Todd, Kitson and Laird

stone arch on the right, this is all that survives of the first engine builders in Hunslet. Founded by Charles Todd, an apprentice of Matthew Murray's, along with James Kitson and the financial backing of David Laird, engines were produced in old mill buildings known as the "Railway Foundry" here. From this arch it is likely that locos such as the Liverpool & Manchester's famous *Lion* emerged. This partnership didn't last long as Kitson & Laird moved to the site north of Pearson Street, known as the "Airedale Foundry" whilst the works on the south became Shepherd & Todd's until Todd too left. Edward Brown Wilson took his place and with the recruitment of another Murray apprentice, David Joy, they produced a successful design of locomotive for many early railways. Producing locomotives speculatively they were able to deliver quickly, capitalising on the

boom of the 'railway mania'. The old mill buildings soon proved inadequate and the Railway Foundry expanded. At one time E.B.Wilson's works was the country's largest loco builders. When E.B.Wilson's ceased production the site was sold off in separate lots, largely why Leeds had a number of loco builders so close to one another.

At the corner of Pearson Street and Grape street we see the massive 1990s-built erecting shop of Hunslet, the last surviving Leeds loco builder. Following this building and turning on to Jack Lane we see the brick building that was once Hunslet's head office, a blue plaque stating its role in local history.

Just beyond Hunslet's office is that of Manning Wardle, complete with the old works gateposts bearing the inscription "Boyne Engine Works". Manning Wardle were first to



Plaque at entrance to Fowler's works



emerge in the wake of E.B.Wilson's, occupying land alongside E.B.Wilson's works they bought the company's intellectual property and were producing E.B.Wilson designed locos soon after that company's demise, including the popular O-6-0 saddle tanks such as *Sir Berkeley* and *Matthew Murray*.

The factories behind these buildings are now gone, in the late 1990s when Hunslet's works were rebuilt for use by an electronics manufacturer only the modern erecting shop was kept, the original erecting shop alongside was torn down. The rails to Hunslet's works are still concreted in to Jack Lane.

Looking south from Jack Lane were two more engine builders. Left of the rail link was Hudswell Clarke's Railway Foundry (the name adopted from E.B.Wilson). They built locos until Hunslet bought them out in the 1970s, modern industrial units now occupying their site. On the right were McLaren's original "Midland Engine Works" where they built traction engines. A wall of these works can be seen alongside the old railway trackbed.

Where Dewsbury road meets Jack Lane the Middleton Railway once crossed. The course of the railway can be seen in the gap between the buildings on the North side of the road. The building was once the Leeds Pottery, a former customer of the line. To the south the Middleton Railway crossed over the Castleford line where the billboard now stands, the stone walls of the bridge can still be seen. Crossing over the railway and turning left a road runs between the railway and motorway, running alongside the course of the Middleton Railway. This leads to the footpath that follows the old course of Moor Road. The railway would have run parallel on the right. This path leads right up to our Moor Road terminus.

I have taken a number of pictures around the area and with maps, details and a few bits of history. I have put together a web page with further information at <http://uk.geocities.com/krisward42/trail.htm> You may email me on this subject at [krisward42@yahoo.co.uk](mailto:krisward42@yahoo.co.uk)

**Continued on page 12**



The front of Matthew Murray's works on the corner of David street and Water Lane (this building was actually built after loco production ceased)

Graham Parkin's Wickham railbus No. DB998901 returned to service at Middleton Railway on 20 May 2006, with a charter special for a group of Railroad enthusiasts and their families from the USA. Here seen about to leave Moor Road station in pouring rain



Above: View from the rear driver's compartment as the railbus enters the motorway tunnel

Right: The new road overbridge is receiving its superstructure



## Wickham railbus returns to service



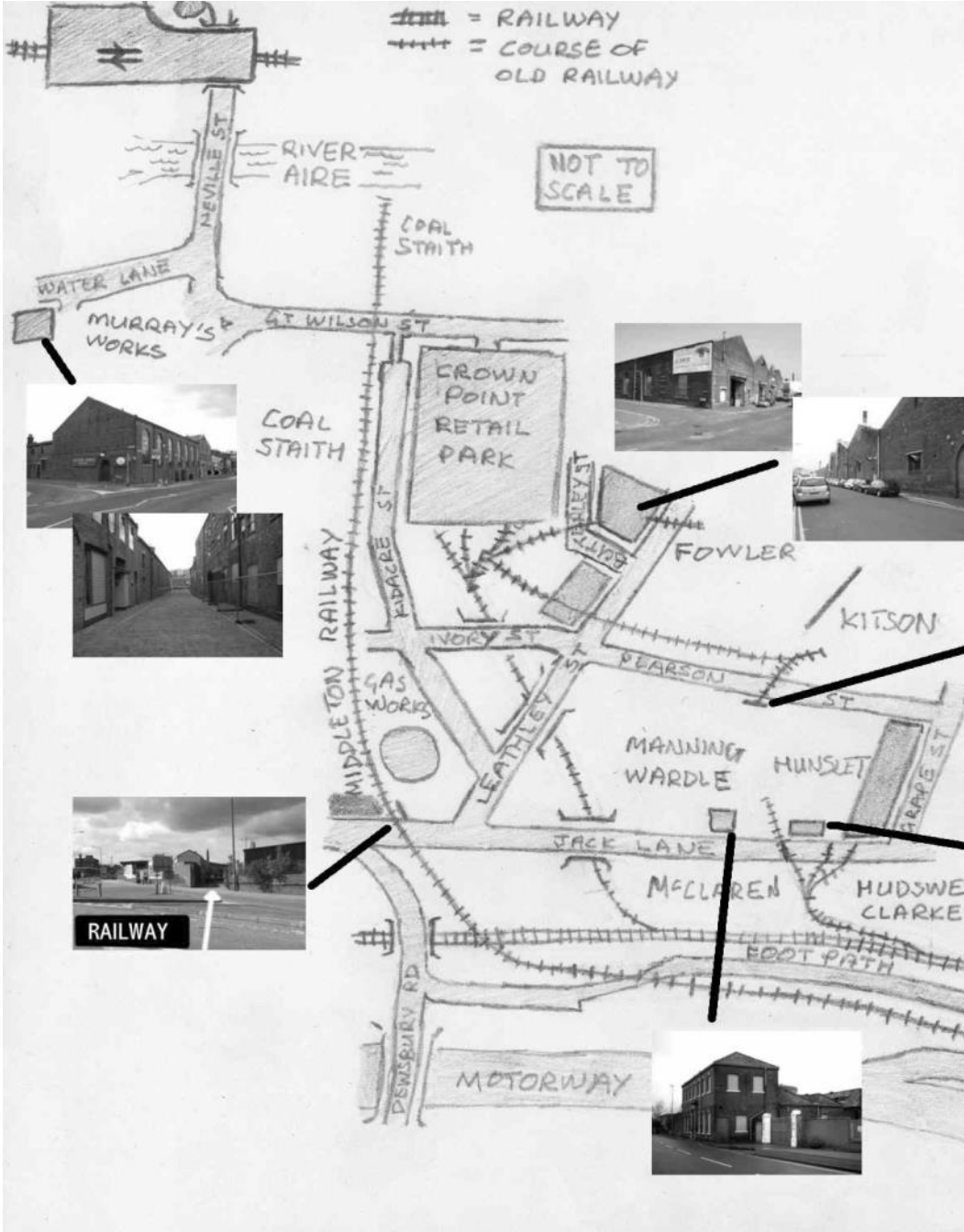
Left: Arrival at Middleton Park Halt. Note the lush May-time growth and May blossom in flower. The newly yellow painted end makes a sharp contrast with the previous "whiskers" the railbus carried prior to visiting Llangollen in 2005

The Middleton Park Halt loop seen from the rear compartment of the railbus on the return journey



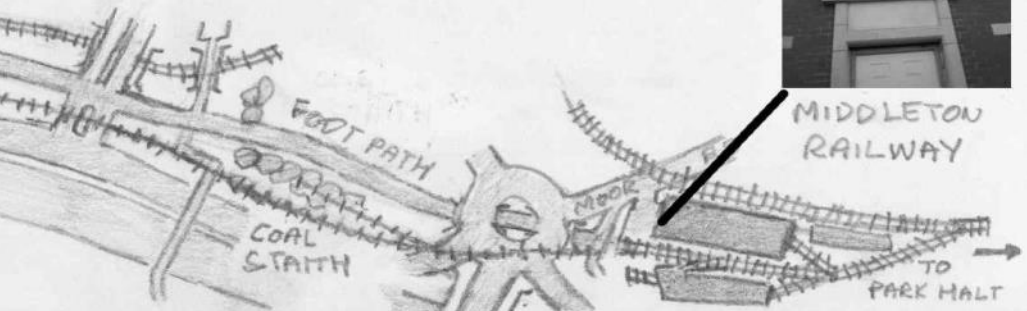
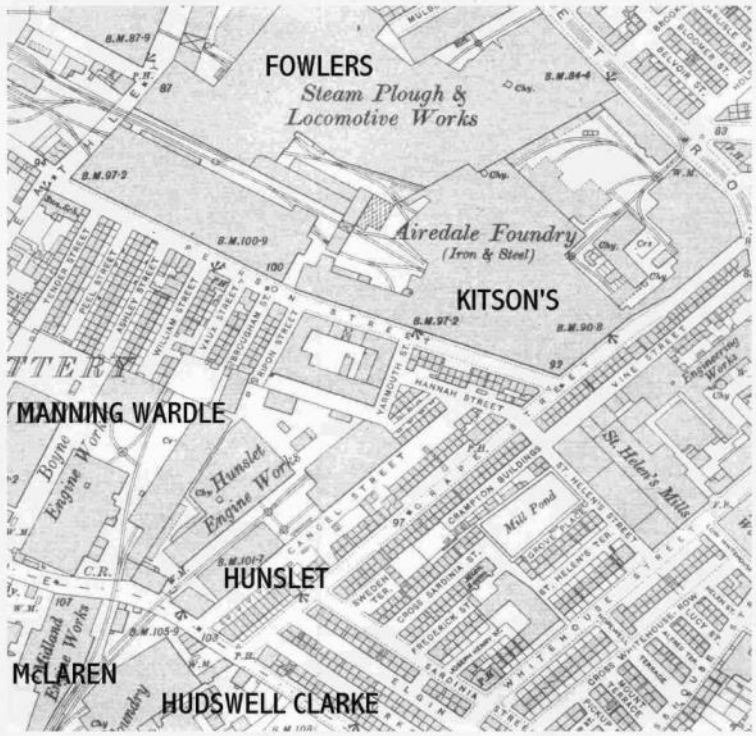
Driver's eye-view of the approach to Moor Road station with the passenger coaches standing in the run-round loop service for the next day's service and ex-NER goods brake van in Bannister's siding

Continued from page 9



# Map of locations referred to in Kris Ward's article

1908 MAP



## MIDDLETON 2007 OPENING SPECTACULAR

The Middleton Railway will host 2 weekends of festivities in April 2007 to officially open the new "Engine House", built as a result of Heritage Lottery funding in 2005/2006. Saturday 14<sup>th</sup> April will be the "Formal Opening" day, restricted to invited guests and performed by a celebrity guest. The invited guests will comprise representatives from the many organisations which have assisted the Middleton Railway in this project. Sunday 15<sup>th</sup> will see a full "Gala", complete with visiting locomotives, and this will be repeated on Saturday & Sunday 21<sup>st</sup> & 22<sup>nd</sup> April. The three gala days will see at least one, and possibly two, visiting locomotives and will feature most of the lines Leeds built locomotives operating a variety of trains throughout the day. It is hoped that Leeds built traction engines will also be on display, alongside other vintage vehicles. This "double gala" event is replacing the 2006 Gala, originally planned for 23<sup>rd</sup> & 24<sup>th</sup> September 2006. This event has had to be cancelled due to completion work at Moor Road having to take priority over preparations for the event. Work is still in hand to provide an inspection pit and water supply capable of servicing more than one steam locomotive, whilst remedial work on the Balm Road Branch has had to be delayed to allow volunteers to concentrate on the completion of Moor Road.

## WANT TO HELP?

Volunteers are still needed for work in all areas. Help is needed with the many jobs involved in completing stage two of our new development.

There are front line and back room jobs to be filled and openings for assistant curatorial staff to man the Shop, Resource and Visitor Centre and Engine House, and to act as hosts to visiting schools and other groups, families and individuals. Full training will be provided.

Use your skills and experience and contact a member of the Railway's Council (details on page 31) or turn up on a Wednesday or a weekend for information.

To quote one volunteer: "It's the pleasure of being part of something worthwhile, preserving something which gives great pleasure to people of all ages from all over the world. There's a camaraderie, a sense of using your skills and developing new ones in a friendly atmosphere". Couldn't put it better myself!

## 2006 events

Weekend 28 and 29 September. Halloween Trains—special timetable.

Weekends, 2 and 3, 9 and 10, 17 and 18, 23 and 24 December. Santa Trains for the public. Pre-booking obligatory on 23 and 24 December. Special timetable.

Wednesday and Thursday, 6 and 7 December. Schools Santa Trains. Special timetable. Pre-booking only.

Dear editor, "I must say....."

Your members may possibly be interested in some of the pages at <http://www.lostrailwayswestyorkshire.co.uk/>

Paul Holroyd  
Vintage Carriages Trust  
Ingrow, Keighley

*[Thank you. An exceptionally interesting website for those interested in West Yorkshire railways. A minor criticism is that even with Broadband this is a slow site, but well worth looking at nevertheless. Ed.]*

This beautiful model of an unusual Leeds-built Kitson-Meyer articulated 2-8-0+0-8-0 locomotive, arrived in the Engine House on 2 June 2006 on loan from the National Railway Museum



Now gracing the Engine House, is this 1:8 model of Hunslet Engine Co. contractor's locomotive number 648 of 1897, owned by the National Railway Museum



View through windows of John on a hot 3 June

## Preserved omnibus brings visitors from Manchester



Andrew Gill reports:

A party from Manchester Bus Museum visited the railway on Saturday 13th May 2006. Here they are seen leaving in their own private bus to return via the M62. More details of the bus are to be found on page 19

(Andrew Gill)

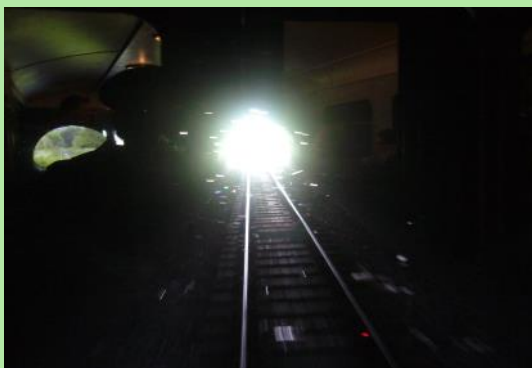




The lecture hall on the first floor of the Engine House is now commissioned, and was the venue for our annual general meeting, the Heritage Railway Association and the EM2 Locomotive Society recently (AJ)



This surreal view was taken through the end compartment of the Wickham Railbus, looking through the motorway tunnel; also with reflections of the train crew and the opposite end tunnel mouth in the left of the picture!  
20 May 2006



The cab of the Alcock Railbus  
20 May 2006

## Middleton's the place for your birthday celebrations



### Andrew Gill reports:

On 21 May 2006, three ladies decided to celebrate a 50th Birthday on our Railway. After a trip up the line they are seen here enjoying their second (at least) glass of champagne in our new cafeteria.

The birthday girl is Ellen Webster, (centre), with Mary Webster (left) and Marie Webster (right)

Happy Birthday from MRT!  
(Andrew Gill)



On 17 June 2006, Drewry diesel railcar DB998901 *OLIVE* approaches the new overbridge en-route to Middleton Park Halt  
(Ian Dobson)

## Join the Tuesday club !

Ian Dobson has put together an informal programme of events being held on the first Tuesday of each month in the Lecture Room in the Engine House at the Middleton Railway. The meetings start at 1930 and end by 2200 hours and all are welcome. The programme for the next few months is as follows:

**Tuesday 5th September: Main line steam in the UK DVDs**  
(Charlie to provide)

**Tuesday 3rd October: Preserved steam railways in the UK**  
(Slides ditto above)

**Tuesday 7th November: Overseas steam DVDs**  
(Charlie to provide)

**Tuesday 5th December: Slides of old Middleton -**  
**open to all who have them!**

## Officers re-elected and subscriptions reviewed at AGM

At the Middleton Railway's annual general meeting on 15 June 2006, members re-elected David Monckton as Chairman of the Trust, together with Tony Cowling as Company Secretary and Stan Holdsworth as Treasurer. There were no other nominations for any of the three posts.

The members of the Trust's management body, the Council, were all re-elected. Additional new members of Council are Andrew Gill and David Guest. At the Council meeting which immediately followed the annual general meeting, Brian Jenkins was

also co-opted as a member of Council. The composition of the Council is now as shown on page 31 of this journal.

Members voted to revise membership fees to reflect inflationary costs of printing and postages connected with the publication of *Old Run*, and other associated costs. The new rates can also be found on page 31.

Following discussion, Council was also authorised to examine membership concessions.

## More about that bus on page 16

The bus is DBA 214C, a 1965 Leyland Atlantean PDR1/1 with bodywork by Metro Cammell.

It was new to Salford City Transport in February 1965 as their number 214 and worked from Frederick Road Garage in the city. When SELNEC took over the bus services in the Manchester area in 1969, 214 was renumbered 3060 and transferred to Queens Road, next door to where the Manchester Bus Museum is today.

It was withdrawn by Greater Manchester Transport in June 1978 and sold to Lancaster City Transport, who numbered it 214 once again. They in turn sold it to Lonsdale Coaches of Heysham in 1983. Lonsdale used the bus on workman's services on behalf of Taylor Woodrow who were building Heysham Power Station at the time.

In early 1986 it was bought by two enthusiasts for preservation, but loaned it to its sixth operator, Ashtree Coaches of Edenfield in Rossendale. They used it on school services and private hire work for another two years until it finally retired. Restoration started in 1994 and slowly progressed until 214 took to the road again in 2004. Restoration continues and since its visit to Middleton the roof has been painted green.

# Matters mechanical

Steve Roberts

With the practical completion of the Engine House and the track layout modifications we have been able to turn some attention to the loco fleet, once more. However, there is still a large amount of infrastructure work to complete and this, although no longer the highest priority, occupies a large number of volunteer hours.

**1601 MATTHEW MURRAY.** For the start of the season, *Matthew Murray* was the only serviceable steam loco and it remained so until the beginning of July. It has performed reasonably satisfactorily though on two occasions the bolts holding the left hand slide bars worked loose, allowing the packing shims to fall out, fortunately without damage. These have now been attended to and one of the bolts has been replaced.

The loco suffered an injector failure during August. This was traced to a blocked delivery cone. A pair of goggles was accidentally dropped into the water tank when the tank was full. Unfortunately, the intention of recovering them when the tank was empty was forgotten and a piece of the rubber strap found its way into the injector! The remainder of the goggles have now been removed!

At the time of writing *Matthew Murray* is on a brief holiday to the Tanfield Railway for their gala. It is only staying for one weekend so should be back at Moor Road by the time you read this.

**No. 67.** Following the loss of the old parts, manufacture of all the new ones required was a protracted affair but was eventually complete by the beginning of July. The replacement parts for the hydrostatic lubricator were the biggest problem as we didn't have any drawings. We did have an old one to copy from but we didn't appreciate some of the finer points at first and it was a while before we could get it to work successfully. Since going back into traffic, 67 has been the mainstay of the steam service. It has the significant advantage over 1601 in that it will run the full day's service on one filling of the tank and coal bunker, a big advantage whilst the present temporary arrangements

obtain.

**No. 6** No progress to report.

**1210 SIR BERKELEY** Mechanical progress on the loco came to a temporary halt when Bill Turnpenny suffered a stroke recently. Fortunately he is making good progress towards a recovery and we are hopeful that he will return soon. Bill has been working relentlessly on the loco virtually every Saturday and has done most of the mechanical work.

The valve port faces have started to receive attention. They are badly worn and the old valves had worn to their profile. Provision of the new valves means that it is necessary for the faces to be ground flat to suit the new valves. This is a very laborious and difficult process, using a small air grinder and a finishing disc. The faces can only be accessed through a 3½" wide opening through which you have to squeeze your arms.

Painting of the frames is now complete and they await the return of the wheelsets from Ian Riley Ltd. Riley's have now completed the re-tyring of the wheels and their return is imminent. Getting them back under the frames will be an interesting exercise in logistics, though, as it is presently not possible to move them out into the open and use a crane.

The boiler is also now complete, having passed its hydraulic test on 18 August. Israel Newton's works is now shut down for holidays so it is not scheduled for delivery back to Moor Road until 6 September.

At long last, things are coming together and we are very hopeful that it will be complete and available for the start of next season.

**No.11** No progress. Now on its third generation of resident spiders.

**2387 BROOKES No.1** Satisfactorily passed its steam test. It is no longer a registered "Thomas" and will eventually revert to being a saddletank. A hole has been found in the blastpipe and this has been temporarily repaired with Belzona pending the manufacture of a pattern and casting of a new blastpipe. The whistle has

required some attention. It has had a 'botched' repair at some time in the past (not us!) and this finally gave out.

Although technically available for traffic, 2387 has not been used. It is virtually impossible to prepare and dispose of the loco without a pit and because of the absence of one until now it has merely undertaken the role of standby.

**1309 HENRY de LACY II** The loco came into the workshops immediately after Easter. The paintwork has been completely rubbed down again to give a smooth surface for the final coats of paint. New cladding plates have been made and fitted to the cylinders, replacing the badly corroded originals. The middle boiler cladding plate is also badly corroded and has been removed. A replacement plate is presently being manufactured. Once final painting is completed the loco will be moved into the Engine House for permanent display.

**Continued on page 24**



No. 67 sits on the newly finished inspection pit on 20 August 2006, being the first locomotive to test the structure

(Andrew Gill)

# Middleton's latest locomotive

Tuesday, 9 May 2006 saw the Middleton Railway take delivery of Hudswell-Clarke 0-4-0 D1344/65, from storage at long Marston, via Toton, for tyre turning, sponsored by Micromotive (a division of A1 Results Ltd). The locomotive was built by Hudswell-Clarke at their Railway Foundry in Jack Lane Leeds and delivered to NCB Notts area at Holmewood Colliery. From there is moved to Shirebrook Colliery in 1970 until sold 20 years later to the *Shropshire rCollection*. When that Collection was dispersed the locomotive went first to Somerset and Dorset Railway before being resold to Andrew Bridden and moved to Long Marston in 2003. The locomotive is being restored by its owner, Andrew Bridden and will be used on weekend passenger trains as required.

The locomotive has a link with Middleton in that the prototype of this particular class, D1259 was tested at Middleton in 1965. It also fills a gap in our *Leeds Collection* as an example of a modern Leeds-built diesel locomotive as opposed to the rest of our collection which comprise diesel-mechanical designs.

## Technical details are:



Length—20' 11.5" Width—8'6"  
Height- 11' 6.7" Wheel Dia—3'6"  
Wheelbase- 6' Mid Rad Curve- 60'  
Weight- 34 tons  
Engine—Cummins NHS 6, 6 cylinder inline engine, supercharged 5.125" Bore x 6" stroke. 12 litre capacity, rated 252 bhp @ 1800 rpm (gross), 227 bhp @ 1800 (nett).

Transmission—twin disc torque converter CF11500 Ms300  
Final drive—unknown manufacturer, with a reduction ratio of 11.67:1

Max Tractive Effort—23500 lbs @start based on 3.33:1 adhesion.

Seen at Moor Road on 20 May 2006 as delivered. Though there is no reference to it having been stationed at Bolsover Colliery in the notes in this report, the loco has NCB Bolsover painted on the cab side which indicates that it may have been there towards the end of its NCB career. See OR189 (March 2006, p.28 for a photograph of D1259 on test at Middleton in 1965 referred to above.

Owner Andrew Bridden aged 19, is one of the new generation of railway preservationists who encompass both steam and diesel interests. He presently has a collection of 15, with locomotives on loan to NRM Locomotion at Shildon, Snibston Discovery Park (Coalville), the Royal Chatham Historical Dockyard and Peak Rail. He appeared on TV Channel 4 at the Scrapheap Mega Challenge 2004 and is studying mechanical engineering at the University of Loughborough.

Micromotive specialises in radio remote control of locomotives, having installed systems for Corus in South Wales, and crane control for London Underground and Great Central (Northern), Ruddington, near Nottingham. □

# Some of the workers caught on camera just to show they still mean business!



David Cook making steps for the coaling stage



Brian Hall stepping out across the car park



Steve Roberts smiling!



Paul and Brian contemplating the next job



Andrew Plumb going off to grease the points



Tim Veacock, James Devlin and David Jenkins polishing Ha No. 385 in the Engine House, 20 May 2006

All photos except bottom right: Sue Gill, 6 May 2006

## Continued from page 21

**No.14** Our newest recruit to the steam fleet, this Manning Wardle 0-4-0ST spent its first few weeks in the Engine House before being shunted to the back of the works. It has since been jacked up to enable the horn guides to be removed for machining.

**Fowler 3900002** Our Fowler diesel was shunted into the workshops along with 1309 and quite a bit of work has been done on it since then. Much of the badly corroded platemwork has now been cut out and preparations are being made to fit replacements. The whole of the cab roof has been condemned, along with much of the cab sides and back. The front buffer beam is completely rotten and will require total replacement.

There is presently no intention of returning the loco to service and it will become a permanent exhibit in the Engine House once restoration is completed.

**The Greenbat.** There is no further progress to report. It unfortunately suffered from a vandal attack in May, when a cab window was smashed.

**5003** Austin's No.1 continues to be the general workhorse and yard shunter, in very regular use

**D2999** A new set of batteries was purchased and fitted, enabling the loco to return to service. It sees regular use in rotation with the other diesels.

**7401** In regular use this year on the Saturday passenger service.

**Wickham.** The Wickham railbus entered the old shed for a full external repaint into Research Centre livery, a task which has just been completed.

**138C** An oil change was recently carried out. It is in regular use, as required.

**D577, D631 and Olive** are serviceable and used as required.

**INFRASTRUCTURE WORK** Although we are now running trains on a regular basis, much work still needs to be done to bring all our plans to fruition. Urgently needed has been an ash and inspection pit. Work start-

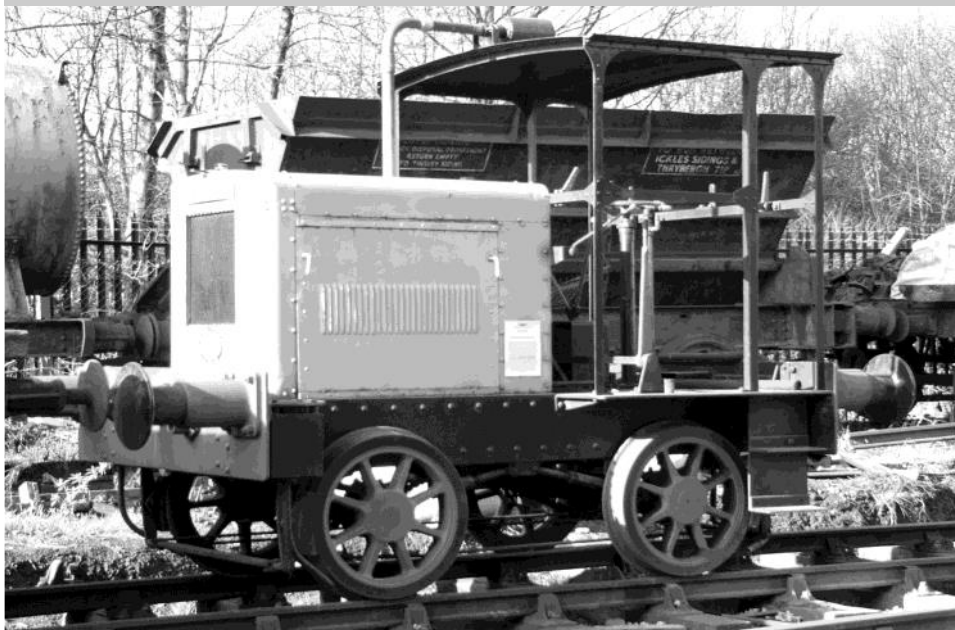
ed on this during June 2006, using our faithful JCB to excavate the necessary hole in the ground. The pit, which is 8 metres long, is situated on the road into the old shed. Following excavation to the required depth, ready mix concrete was used to create the base of the pit. Substantial block walls were then laid to provide the sides and ends. Once these were in place the timber weighbeams were fitted, followed by the chairs and rails. The pit was complete and in use for the first time on 20 August 2006, the privilege of christening it going to No.67.

The safety case for the Railway requires that, before we can let the public into the 'yard' area, we must have a set of gates across the tracks by the coal dock. The timber gates have been constructed but the coal dock has not yet been built! These gates, in similar style to the platform fencing have been constructed over the last few months. Two steel gateposts have been erected to support these gates. Some finishing off work needs to be done before they are put to use.

Next on the list will be the foundations for, and erection of, the steelwork to support the water tank. This will be adjacent to the newly constructed pit, and it is intended that this work will be completed by the end of the year. □



# Hunslet Engine Company's smallest standard gauge locomotive?



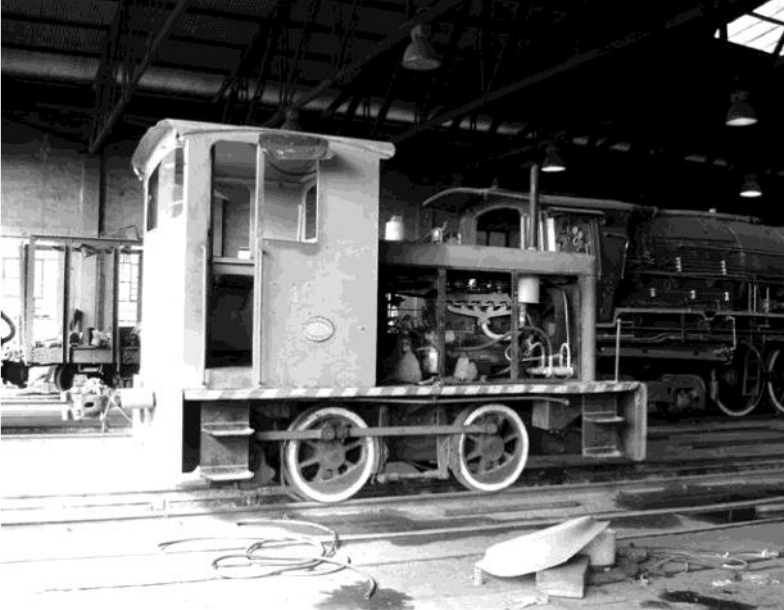
Hunslet Engine Company 4 wheel diesel locomotive, 1786 of 1935 *Courage* with a tractive effort of a mere 1800 lbs, seen at Moor Road in February 2006. This diminutive machine was delivered to the Alton Brewery of John Courage in July 1935. Shortly afterwards the brewery changed over to road transport and 1786 saw little use. Courage's waited over 30 years before deciding to dispose of it. Wishing it to be preserved it was delivered to Middleton by rail, loaded on a "Lowmac".

The engine is a Lister 2-cylinders developing 22 h.p. at 1200 rpm, starting being accomplished by nothing more sophisticated than a starting handle! Its lack of power and adhesive weight restricts its use to engineering trains and lightweight shunting. In 1994 the locomotive visited the Mid Hants Railway near its old home at Alton and, appropriately, spent some time on display parked outside the Engine Inn there, which bears a painting of *Courage* as its sign.

Also seen in the picture behind *Courage* is a side-tipping wagon produced for the City of Sheffield Sewage Department. These ran on BR main line tracks "between Ickles Sidings and Thrybergh Tip" - as the board on our wagon indicates. These tippers were built to a special design of 420 cubic feet (instead of 300 cu. ft.) capacity, and had a longer wheel-base, together with safety chains to prevent unwanted tipping en route. See page 30 of this issue for a Book Review by Henry Gunston making reference to this wagon. □

# South African Hunslets

MRT member Ian Hodgson visited South Africa recently for a railway safari. You'll find a colour photograph of a genuine Leeds-built Hudswell Clarke steam locomotive on the back page of this journal. Shown below are two South African-built Hunslet 3'6" gauge diesel locomotives he came across on his travels. The standard gauge in southern Africa is 3'6".



**LEFT:**

**0-4-0DM HE 4268/51,** pilot for the Reef-Steaming preservation group at Germiston, South Africa photographed on Saturday 20th May 2006

**RIGHT:**  
**4wDH, HE8206/77.** pilot for the Umgenni Railway Preservation group at Petermaritzburg. Photographed at Masons Mill shed on Monday 29th May 2006. This and the Germiston pilot were built at the Hunslet works at Germiston according to their plates



# On the width of a horses ass!

Submitted by Andrew Johnson

Here is a look into the corporate mind that is very interesting, educational, historical, completely true, and hysterical all at the same time.

The US standard railroad gauge (distance between the rails) is 4 feet, 8  $\frac{1}{2}$  inches. That's an exceedingly odd number. Why was that gauge used? Because that's the way they built them in England, and English expatriates built the US Railroads.

Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. Why did "they" use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing.

Okay! Why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

So who built those old rutted roads? Imperial Rome built the first long distance roads in Europe (and England) for their legions. The roads have been used ever since.

And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels. Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing.

The United States standard railroad gauge of 4 feet, 8  $\frac{1}{2}$  inches is derived from the original specifications for an Imperial Roman war chariot. And bureaucracies live forever. So the next time you are handed a spec and told we have always done it that way and wonder what horse's ass came up with that, you may be exactly right, because the Imperial Roman war chariots were made just wide enough to accommodate the back ends of two war horses.

Now a twist to the story. When you see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah. The engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains. The SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.

So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ass. □

# Personnel personal profiles

## Howard and Mary Bishop

This issue we feature a couple who have become well-known in Middleton Railway circles in recent years, Howard and Mary Bishop.

Howard first came to the Railway as a working volunteer in 1993 when he arrived in the Ticket Office one Sunday afternoon and said he would like to help. Four years later he took over as Marketing Officer, holding the post until 2001, during which time through his efforts the passenger numbers and revenue grew by around 32%. Mary joined the band of workers in 1998 and since then has been employed in the booking office and shop. Howard is also to be seen serving as Guard on the passenger trains, works on helping to restore locomotives and rolling stock, and for the past three years has been Editor of the *Old Run*, the Middleton Railway's in-house journal for members and friends.

"Railways have been in my blood all my life", says Howard. "My father worked on the railway all his life, starting with the Great Central Railway at Staveley Works in 1915, then with the Midland Railway, the LMS and British Railways all at Barrow Hill. Born near Chesterfield in Derbyshire in 1937, Howard went to school at the local Grammar School in Chesterfield, the home town of railway engineer George Stephenson for several years before his death in 1848 - Stephenson is buried in Holy Trinity Church there.



"In the long school holidays I would spend hours in the signal box at Whittington, on the "Old Road" between Chesterfield and Barrow Hill, and meet my Dad on his train, often with the chance to get a footplate ride. I accompanied my parents on many long journeys and in particular, I remember passing Pye Bridge on the Erewash Valley line and distinctly seeing what is now Steve Robert's locomotive No. 6 complete with low level cab, shunting under the low bridge under the ex-Great Northern line to gain access to the Ironworks there".

Leaving school, Howard worked for a firm of Solicitors before and after national service in the Royal Air Force, then studied theology in London and met Mary, who hails from Kinsley near Pontefract, after which they worked together doing social work in the East End of London and Norwich. In 1963 they moved to

Pontefract to work for the West Riding County Council (of blessed memory!), before moving to live and work in the Isle of Man for the Manx Government for four years. Returning to the mainland, they both studied and qualified at Leeds Polytechnic as social workers, and then worked in Leeds before moving to Doncaster. There Howard became Training Officer in the Social Services Department, then a Lecturer in social studies, and after doing a post graduate Certificate of Education at Huddersfield, became Principal of a residential school in Batley. Later there followed a move to a

senior lecturer post, teaching social sciences and applied social studies in an institute of higher education, before early retirement, retraining and self employment as a podiatrist with a clinic in Leeds, until quite recently. In the meantime, Mary had done post-graduate studies at the University of Leeds, and ultimately become Principal Officer Human Resources, Staff Training and Development, in Rotherham, until she retired in 2001. She has continued since then as a professional consultant at Sheffield Hallam University.

They have two children, Andrew who studied at the University of Newcastle upon Tyne and now lives in the Isle of Man and runs a design studio there, and Ruth who is a doctor of chiropractic in Rotherham and Tickhill.

Howard is a member of the Welshpool and Llanfair Railway, the North Yorkshire Moors Railway and the Keighley and Worth Valley Railway.

When away from the Middleton Railway Howard and Mary enjoy travelling, in fact they have travelled in all the continents, by rail whenever possible, as independent travellers. But they have not finished yet! There are am-

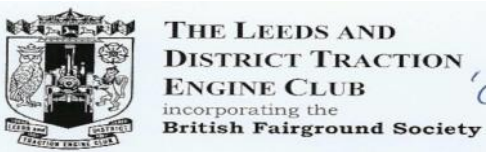
bitions to travel across Canada from east to the far north west, by way of the Winnipeg to Churchill line en route; the Patagonia Express in the far south of South America, and to travel from Waterloo by Eurostar, en route to Moscow, then board the Trans-Siberian Railway to Vladivostok!

They are also actively involved in their local village parish church: Howard serves on the Parochial Church Council and Mary plays the organ.

"The developments that are taking place at the Middleton Railway are exciting and challenging, and we both look forward to the Railway going from strength to strength".

We are all happy that Howard decided to visit Middleton Railway that fateful Sunday afternoon in 1993 and that Mary eventually found her way to the Railway also.

*Stan Holdsworth* □



### 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.

~ ~ ~ ~ ~

**Deadline for next issue  
15 October 2006**

**A rostering record?**  
Readers may already know that it is possible to roster themselves for duty on-line on the Railway's website, [www.middletonrailway.org.uk](http://www.middletonrailway.org.uk)

Many members already keep up to date with happenings at Moor Road using our website when they are away on holiday [the editor having logged-on from New Zealand and South Africa for example]. But is this a record for long-distance rostering of themselves for train duties? **John Dunn** says he signed himself on for driving duties on May 28 when he was away in Manila, in the Philippines!

## Robert Hudson Ltd., Gildersome Foundry, Leeds - Suppliers of narrow gauge railway equipment to the world: by Alan J. Haig

Robert Hudson was a well known Leeds-based manufacturer of railway equipment, although most of its products were for use on narrow gauge lines. However, Hudson also built the standard gauge Sheffield Sewage tipper which we have at Middleton - of which more later. Alan Haig served an engineering apprenticeship at the Gildersome Foundry from 1954 to 1960 and he is therefore able to write of Hudson products with first hand knowledge. A three page history of the Company notes that it was established in 1865. Plans show the location and details of the Gildersome Foundry site, which Hudson occupied until moving to Holbeck around 1981. The Company ceased trading in 1984, and its assets were sold off early in 1985. However, the name and product range were sold on the Clayton Equipment Ltd, at Hatton in Derbyshire.

Hudson concentrated on building trackwork and rolling stock for narrow gauge lines, and most of the book comprises copies of illustrated pages from Hudson's extensive catalogues, with helpful explanatory notes from the author. Hudson did not generally build locomotives themselves, but marketed those built by other Leeds firms. Hudswell Clarke supplied steam locomotives for Hudson between 1911 and 1929, including 60cm gauge 0-6-0 tanks supplied to the War Department during the First World War. After 1929, Hudson favoured Kerr Stuart, who supplied their standard designs, such as the well-known small "Wren" four coupled saddle tank. When Kerr Stuart closed in 1930, Hunslet took over their goodwill, and continued to supply locomotives (both steam and diesel) to the Kerr Stuart designs. Hunslet also designed a range of small narrow gauge diesel mechanicals for Hudson, which carried "Hudson-Hunslet" plates above their radiators. One of these is on display at the Armley Museum. Sheila Bye notes that our own "Courage" (HE1786/35) was also a Hudson-Hunslet product.

The catalogue pages show the wide range of Hudson products. Wagons from the basic two feet gauge contractor's side tipping "V" skip, plus a whole range of specialist trucks for mining (coal in the UK and minerals overseas)

and tunnelling, together with man riding cars. Other pages show equipment for rope haulage and rotary colliery wagon tippers, as well as wagons for sisal and sugar plantations, and a range of "passenger cars". The Middleton connection is that drawings are included for the standard-gauge side-tipping wagons produced for the City of Sheffield Sewage Department, of which we have a survivor. These ran on BR main line tracks "between Ickles Sidings and Thrybergh Tip" - as the board on our wagon indicates. These tippers were built to a special design of 420 cubic feet (instead of 300 cu.ft.) capacity, and had a longer wheelbase, together with safety chains to prevent unwanted tipping en route. A fine book at a very reasonable price, its only significant failing being that some photographs from the catalogue pages have not copied well.

### Henry Gunston

*Published by the author at 2, Foster Close, Morley, Leeds, LS27 9NH in October 2005. Price (including postage) £3.50. Size A4, stapled booklet with card cover, 28 pages, many illustrations, both line drawings and photographs.* □

# 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  
Registered Museum No. RD2114

Telephones: 0113 271 0320 (office & fax.) 0113 270 6162 (shed)  
E-mail: [info@middletonrailway.org.uk](mailto:info@middletonrailway.org.uk) [www.middletonrailway.org.uk](http://www.middletonrailway.org.uk)

## President

Gerald Egan, 3 Warren Avenue, Knottingley WF11 0ET: 01977 672126

## Vice-Presidents

N A Brampton, J K Lee B.E.M., I B Smith

## Chairman

DRC Monckton 22 Red Hall Avenue, Leeds, LS17 8NQ. 0113 265 9441

## Secretary

A J Cowling 2 College Street, Sheffield S10 2PH. 0114 268 3812

## Treasurer

S Holdsworth 940 Scott Hall Road, Leeds LS17 6HJ. 0113 268 5866

## Council Members

J A Cowling 2 College Street, Sheffield S10 2PH **Council Secretary** 0114 268 3812

A Gill 18 Tinshill Drive, Cookridge, Leeds LS16 7DH. 0113 230 0033

D. Guest *Lindisfarne*, 3 New Croft, Horsforth, Leeds LS18 4TD. 0113 258 0521

B. Jenkins 9 Whitley Road, Thornhill, Dewsbury, WF12 0LP

E Lanne 33 Marriott Grove, Wakefield WF2 6RP. 01924 255452

A Parsley c/o Middleton Railway, Moor Road Leeds LS10 2JQ

S J Roberts 12 Pinfold Rise, Aberford, Leeds LS25 3EN. **Chief Mechanical Engineer** 0113 281 3626

M A Scargill 31 Victoria Walk, Horsforth, Leeds LS18 4PP. **Membership Secretary** 0113 258 5068

I B Smith c/o Middleton Railway, Moor Road Leeds LS10 2JQ. 0113 271 1089

C Wood 4 Elm Grove, Huntington, York, YO31 9HD. **Commercial Manager** 01904 633906

## Other Officers

Sheila Bye 15 Leylands Lane, Bradford BD9 5PX. **Hon. Archivist** 01274 543574

D Plummer 44 South Broadgate Lane, Horsforth, Leeds LS18 4AG. **Exhibitions Manager** 0113 258 1851

## Membership subscription rates from 1 January 2007

Full Trust Membership	£12.00
O.A.P. Trust Membership	£9.00
Junior Membership (of M.R.A.)	£9.00
Family Associates of Trust Members (in same household)	£2.00 per person
Life Membership	£210.00

## E-mail addresses

Administration (Chairman/Secretary)	<a href="mailto:admin@middletonrailway.org.uk">admin@middletonrailway.org.uk</a>
Bookings (Advance Travel Reservations)	<a href="mailto:bookings@middletonrailway.org.uk">bookings@middletonrailway.org.uk</a>
Engineering (various engineers)	<a href="mailto:engineering@middletonrailway.org.uk">engineering@middletonrailway.org.uk</a>
Finance (Treasurer)	<a href="mailto:finance@middletonrailway.org.uk">finance@middletonrailway.org.uk</a>
General Enquiries	<a href="mailto:info@middletonrailway.org.uk">info@middletonrailway.org.uk</a>
Membership (Membership Secretary)	<a href="mailto:membership@middletonrailway.org.uk">membership@middletonrailway.org.uk</a>
Old Run (Editor)	<a href="mailto:oldrun@middletonrailway.org.uk">oldrun@middletonrailway.org.uk</a>
Staff Rosters (Roster Clerk)	<a href="mailto:roster@middletonrailway.org.uk">roster@middletonrailway.org.uk</a>



View of the new Moor Road station as seen from vehicles passing along the M621 south-bound. Andrew Johnson managed to take this shot from a slow-moving road vehicle on 13 June 2006



Ian Hodgson took this shot of Leeds-built Hudswell Clarke 687 of 1903 STORMBERG at George Railway Museum, South Africa, on 5 June 2006