

THE OLD RUN



**JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS**

SPRING 1989

No. 126

60p

Editorial Address:

15, Leylands Lane,
Heaton,
Bradford,
Yorkshire,
BD9 5PX.

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

All articles for the next issue should reach the Editor by 9th June 1989.

EDITORIAL

The 1989 Spring issue follows hard on the heels of the last issue. I apologise for the lateness of that, caused by a variety of mishaps - items lost in the post, illness, and the change of computers on which the magazine copy is produced which is sent to the printer. The new machinery, once the procedures had been experimented with and sorted out, enabled us to make a much more professional-looking job, which we hope members thought worth the wait. If anyone has criticisms to make (constructive ones, hopefully) please do not hesitate to let me know: the magazine should please the membership for whom it is produced. The short time between last issue and this issue has meant that details are not yet finalised for the 1990 celebratory events, and these hopefully will appear in the next issue.

SHEILA BYE

Frontispiece:- Hunslet battery electric (OHW) loco No. 9174 of 1989 on trial at Middleton Railway 20.1.1989. Photo: Mike Taylor

STILL MORE MIDDLETONS

Inspired by the late John Bushell's article 'The Other Middleton Railway', published in the Autumn 1988 issue of The Old Run, I have been researching into miscellaneous "Middleton" places, stations and sidings. I sent the results of my work to John, who died before he could use them in a further article. Here, therefore, as a tribute to his original work, are the Middletons I found in earlier records, plus findings on why some of John's Middletons bore that name.

One of the intriguing facts is the way the spelling changes. As we go through the years of Railway Clearing House records, we have Middleton, Middletown, Middlestown, Middleton's, and even Midleton. What is obviously the same place occurs in more than one spelling, and in at least one case, the siding is named after an owner, not a place. The abbreviations usually follow the original published work.

N.E.R. MIDDLETON-IN-TEESDALE There is a "Middleton Junction" where the Middleton branch leaves the line to Stainmore. Co-operative Society's Depot, Lead Co.'s Saw Mill, Lunedale Whinstone Co.'s Siding, Ore and Madison's Quarry, and Park End Quarries are all down as Middleton-in-Teesdale. Also, but years later, Hodsman's Siding, Middleton Saw Mill and Timber Yard, Ord and Maddison's instead of Ore and Madison's (presumably merely spelling errors).

N.B.R. MIDDLETON, NORTHUMBERLAND This is a village near Scotsgap.

L.&N.W.R. MIDDLETON-ON-LUNE A village name, also.

L.&Y. MIDDLETON, LANCASHIRE Middleton Junction Station has a Co-operative Wholesale Society Siding, a Leeds Travis and Lees Siding, and Manchester Corporation, Major Radcliffe's Siding. There are also sidings labelled Cheethams Siding, Middleton, Co-operative Wholesale Society Siding, Middleton, and Tonge Spinning Co.'s Siding, Middleton. It would be legitimate to ignore entries that are merely private sidings in a larger yard, or branches from that yard. However, one that really is new, on "Middleton Incline Siding" (presumably between Middleton Junction and Oldham), noted as "Chamber Col.", presumably Chamber Colliery.

SHREWSBURY & WELSHPOOL Middletown Hills on the English side of the border. In addition to this discovery of John's, we now have Middleton village on the Welsh side, and a Middletown, Montgomery Siding, which is also on the Welsh side of the border. As the border comes right up to the edge of the village, it could be the same siding. There are one or two cases where town and station are on opposite sides of the English/Scottish border (Coldstream, for instance).

M.R. MORECAMBE AND HEYSHAM, MIDDLETON ROAD There is a Middleton village near the nuclear power station.

JOHN BUSHELL

More letters have been received since the last issue, one being from a former Traffic Manager, Gordon Crapper, who says how saddened he was to hear of John's death. The following tribute came from another long-standing member, who knew both sides of John's sparetime interests.

"My first visit to the Middleton Railway is enshrined in a photograph of Swansea & Mumbles Railway No.2 being hauled by 'John Alcock' during Rag Week in June 1960. Middleton then promised exciting developments in those twilight years of British Railways steam and by 1962 I had become a member. Memories of those years live in the mind - of Hunslet Railway Station, the bus stop outside Moor End Mission, coal staithes and adjacent tram tracks, back-to-back houses and Rugby League on a Saturday afternoon at Parkside. Even in those distant years, symbolically almost obliterated by the destructive spread of the motorway over Hunslet Moor, John seemed to be there.

John and myself had many common points of interest. Both of us received the then quarterly Methodist class ticket and held a Middleton Railway membership card - twin symbols of the unity of faith and steam trains. John was a school teacher and a Methodist local preacher; in a sense I followed in his footsteps, for after a spell in industry, similarly I trained as a teacher and ended up on the Methodist plan as a preacher. There perhaps our lives took on slightly different perspectives, for John remained single and an active member of the Railway, whereas after my marriage my energies went in other directions, and my Middleton membership was retained more out of support and interest.

In later years my contact with John was mainly a result of our Methodist connections, but whenever we met the conversation would immediately be about Middleton. He was for many years a member at Ventnor Street Chapel, where especially the loyalty of the Bushell family kept this struggling cause alive until compensation from a compulsory purchase was used to build the Hyde Park Methodist Mission to which his membership was transferred. We were both members of the Leeds Methodist District Synod, for many years John served as the Church Membership Secretary, whereas I was the District Archivist. However, as a servant of the Church, he was - like his father - first and foremost one of Mr. Wesley's preachers who discovered that the bicycle was a superior way of travelling to Sunday preaching appointments. I recall one youth service he took on the theme of Jonah in which he described how Jonah "paid his fare and went on board" the ship for Tarsus. At this juncture, out came a Bell ticket machine from leather bag and tickets for the journey were promptly issued!

If I remember him essentially as a fellow Methodist, most will recall him both as a keen railway enthusiast and worker for the success of the Middleton Railway,

serving for many years on the Council. He seemed to have an encyclopaedic knowledge of railways, and I remember meeting him in town after he had just won a competition; it was with a typical touch of his dry humour that he confessed that there was one question he could not answer and so he simply asked one of his pupils. On occasions he would put this knowledge on paper and produce a railway history or an article for 'The Old Run'. Only once did we join forces, when he wrote the notes and I drew the map for the Middleton Railway Trust's steam-hauled visit to Derby on 23 April, 1967.

Like the Hunslet of a generation ago, John is no more. Yet in that the present is made in the past, the influence of John will not die but live as long as trains in future years continue to run on the Middleton Railway. His earthly life over whilst yet young, John has passed into the glory of eternity. Let us hope that in paradise there are steam trains, for none will be happier than John if there are.

For the life of John Bushell, Methodist local preacher and Middleton Railway worker, we give thanks."

D. COLIN DEWS

COMMUNITY INDUSTRY

Towards the end of 1988, arrangements were made for a small team of juveniles from Community Industry to come to the Railway and carry out various jobs. After a settling in period, the team have been active on various jobs, notable among which are full internal and external decoration of the Station, fishplate oiling, and construction of a concrete crossing to replace the timber crossing previously installed at the end of the platform. Their stay at the Railway is somewhat open-ended, and we are currently investigating other work for them to do.

Following a change in the Government's policy, we have been unable to provide suitable work for N.A.C.R.O. personnel, and we reluctantly had to terminate our arrangement at the end of the year. During the period that they were on site, they did much good work, especially on the track, which is now in much better condition than it was a couple of years ago.

S.J. ROBERTS

Dr. Youell, who introduced the Trust to Community Industry, explains that it is a publicly supported body with two main aims:- to provide training of the highest quality to apprentices in engineering and building, and to give useful support to voluntary and charitable bodies who have limited resources and inadequate manpower to do all their own improvement or maintenance work.

MIDDLETON ON DISPLAY

My late parents were, like I am, incorrigible hoarders of anything and everything that was too interesting or potentially useful just to throw away. Thus, one of my inheritances was a boxful of photography equipment, dating back to a glass negative camera c.1910. But you can't keep everything, even when you have attics and cellars, and so I was pleased to read in our local paper an appeal from the National Museum of Photography, Film and Television for people to take in their old photography equipment.

I staggered into the Museum one Sunday just before Christmas, carrying my cardboard box of relics (including a 1920's flash kit in its original box - still with explosive powder in a glass phial!). The appeal was for a new section, the Kodak Museum, due to open in April, and it transpired that the interviewer was personally only concerned with 1940's onwards and would pass the older stuff to other members of staff to see if they already had samples of them. Meanwhile, she wanted to make a detailed "profile" of what cameras I had owned and what use I had put them to.

At the end of February, I was contacted by Gaby Porter, one of the Museum's Research Assistants, asking if she could come to look at my photos. She looked rather taken aback by the size of the collection - one large coffee table piled high with prints and the other with five drawers full of slides. It appeared that she was specifically interested in the fact that I had listed industrial history recording as one of my camera uses - I suppose plenty of other folk had talked about their family and holiday snaps, and industrial history was among the more exotic camera uses they'd come across.

I dug out bundles of black and white prints from the 1960's and 70's, including many of Middleton. Gaby was very interested, especially when I told her that I own a half-share of the small Peckett saddletank which cropped up a lot in the later prints. She had only about an hour to stay, and never got as far as the slides, but took away 41 prints to be copied when I'd found the negatives, and asked me to pick out about 15 slides to let her have later for copying. It was specially requested that some of these should be of the Middleton Railway, and she took away some Old Runs which had my photos in them and asked for any other ephemera - tickets etc. - relating to the Railway. I had presumed that the Researchers were collecting lots of what might be termed "photographic c.v.'s" for the Museum's archives, but now it looked as if the Railway and I might actually get into a display some time!

A few days later, when I took the extra items into the Museum, I was given a sneak preview of the new section, and there, in one of the showcases devoted to Photography and the Hobbyist, was a section about my recording old South Leeds and the Middleton Railway, complete with a copy of The Old Run. When son John and I went to the official opening of the new Kodak Museum, on 3rd April, we found that the completed display consisted of samples of cameras identical to those I'd owned at various times, some photos - all except one of them being of the Middleton Railway, samples of tickets used at the line at various times, two copies of The Old Run with my photos used in them, and a mention of the Middleton Railway in two of the accompanying labels. John has a photo of a drowsy hippo on show in the Snapshot section, but unfortunately no railway pictures (he had hoped they'd choose his favourite photo - of the driver of DB 01.1100, the loco mentioned and pictured in the last issue of The Old Run).

The new Museum is well worth a visit. It caters for every type of visitor, with plenty of explanation boards and pictures, vast numbers of cameras, light meters and other pieces of equipment, and "re-creations of settings" ranging from an old bathroom in use as a darkroom to a pier-end photographer's stall. It's very informative but it's also fun, and should be an extremely popular addition to the main Museum. The N.M.P.F.T. was voted Museum of the Year in 1988, and thousands of people visit it every week (a speaker at the opening ceremony said that it has the highest number of visitors outside of the London museums). Our presence in the new Museum gives us a very welcome measure of publicity, so watch out for a rather artier class of gricer at the line this summer.

SHEILA BYE

THANKS

Andrew Purvis of Thornaby-on-Tees wrote recently to thank "everyone I met during my brief stay at the railway during Easter for all they did and showed me". He also asked for a membership form, so this issue may be welcoming Andrew to the M.R.T. Friendliness helps everyone.

A NEW VICE PRESIDENT?

Members perhaps noticed a third name under the "Vice Presidents" heading on the last issue's back page. Dr. R.C. Lawrence, in fact, has been a Vice President since the mid 1960's. Before the Trust became a limited company, we had four Vice Presidents; Mr. John Alcock, Dr. Lawrence, Canon (later Bishop) Eric Treacy, and Professor W.A. Tuplin. Time passes and membership changes, and these four friends of the society's early years did not appear in the back page 'credits', a comparatively recent feature of The Old Run. Sadly, only Dr. Lawrence survives to take his rightful place there, and your Editor asked Dr. Youell to write about his friend's valuable contribution to early life in Dartmouth Yard.

REGGIE LAWRENCE

Despite his quiet, self-effacing attitude, Dr. R.C. Lawrence probably has contributed more to the safety and welfare of Middleton than most of us.

I first met him when I was giving a talk to R.C.&T.S. Leeds in 1958 on the Great Eastern Railway Jazz Service. He, like myself, was a G.E.R. enthusiast, and even had his car numbered after his favourite G.E.R. locomotive No.777, a T19 or Humpty Dumpty class.

Although the fact appears to have been forgotten, it is to him that we owe our first safety regulations. At the start of the Middleton, as I was more or less the Lord High everything else and ran the service, Reggie suggested that there might be a time when others would take charge and a basic rule book was desirable. He wrote it.

He also learnt on permanent way, and singlehanded attended to the poorer parts of track, for the repair of which we had too little numbers of volunteers. Day after day, he plodded along with red flags and detonators protecting the working site, gauging up, and adjusting levels and alignments where these had gone wrong. His impeccable skill professionally as an anaesthetist at the Infirmary was carried on to his railway work. All tools were meticulously inspected before a job, and any possibility of a fault guarded against. There was a spare on hand for everything that might go wrong. A mistake on the operating table might cost a life; so indeed can a mistake on permanent way! He established good relations with the BR Engineers, so that we always had professional second opinions available if we needed them.

His patient, quiet negotiations were behind the acquisition of the Sentinel from Darlington, plus spares, on the assumption that the 'John Alcock' diesel shunter would not go on forever.

It is very easy to forget people when they are no longer seen frequently, and although he was elected to a Vice Presidency, his name has not appeared "on the Credits" until the last issue. Dr. and Mrs. Lawrence, both in shaky health, retired to Malvern Links, where at least the climate is kindly to them. On behalf of Middleton members, a personal thank you to Reggie for his skill in helping the Middleton through some of its early problems.

R.F. YOUELL

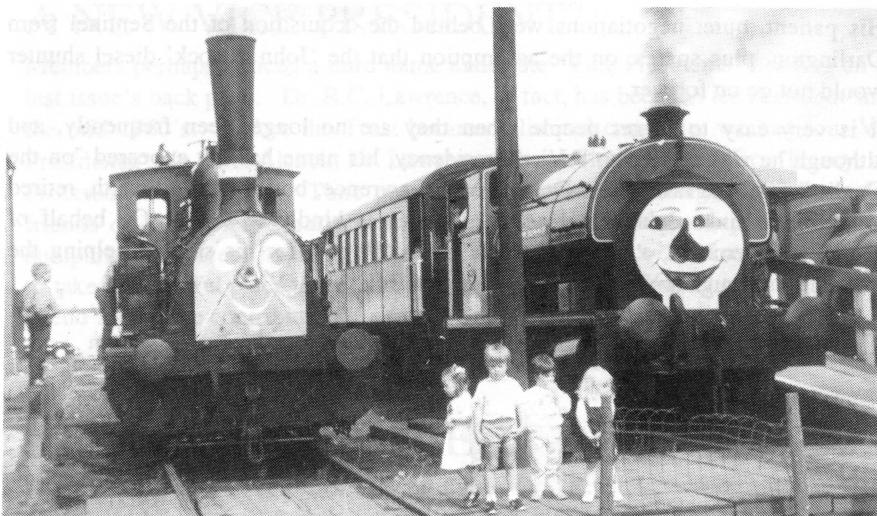
COPS AND ROBBERS!

The 1988 Little Engines Day on 18th June has become Cops and Robbers Day, with some special and very worthy extra items. British Transport Police will be present with displays about the dangers of playing on railway lines, and the local police will have their Stranger Danger displays: both vitally important subjects for those with families. But there will be lots of fun as well as good advice, with the Peckett and the Sentinel in steam and in disguise - one a cop, the other a robber! Trains will run hourly from 11.00 a.m. to 1.00 p.m., then ½ hourly to 4.30 p.m., at the usual fares.

JACK COLES

Bespoke Tailor, Otley Road, Headingley, Leeds

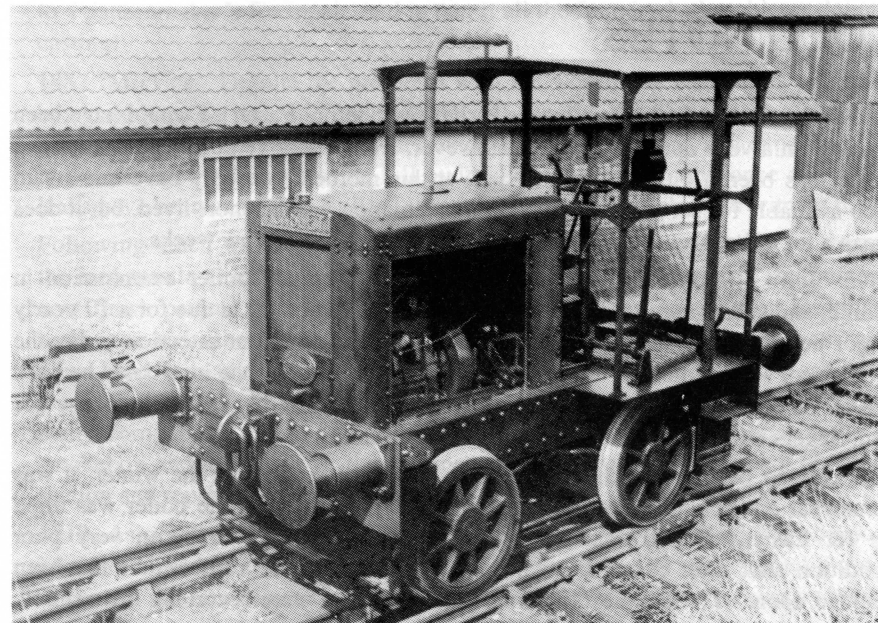
The Impossible we do at once - Miracles take a little longer!



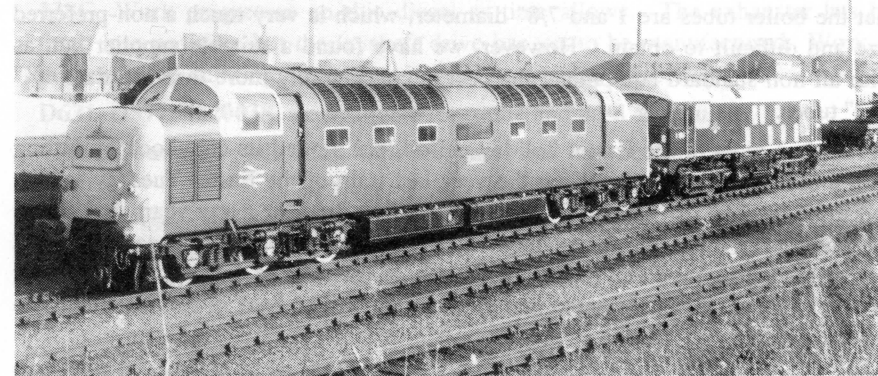
DSB 385 and P2003, apparently enjoying themselves on Little Engines Day, 1988. This year's event is on 18th June, but see 'COPS AND ROBBERS!' for full details. Photo: K.M.Hartley.



DSB 385 ventures into the wilderness of Dartmouth Yard during a special steaming for the Class 20 Locomotive Group in July 1987. Photo: Clive Langston.



Hunslet 1786 'Courage' at Alton Brewery before its removal to Middleton in 1969. Photo: M.R.T. collection.



55015 and 5024 at Balm Road en route from Toton to Keighley for K.W.V.R. Diesel Day, November 1988. Photo: R.J.Senior.

LOCO NOTES

Had I written these notes two weeks earlier (just before Easter), I would have been starting on a very optimistic note. However, from a motive power point of view, Easter has been a bit of a disaster and, at this moment, we only have one steam loco available for service. With luck, this situation will be short-lived, but it does mean a lot of hard work for the dedicated few over the next few weeks.

2003 'John Blenkinsop' successfully passed its annual boiler examination in March, and subsequently worked some services at Easter. It is due for a 10 yearly major boiler examination next year, and originally it was our intention to lay the loco up for some time, but this policy may now change, and the loco could be back in service some time during 1990. Meanwhile, it is currently available for service and, fingers crossed, is shouldering all the steam duties.

385 Having been stored in a serviceable condition throughout the winter, it was somewhat disappointing to discover two leaking tubes when the boiler was filled up for Easter. Withdrawal of these tubes showed them to be in very poor condition and, after consulting with our Boiler Inspector, a full retube has been decided upon. To be honest, we knew that the tubes were becoming life expired, but we were expecting to get at least one more season out of them.

Because a full retube and hydraulic test is necessary, it made sense to carry out a full ten yearly strip down, and in a hectic weekend the cab, lagging and fittings have all been removed. It is our intention, barring any unforeseen circumstances, to have the loco back in service by the end of June, but one immediate problem is that the boiler tubes are 1 and 7/8" diameter, which is very much a non-preferred size and difficult to obtain. However, we have found a suitable supplier but, as with all non-standard equipment, the cost is considerably more than standard 1 3/4" or 2" tubes.

54 worked most of the Easter holiday period, but blotted its copybook by failing with a blown superheater coil on the very last train of the Easter Tuesday, which had to be worked by 'Carroll'. This was the first time for many years that a loco has failed on a train. Unfortunately, we do not have a spare superheater coil and we are having to have one made. Although, at the time of writing, no firm order has been placed, it is anticipated that the Sentinel will be back in service within the next two weeks.

Other work carried out over the winter has included re-packing valves and replacing the firegrate. This latter event has been a nightmare, as first the foundry we use went into liquidation, and we had to recover our pattern from the receivers. Then, the pattern collapsed whilst being used to make the mould and had to be sent

to a patternmaker's for repair, and to cap it all the foundry had problems doing the casting!

1882 'Mirvale' Despite the problems with the working fleet, work is progressing at a good pace on 'Mirvale', and we are still hopeful of a first steaming about July. The boiler tubes arrived in February, and were soon installed and expanded. The boiler has been subjected to its full hydraulic test pressure, and once a few minor leaks have been cured, the Boiler Inspector will be invited along to witness the test.

Following much work on the axleboxes (which were far worse than we thought), the loco was lowered back on to its wheels over the Easter period. The frames are now finish painted and fully lined out, and work is progressing on refitting the brakegear and other components. The cab has been fully stripped and sanded down, and is ready for painting. The same applies to much of the saddletank. Once the hydraulic test is complete, it is mainly a question of re-assembling the many components. The two major outstanding tasks are the fitting of the new smokebox and the repair of the chimney, which requires replacement of the tube section and repair of the end castings.

1310 As noted in the last Old Run, agreement has been reached with the loco's owners to undertake a full overhaul of this locomotive, and work started in earnest at Easter. We are committed to having the locomotive back in service by 1991, its centenary year, and barring any unforeseen circumstances this should be an achievable target. The cab, tanks and lagging have been removed and a start has been made on dismantling the motion. It is intended that the loco be shunted to the back of the workshop, where it can be lifted to enable the wheels to be removed for tyre turning, etc.

138C Work progresses on this diesel as time allows. The exhaustor has been fitted into position, but the layshaft drive has yet to be manufactured. Work also progresses on painting, the bonnet interior now being complete.

D631, D577, 4220038 are available for traffic and used as required.

1786 'Courage', although officially useable, has not in fact run for several months.

All other locos remain stored out of use awaiting repairs.

S.J. ROBERTS

CARRIAGE AND WAGON

Work progresses well on the conversion of PMV 1867. The sides, ends and interior partitions are complete, and the coach is 75% glazed, with installation of the rest of the glazing only awaiting the machining of the necessary timber. The timber for the door frames has been machined, and awaits assembly. Progress was unfortunately hampered just before Easter, when somebody saw fit to steal the tarpaulin that was covering the vehicle, and thus hinder wet weather work. The vacuum brake gear has been dismantled for inspection, revealing a system that is in very good condition. This vehicle and the coach, No.2084, have recently received new brake blocks, as necessary, courtesy of our friends on the K.W.V.R.

It is too early yet to predict when No.1867 will be in service, but its entry is urgently required to enable the L.N.E.R. van to be withdrawn, as it is becoming in need of major body repairs.

S.J. ROBERTS

TRAFFIC REPORT

Following the record-breaking weekends of Santa Special operation, we were hoping for a good Easter to start off the 1989 season, even more so as for the first time we were operating over five full days. However, poor weather conditions on the Friday and Saturday ensured that the number of visitors was disappointingly few. Easter Sunday and Monday are traditionally two of our busiest days of the year, and fortunately the weather was kind, resulting in a healthy turnout. However, this trend was not maintained on the Tuesday, which was a relatively quiet day.

Saturday, April 1st, was the day of a visit for Inside Track Holidays and, by request, a steam locomotive was rostered instead of the usual diesel. The day's takings were good, especially for a Saturday and, hopefully, are an indicator for the rest of the season. However, it is far too early to establish a trend for this year, and it will be Spring Bank Holiday before we can assess the situation.

S.J. ROBERTS

PLANT AND MACHINERY

Some attention has been given to the workshop equipment in recent months. The Sentinel lathe has been stripped down to ascertain the cause and eliminate the problem of clutch drag on the headstock drive. A coolant pump, obtained some time ago to replace the missing one on this machine, has also been overhauled and will be fitted as soon as a new drive pulley has been made.

Several years ago, we obtained, very cheaply, a machine hacksaw from Peckfield Colliery. Although potentially very useful, this machine has had little use due to its inability to cut anything approaching square! It has now been stripped down, all bearings replaced, modified to take 14" blades instead of 12" and the guides ground true. Following re-assembly, it runs very quietly and cuts squarely, so it should prove to be a useful piece of equipment at long last!

The shaper has had considerable use in recent months in connection with work on 'Mirvale', and this has shown that an overhaul is necessary on this machine if we are to accurately machine large components.

The tractor was put into service for the first time for many months, in order to move a large pile of coal that had been delivered. Unfortunately, a total failure of the steering box has rendered it unserviceable, and it presently sits where it died, awaiting a decision on its fate. Because of its design, the tractor has been of little use to us and, although the engine and pump are in fair condition, it may not be worth repairing.

S.J. ROBERTS

RAGS

The supply of suitable rags is once again becoming depleted, and we are appealing to you to clear out your wardrobes, empty your chests of drawers, and bring your old items down to the line. Rags are such an essential aid to the running of the Railway that if we weren't given them we would have to spend precious money on buying them!

Ideally, we require clean materials and cotton sheets, shirts, etc. are by far the best. It is also very helpful if you can cut off any buttons, zips, etc., which can scratch paintwork. However, even if your rags don't meet such stringent requirements, you can be sure that they will be more than welcome!

UPHILL STRUGGLE?

In the Summer 1988 Editorial, I see various remarks about the Sentinel, including one that "it was not built to go up gradients and had no reserve" etc., etc. The name "Black Death" was in fact used. May I correct this pessimistic view from personal experience?

A number of railways had to use small locomotives to do the job of bigger ones. The old Great Eastern was an example, in that their bridges would collapse if monsters like Gresley Pacifics or G.W.R. Kings were to run along it. The secret is to build locos with big fireboxes, ample cylinders and a relatively small boiler inbetween, as in the Sentinel. The Stratford built Super-Clauds D 16 class were as impressive as the Great Central Directors, and had a higher top speed. The N7 suburban tanks could show a clean pair of heels to the much heavier G.N.R. N2's. The B12's were in great demand where high pulling power was needed on lines unable to take heavy axle loads, as with the Aberdeen-Inverness expresses and wartime ambulance trains.

The second secret is to start with the boiler full and the safety valves ready to blow. In the days when Dr. Lawrence and I were running goods traffic with the Sentinel, we had to pull loads far heavier than the single coach up from British Railways, and avoid stalling on Moor Road level crossing. Dr. Lawrence's skilled firing did the trick. It was largely due to Dr. Lawrence's skill and know how that we got the Sentinel. She will steam far quicker than a conventional loco, and plenty of spares came with her from Darlington. One should not quibble against the Sentinel because its shape and mechanism differ in almost every respect from other locos. One just has to adapt one's technique. Old wood with the coal helps, and running uphill with the injectors off, and downhill with them on helps to deal with the fact that there is an enormous demand for steam in one direction and not in the other. On a recent run, Andrew McKenna arrived at Middleton Park with the pressure gauge showing well over 200 pounds per square inch (no metric, please) out of the 275 p.s.i. maximum.

As far as "Not built for 1 in 60 gradients" goes, I would point out that Sentinels did a first class job by putting a coach body around the Sentinel motor, so that it happily went up and down the 1 in 49 from Grosmont to Goathland, and the 1 in 39/41 from Robin Hoods Bay to Staintondale via Ravenscar, a climb that "winded" quite a few N.E.R. class A8's.

I have great respect for Mr. I. Smith, but the facts are that properly handled, there is nothing wrong with the pulling power of a Sentinel. I regret to say that, after a good day's work at the end of the Easter session, something went wrong in our Sentinel, and Andrew had to drop the fire as steam was coming out of all places

where it had no right to be! The Sentinel will no doubt rise again. It always has done.

One final note, fire up whilst the loco is running, or there is a small amount of steam from the "blower" - otherwise, you can have your eyebrows burnt off from a blow-back!

R.F. YOUELL

STOP PRESS

Members may recall that when the K4 'Great Marquess' was purchased by our President, then Lord Garnock, it was housed at Neville Hill, and Middleton members, led by Dr. Lawrence and myself, spent many hours sprucing her up before each run. On the diversion of Neville Hill to other things, and our President's move to Kidderminster Carpets from Crossley's of Halifax, the 'Great Marquess' went to the Severn Valley Line, albeit a Gresley design might look a bit far from home on a G.W.R. line.

David, or to give him his proper title, The Earl of Lindsay, celebrated the Golden Jubilee and recommissioning of 3442 at Kidderminster Station on 18th April, in the presence of Sir Robert Reid C.B.E. (himself ex-L.N.E.R.) and other guests, very few of whom were not in the V.I.P. category. The special train, hauled by the Marquess, ran as a luncheon car express from Kidderminster to and from Bridgnorth, finishing after four hours of celebration.

We are extremely sorry to tell members that our President has been extremely ill. He was operated on a few days before the celebration, but managed to participate in a wheelchair. It is pleasing to report that by sheer tenacity he stayed the course, and did not miss what was his great day.

From all Middleton members, get well as soon as possible, David.

R.F. YOUELL

FROM THE CHAIRMAN

We are now a few weeks into the Passenger Season at the line and apart from the weather doing its worst on occasions, the number of visitors so far is encouraging. The Moor Road Station site continues to look better month by month and I am sure that we are now firmly established as Leeds' premier leisure attraction.

The only thing marring my optimism for the Railway's continuing success is that once again we are experiencing a shortage of working members. I can remember the time not so long ago when I had to rush to the Train Crew Roster to be able to claim an odd turn here and there as at the time, there were so many other takers. Now I find I am persistently having to badger the same old faithfuls to undertake more and more duties.

I am sure that there must be some of you reading this magazine who would love the opportunity to learn engineman's skills; all it would take is a 'phone call to myself (the telephone number is at the back of this magazine) or write to me detailing your particular interest and I am sure something could be arranged.

Another problem that we must solve in the relatively short term is to find suitable replacements for Henry and Ann Wall, our previous Shop Managers, whose unexpected resignation was announced in the last issue. John and Olive Chaplin have stepped in to save the day temporarily, and Olive's determination has virtually filled the shop's duty roster for the whole of this season. I must express my personal thanks to the Chaplins for pulling us out of the mire. Our shop at Moor Road is the source of most of our profit which is the life blood of our activities. Please think long and hard as to whether or not you could offer the commitment necessary to undertake this demanding but rewarding task. Or perhaps you know of someone who could.

It has been my policy during my two years as Chairman to encourage where possible an increase in our activities, in fact last year more trains were run on more days than ever before and the year's turnover figures show that this was worth while.

It is the Middleton Railway's thirtieth anniversary of preservation next year (as our intrepid Publicity Officer won't let me forget!) and I hope that as many of you as is possible can help in whatever way you can to make it a record breaking year for the Trust.

Finally, I look forward to meeting as many of you as are able to attend our Annual General Meeting, details of which accompany this publication.

VERNON M. SMITH

WRITING THE RULES - IV

The first three parts of this account (which seems to be rapidly turning into far more of a marathon than I originally envisaged) took us from the earliest set of rules in May 1966 up to the first visit of Major Olver from the Railway Inspectorate in May 1976. By this time the fourth revision of the rule book was in use, together with the set of amendments that had been issued in April 1976. Almost inevitably, this situation did not last for long, for virtually any change that the Inspectorate might have wanted would have been bound to have some impact on the operating rules. In fact, the only immediate change that they asked for was that we should tighten up the procedures governing the carrying out of permanent way work while trains were running, and this was put into effect by a set of two rule amendments that were issued in February 1977. As with the April 1976 set, these were issued directly by the Council, and this was to be the pattern from now on.

In the longer term, however, the Inspectorate also wanted a much more major change: namely, the introduction of continuous brakes. They approved of the bell system that we had installed on the train, and they had listened carefully to our arguments about running with the engine at the downhill end of the train, but they did not feel that it was sufficient. Ultimately, they wanted us to install run-round loops so that we would no longer have to propel trains, and when we got to that stage then continuous brakes would be essential. They were not intending to impose deadlines on us for doing all of this (which was just as well, for it was actually to take another ten years work before we achieved it) but they wanted us to fit continuous brakes as a start, and they wanted them installing fairly quickly. In fact, the draft of their report on the inspection said "by the beginning of the 1977 season if this was possible", but after we had protested fairly vigorously that it was not possible the final version moderated this to "as a matter of urgency", and the first trains with continuous brakes actually ran during the middle of the 1977 season.

The system that was used was a single pipe air brake, powered by an axle-driven compressor on the brake van. This had the advantage over a conventional vacuum system of not requiring much locomotive steam to power it, which was a concern that was of major importance to Jim Lodge (who was then Mechanical Engineer). At that time the preserved railways had very little experience of using low pressure ejectors (the sort that we now use for our vacuum brakes), so that the only way that was known then of producing a reliable vacuum brake was to use BR pattern ejectors. These were not very economical in their use of steam, and Jim had real doubts as to whether some of our smaller locomotives would have enough steam

capacity to power both a vacuum brake and the train. Not only that, but these vacuum fittings were both complicated and expensive, whereas the air brake system (using mainly lorry components) was considerably simpler and cheaper than any vacuum system would have been, to such an extent that we equipped the train and all the passenger locomotives for less than the cost of fitting one locomotive with BR pattern vacuum gear.

Having got this system working, Major Olver made a second visit to the railway in June 1977, in order to examine it, and also to see what other progress had been made on the work recommended during his first visit. Almost inevitably, this resulted in more amendments to the rules, covering such topics as the people allowed on the footplate of a steam locomotive, and of course the use of the air brake system. As well as the actual rule changes, these amendments also included a set of instructions for using the air brakes (which had some peculiarities of their own), and these instructions formed a second appendix to the rule book. This set of amendments was issued in May 1978, and for the convenience of its readers it was drafted as a replacement for the February 1977 set, and it also included cross references to the April 1976 set. Thus, anyone presented with a copy of these two (and the rule book itself) could work out (hopefully without too much difficulty!) what the current version of any rule actually was.

Although we still had substantial stocks of the old rule book, it was becoming clear by this time that a complete new revision of the rule book was going to be needed eventually. Furthermore, this would have to be a much more thorough revision than any previous one, so that it would be prudent to start work on it well before it would actually be required. The original pattern of the rule book (which had consisted initially of a set of local rules plus extracts from the BR rule book) had now completely disappeared, and a new pattern was going to be essential if members were to be able to understand the rule book easily. It was therefore decided to follow the practice which BR had adopted with their rule book, and reorganise it into a series of sections, each one dealing with a particular topic. An initial list of topics was produced fairly easily, consisting of such obvious items as the composition of train crews, rosters, the preparation and disposal of locomotives, single line tokens, shunting, passenger trains, goods trains, permanent way work, cranes, etc. What was not quite so easy was deciding which of these topics should have sections to themselves, and which ones should be amalgamated with others. Our solution will be explained in the next issue.

A.J.COWLING

MIDDLETON RAILWAY TRUST LTD

(Limited by guarantee and not having a share capital)
Registered Office: The Station, Moor Road, Leeds LS10 2JQ
Registered No. 1165589 Registered Charity No. 230387

President
Lord Lindsay

Vice-Presidents
Dr.R.C.Lawrence, J.K.Lee B.E.M., Dr.R.F.Youell

Chairman	
V.M.Smith, 1, Wood Cross Garth, Churwell, Leeds 27	Leeds 528021

Secretary	
A.J.Cowling, 2, College Street, Sheffield S10 2PH	Sheffield 683812

Treasurer	
C.J.Chaplin, 240, West End Lane, Horsforth, Leeds	Leeds 582393

Council Members

C.Barraclough, 25, Granny Avenue, Churwell, Leeds 27	
N.Brampton, 81, Bradford Road, Wakefield WF1 2AA	Wakefield 374630
G.Dinsdale, 24, Holt Dale Gardens, Cookridge, Leeds 16	Leeds 670892
P.Lodge, 12, Butler Road, Harrogate, HG1 4PF	
A.McKenna, c/o Middleton Railway, Moor Road, Leeds LS10 2JQ	
D.Monkton, 22, Red Hall Avenue, Leeds LS17 8NQ	Leeds 659441
P.Nettleton, 117, Southleigh Road, Leeds LS11 5XG	Leeds 707288
S.J.Roberts, 7, Hayton Wood View, Aberford, Leeds LS25 3AN	Leeds 813626
C.Rogers, 71, Kirkstall Lane, Leeds LS5 3JZ	
M.Scargill, 31, Victoria Walk, Horsforth, Leeds LS18 4PP	Leeds 585068
I.B.Smith, 87, Cottingley Towers, Leeds LS11 0JJ	Leeds 710320

Membership Secretary	
M.Scargill, 31, Victoria Walk, Horsforth, Leeds LS18 4PP	Leeds 585068

Current Subscription Rates	
Full Trust Membership	£5.00
O.A.P Trust Membership	£3.00
Family Associates of Trust Members	£0.50
Junior Associates	£3.00
Life Membership	£75.00

Council Secretary	
P.Nettleton, 117, Southleigh Road, Leeds LS11 5XG	Leeds 707288

Publicity Officer	
I.B.Smith, 87, Cottingley Towers, Leeds LS11 0JJ	Leeds 710320

Sales Manager	
C.J.Chaplin, 240, West End Lane, Horsforth, Leeds	Leeds 582393

For all Print Requirements



Butterworth & Pilkington Ltd

**Albion Street,
Morley, Leeds,
W. Yorks LS27 8DU
Tel 0532 532411/2**

**Print
Services**

PAINTING & DECORATING?

For interior and exterior work contact:

William Holliday

**5 LONGFIELD DRIVE,
RODLEY,
LEEDS LS13 1JX.
Tel. PUDSEY 579639**