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The Old Run

Journal of the Middleton Railway Trust

No. 178



Summer 2003



**Second
Middleton
based vehicle
gets HRA top
award**

Focus on Freight
A thin day for the rivet counters
Our new locomotive: another Middleton first

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No.178 Summer 2003

Editorial

FIRST of all, many thanks for the numerous messages expressing appreciation of the new look magazine. We hope to achieve even better in the days ahead, provided the material, news items, articles, photographs and anything else you care to throw this way, are forthcoming. It's really down to you!

It is always great to report good news. The HRA Award to the EM2 Locomotive Society for the conversion of *OLIVE* is excellent news. We congratulate our Chairman, Ian Dobson and his EM2LS colleagues. We at Middleton are able to share in the glory to a some extent by virtue of the fact that Middleton is her home base, and *OLIVE* is allowed to operate on our Railway only. With the Award for Matthew Murray's rebuild, that's two years running we have seen awards coming in our direction.

Special thanks to those who have provided copy for this issue.

Howard W Bishop

Editor

The deadline for the Autumn issue is 31 July 2003

Front cover photo

DRB 998901 *OLIVE* taken at the EM2LS AGM outing at Dartmouth Jct. on 22 June 2002, including EM2LS members who have worked on *OLIVE*: LtoR: Steve Gibbons, Kevin Tattersley, Richard Senior, MRT Chairman Ian Dobson, David Turner, Charlie Petty, Adrian Freeman, and MRT member Andrew Plumb. The North Country Continental headboard was carried by the Society's other item EM2 27000 *Electra* on railtour in Holland in July 1989!

(Photo: Gary Thornton EM2LS member and Rail Express columnist)

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Especially thanks to those who have provided copy for this issue.

The Vice-President's page

I wonder how many readers will remember such names as "Prentice", "Gumley", "Gasman", "Fog Horn" (all active members of the Wheel Tappers' and Shunters' Club at the Middleton Railway) or similar nicknames, which related to an individual's personal traits or behaviour? I am sure that somewhere in the annuals of Middleton's personnel there must have been one for myself, as during membership in any capacity, one is not always the flavour of the month! In spite of this I am delighted to observe the positive advancement of the Railway in the preservation scene and indeed accepted as such especially in the historical context, for which we are renowned and always will be.

And now for a bit of lamp swinging! A few will remember the days of Clayton's Dartmouth and Moor End yards interconnected for the purpose of freight interchange with Balm Road sidings, additionally the movement of scrap on behalf of Robinson and Birdsell at the grossly high price of 10p per ton!

These were good days indeed with never a dull moment. The tram siding where the Swansea and Mumbles car rested, only to be used as a target for vandals (yes, they were around in those days). Our late dear friend and founder, Dr R F Youell, whom I met casually at an open day staged in Clayton's yard (the next day found me struggling with sleepers below Moor Road carrying out spot re-sleepering to enable the twice weekly freight to continue, some idiot having deposited a bed and two mattresses on the track and set light to it to the detriment of the sleepers). Fred could carry two sleepers at a time (minus chairs of course) and expected others to do likewise. With a bit of jacking and packing, tweeking fishplates and finally keying with wooden keys which itinerants removed and used on their caravan stoves from time to time, the track was once again useable.

It used to be quite dangerous to operate in the past, especially as such movements took place in the darker evenings in winter. Ice, snow, fog were all experienced, as the flagman/shunter accompanied the train on foot from Dartmouth to Balm Road with lamp and flag, eager to stop a No. 74 Leeds Corporation 'bus at Moor Road to give the passengers a treat of viewing a freight train crossing their path!

Upon arrival at Balm Road, occasionally the yard foreman allowed our loco to exchange the confines of the Dartmouth sidings and experience the world of real railway operating, depositing our traffic into the smelting sidings destined for Sheffield.

The introduction of passenger services as the decline of freight traffic

became apparent, helped to bring in much needed finance.

Early days brought on to the scene such locomotives as Henry de Lacy II with five plank common user and LMS brake forming a typical steam-hauled pax train to Middleton Park. The common user conveyed the brave-hearted who enjoyed soot in their eyes but a wonderful view of the City on a clear day as one escalated on the I in 27 to Middleton. Happy days! One did occasionally encounter the "Middleton Cowboys" who took delight at taking target practice with .22 air rifles and catapults at passing trains, hiding in the shrubbery as in the Wild West.

However, times change (not always for the better) but for me I am privileged to be a member of the Middleton Railway, having served for 17 years as Chairman and for that time carrying on the hopes and dreams of the late Fred Youell. The work still continues for the enjoyment and benefit of the membership, and more importantly for our visitors from far and near. Long may it continue!

Joseph K Lee, BEM
Vice-President

From the Chairman

Ian Dobson writes:

Well, we're back into the swing of it again! It doesn't seem like two minutes since we were thinking about the start of the season and already we have two Thomas weekends and Easter under our belt!

A big thank you to all who have turned out to help so far. It is good to see the familiar faces back into the routine of all those little – and not so little! – jobs that keep the Railway ticking over. We have also recruited one new trainee guard – welcome Andrew Johnson! – since the start of the season so it would appear that the last issue's focus on volunteers wasn't wasted! If you still haven't tried it for yourself come on down on 12th July for a look around and we'll try and get you hooked! It is a fact of life that even I am getting older and in the not too

distant future we, along with other preserved railways I suspect, could be facing a real problem through a lack of volunteers. Look around Moor Road next time you are in the area at the age of our volunteers and mentally advance the clock 10 years. The pleasant irony is that we have actually been very successful in the last couple of years in recruiting volunteers from the 'early retired brigade' – the *Wednesday Gang* is a particular success story.

We also have a good tradition of younger working members in their 20's which can't be said for all the Railways I visit! The long and the short of it is that you are welcome whatever age you are! If you can't help but want to support us by paying your subs and simply reading the Old Run you are quite welcome to

do so – but the view from outside of the armchair is much better!

Shortly after I wrote my last piece we were sorry to hear of the death of Rod Bailey, who served as shop manager up to the end of the 2002 season. Whilst Rod had not been around recently he kept in touch via Fran, his wife, who is a constant source of a smile when she is behind the counter in the shop. The Railway was well represented at the funeral and I know Fran was very grateful for all the love and support she was shown. I am pleased to see that Fran will be continuing as a volunteer and that we can build on the success that Rod and the rest of the shop team has achieved.

I have recently been reviewing the first

draft of the Leeds City Council Middleton Park Management Plan 2002 to 2007. As you are aware the Railway has had input into the plan and I was pleased to see that our proposed extension to the Park proper is featured in a very positive manner. I am sure that the plan will run to far more than one draft before being finalised but at least for the time being the signs are good. I know that this project has been ongoing for many years but the sight of it in an official document takes us another step down the road.

In closing I can do no more than ask you for your continued support of the Railway in whatever capacity you choose to give it. I hope to see you at Moor Road sometime!

Ian Dobson,
Chairman

Plant and machinery

Steve Roberts

We continue to receive donations of small tools and equipment. Notable recently have been boxes of taps and dies, files and assorted spanners, etc. For all these we are very grateful. Much of what we get in this line duplicates our existing tools but occasionally there is a gem that we do not already have. This is not to say that the duplicates are not wanted – it is far better to have them than not! We dread to think how much it would cost to buy all these things new. At a conservative estimate, we must have £20,000 of taps and dies, alone. Our stock of milling cutters runs to a similar value. It would be nice to catalogue everything, one day, but I doubt that we'll ever have the necessary man time to devote to it.

Not only have we received tools, we have also been donated a substantial quantity of steel bars. As companies seek quality assurance accreditation, they can no longer use materials that have no traceable paperwork and therefore have to get rid of such materials. For much of what we do, quality of steel and traceability is not an issue and we will gladly accept such materials.

Even though we do get much donated, we still have to purchase tools and equipment, as necessary. We recently took the opportunity to purchase two tube expanders, part of a batch of LMS design 5 roller expanders being made by Wicksteed Engineering especially for the Heritage Railways. These are probably the first of this type to have been made for forty years. □

Top HRA award for conversion of OLIVE

Ian Dobson

We congratulate The EM2 Locomotive Society on being awarded the position of 'joint winner' in the Heritage Railway Association's (HRA) Carriage & Wagon Competition 2002 in the self propelled category. This is the second year in succession that a Middleton based vehicle has been given an award, last year Manning Wardle *Arthur* having been honoured by the HRA.

The award is the the restoration/conversion of the former Overhead Line Inspection Vehicle known affectionately as OLIVE), Drewry Railcar DB998901 at the Middleton Railway. The citation reads: **EM2 Locomotive Society—Drewry Railcar DB998901.** This endearing little vehicle started work as an overhead inspection vehicle on the Woodhead route. It has been imaginatively converted into a railcar for use on the Middleton Railway. Very much an economy project yet one which has been taken through modern disabled access legislation".

Whilst the project has been carried out by a handful of volunteers from, and funded by the Society, help has been received from members of the Middleton Railway Trust (who themselves received an award from the HRA for the restoration of the Manning Wardle steam loco *Matthew Murray* in 2001).

The project has taken 5 years since the vehicle was acquired in November 1997 from the Old Dalby test track in Leicestershire and she en-

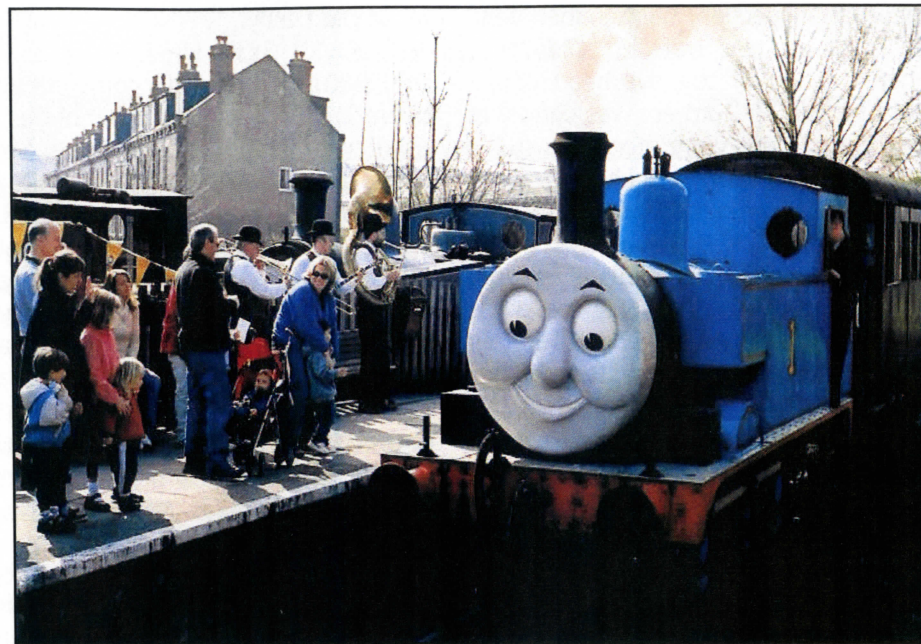
tered traffic in August 2002. The vehicle proved a popular attraction at the Middleton Railway's gala in September 2002 and will be used on selected off peak dates in 2003. The vehicle is also suitable for smaller groups who want to visit the Railway and is available for hire.

In these days when every last shunt is reported within days (even minutes!) on the 'net', it is hard to believe that a vehicle could lead a life a complete obscurity for the best part of 50 years! Drewry Car DB998901 has managed it though! Just before WW2 the LNER had grand plans for electrifying the Manchester, Sheffield and Wath "Woodhead" route. Work was held up because of the War, and it was not until 1950, two year's into BR nationalisation that Drewry Car Company works numbers 2267 and 2268 were delivered, one destined for Woodhead and the other for the Great Eastern line, both electrified to the same 1,500 volts DC system.

It is known that the vehicles spent some time on the Manchester to Altrincham route but the only confirmed sighting of this period is in storage at Dukinfield Works, Manchester prior to both being transferred to Colchester.

By the mid 70s the Research Division at Derby were looking for over-

(continued on page 8)



Hunslet Engine Co. No 2387 Brookes No 1, being a really useful engine, at the "Day Out with Thomas" Event, on 11 April 2003. Top : being welcomed at Moor Road station by visitors and band. Bottom : Sir Topham Hatt (Brian Wood) and Tony Cowling being entertained from the veranda by the band. **See page 9.** (Emmanuel Lanne)



head line inspection/maintenance vehicle for their test track at Old Dalby where testing of the overhead equipment for the APT project was shortly to take place. Plans were afoot to install a flat roof on the Wickham railbus DB999507 (now preserved at Bury) but someone became aware of the Drewry car's existence at Colchester and the integrity of the Wickham roof was saved! The vehicles arrived at Derby in 1977 and by the July of that year they were in use on the test track at Old Dalby. DB998900 was already in an inferior condition to her sister DB998901 and stripped gradually for spares over the years. At some point DB998901 received the blue/red research livery and on 27 July 1987 she was hauled to Derby by 97201 (now D5061, preserved at NYMR) for repainting into the revised research livery of grey and red. In the meantime DB998900 continued to rot away, literally, bearing evidence of green livery with small yellow panels.

By November 1997 BR Research had become Serco Railtest and the two Drewry Cars plus the Wickham Railbus were put up for sale as part of the operation to clear the Old Dalby site for the Virgin trains testing. The EM2 Locomotive Society (owners of E27000 *Electra* at Butterley and students of all things Woodhead) had been aware of the vehicles for some time and jumped at the chance of buying the two Drewry Cars. A home was negotiated at the Middleton Railway and DB998901 was moved there in November 1997. Her less fortunate sister was stripped for spares, sold to a third party and broken

up at Old Dalby.

DB998901 was basically complete and operational when purchased, but as is usual with volunteer overhauls time ticked by at a frightening speed! A dedicated few aided by Middleton stalwarts managed to restore her into BR Brunswick green livery as carried by DB998900. No photographic evidence of DB998900 exists, so we had to make a guess based on what was visible under the rust. The BR crests and yellow panels were definitely there but if anyone has any concrete evidence it would be good to see it!

As well as the external restoration the hydraulic tower was removed and the interior was converted into a passenger carrying area, with access facilities for the physically handicapped. Both the Railway Inspectorate and the Department of the Environment and Transport in the Regions were consulted at length over this, and final approval to bring the vehicle into use was granted on 22 May 2002.

Magazine pictures of the vehicle during her pre-research division career have proved elusive, and the EM2 Locomotive Society would be delighted to hear from anyone who has any information relating to the vehicle during the period 1950 to 1977. Contact can be made through MRT Chairman, Ian Dobson. □

Deadline for the Autumn issue is 31 July 2003

A thin day for the rivet counters — a progress report

David Monckton

When you look at Brookes No 1 on an operating day there is usually a broad smile on its face, possibly due to contentment in the self-knowledge that it has been transformed from a lost cause to a proper working engine. Without a new rivet to be seen Brookes has had a successful all-welded boiler transplant and after a bit of metal bashing to its bodywork Brookes feels it has become a really useful engine. Because it is an engine of few words Brookes has asked its overweight minder to tell people a little bit more of the story of what has happened to it since returning to steam in October 1999. At that time, to the best of our knowledge, Brookes gained the distinction of being only the second standard gauge locomotive in UK preservation to be returned to service with a new boiler (the first being *Sir Cecil A Cochrane* based at the Tanfield Railway in 1998).

New boilers are not cheap and as the overweight minder definitely could not afford for Brookes to be a toy at the expense of his retirement beer fund there had to be a 'plan' whereby the restoration paid for itself. To this end 'Plan T' came into being which saw Brookes become a licensed Thomas replica engine. Fittingly, Brookes was ready to perform at its first Thomas Event at

The Middleton Railway early in November 1999 some fifteen months after the new boiler has been ordered and the unrestored chassis rolled into the workshop at Moor Road.

Since then it has all been a bit of a blur as the number and frequency of Thomas Events throughout the year can take up so much administrative and working time that often the notion of a 'hobby' is stretched to the limit. Commercial pressures apply to Thomas, in that it is contracted to appear clean and in working order at Events all over the country. These are booked several months in advance and there has to be a good reason if it all does not go to plan because there is not a spare Thomas in the box just in case.

The record shows that to the end of April 2003 Brookes has been in steam a total of 222 times and run 3750 miles on the rails, successfully completing one or more booked appearances at each of the following sites: Middleton Railway; Didcot Railway Centre; Kent and East Sussex Railway; Mangapps Farm Railway Museum; Cholsey & Wallingford Railway; South Devon Railway; Nottingham Heritage Centre (Ruddington); Avon Valley Railway; Steam Festival at Doncaster; Paulton & Dartmouth Steam Railway;

Foxfield Railway; East Anglian Railway; Steam—Swindon; Bressingham Steam Museum; The National Tramway Museum — Crich; Barrow Hill Engine Shed; The Great Central Railway.

In the course of its travels during this period Brookes has been on (and then off) a low loader 58 times and has travelled approximately 9750 miles by road between events. To put this in context the round trip from Leeds to Usine Sainte Madelaine in Trinidad works out at about 9300 miles, meaning that Brookes has travelled further than *PICTON* between engagements.

I have it on good authority that most locomotives agree a Caribbean cruise is preferable to the M1 on a Friday afternoon particularly when in the hands of certain hauliers.

During this time Brookes has only suffered a handful of mishaps in transit — a stolen No1 in Anglia, a lost splashers in South Yorkshire and 'missing' the rails at the bottom of the ramp in Doncaster grooving some Railtrack concrete in the process. In service routine and unexpected maintenance and repairs have been required. Most of these have already been documents in *The Old Run* and as with the initial restoration they could not have been so speedily and

successfully carried out without the facilities, advice and practical help provided by my friends at Middleton to whom I will always be grateful.

'Plan T' is working, apart from two unforeseen hiccups to the cash flow, the first of which is the Inland revenue taking their cut of the hire fees and the second is the 'that looks a bit of a challenge' factor. This resulted in the purchase of No11 and then more recently *PICTON*. Steve Roberts has since taken on No11 whilst *PICTON* is about to get a thorough looking at, which will no doubt mean that Brookes has to be a really useful engine clocking up the miles on the motorway network for a few more years. As a unique survivor in its own right the intention remains one day that Brookes will return to as near original appearance as is practicable when possibly its turn for celebrity may come. Then again there has already been the time it rubbed shoulders with and lent its face to a row of important engines — but that is another story and the photographs remain unpublished pending a humour interpretation transplant (riveted or all welded) to other culinary challenged custodians. □

Thanks, Mr Cotterell!

Part one

Sheila Bye

Strolling up Main Street, Haworth, one sunny Friday last January, we stopped to look in the window of Hatchard & Daughters, Booksellers. There wasn't a

Bronte novel to be seen, just an expanse of railway books and, in the corner, a 1969 reprint of an 1893 book: *A Handbook to various*

Publications, Documents and charts connected with the Rise and Development of the Railway System chiefly in Great Britain and Ireland. With prices at which they are now to be sold, by Mr Edward Baker, 14 & 16, John Bright Street, Birmingham.

The handbook has been compiled for Mr Baker by Samuel Cotterell, later an antiquarian bookseller himself, and he was obviously extremely knowledgeable on the subject of early railways. There is a concisely informative note on the content of each book or document, ranging in length from one sentence to more than one page, and John Blenkinsop has three mentions in the index, and several more in the actual text. Of course, I bought the book.

After a few hours, list of books, etc. known to mention, or suspected of mentioning "Blenkinsopp" grew to 43, the earliest items dating back to 1822 and most of the rest being pre 1850. The most likely place to find books as old as that is the British Library, and about 75% of the list was found on their on-line catalogue. However, their website did not include a welcome mat. This is the great national collection, and it is necessary to limit access to it in order to conserve the condition of the books, and applicants for readers' cards have to prove, amongst other things, that they have tried looking in other libraries first. Several items on the 'hitlist' were subsequently found in the on-line library catalogues of the Institute of Mechanical Engineers, the Science Museum and the National Railway Museum.

The NRM visit is a pleasure to come, but

late in March I spent four days making notes at the three London establishments, with the following being some of the items which came to light.

Alderson, M.A., Civil Engineer: *An essay on the Nature and Application of Steam. With an historical notice of the rise and progressive improvement of the steam engine.* London, 1834.

pp.47-48. "When the rails are moderately level this arrangement answers, but when they are at an inclination two cylinders are employed instead of one, and the piston rods and cranks are made to work at right angles to each other, so that when one is at the extremity of its stroke, the other is but half way up or down and at full work, by which means the centres are passed without any variation in the motion of the carriage. This enables them to have a toothed wheel bolted to one of the wheels of the carriage, which works in a corresponding rack laid on the side of the railway, by means of which almost any acclivity may be ascended.

Notwithstanding modern improvements in the construction of the engines and boilers of this species of machinery, there is no alteration in the principal; and there are at the present time in use engines on almost the oldest construction which do their work amazingly well. I would mention particularly those of Mr. Blenkinsop, the patentee of the last-mentioned invention of double cylinders, toothed wheels, and rack rails, manufactured by Messrs. Fenton and Murray, for conveying coals on the railway Hunslet to Leeds. Where may be seen those strange-looking "*Steam Elephants*" travelling at a rapid rate, and each dragging ten or a dozen heavily laden coal waggons in its train."

Mr Blenkinsop, of course, was not the patentee of double cylinders! It is curious to see the term "Steam Elephants" being applied to the Murray-Blenkinsop locomotives, as there was a large early locomotive in the north-east referred to as the "Steam Elephant" (A hypothetical replica of which now runs at Beamish Museum).

HEDLEY, Oswald Dodd: *Who invented the locomotive engine?* London, 1858.

P.6 "In 1811, Mr Blenkinsop, of Middleton, near Leeds, aided by the advice and suggestions of the late Mr John Straker, took out a patent for the locomotive engine, to be fitted up with toothed wheels, working into a corresponding rack-rail, fixed along the centre of the railway, and which was afterwards adapted to one of the main rails. The friction and additional cost of this application was so great as to preclude any great hopes of its ever being made practically useful".

Blenkinsop's patent was actually only for the rack system, not an engine, but the mention of John Straker is interesting, as John Blenkinsop has been apprenticed to him at Felling Colliery, to learn the craft of coal viewer.

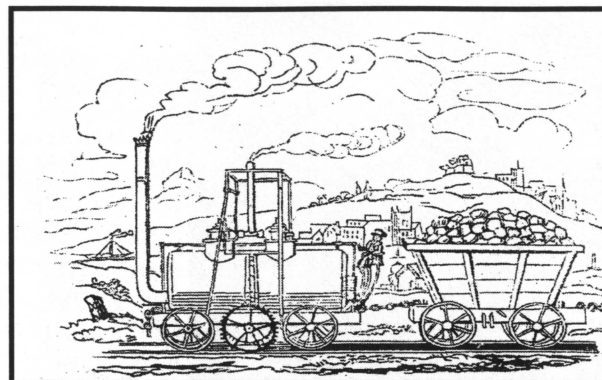
RENNIE, John: *Autobiography of Sir John Rennie, F.R.S.* London, 1875.

P.233 "The next example we find of the employment of the locomotive engine was that of Blenkinsop, of Leeds, which was similar to, but more compact and lighter than that of Trevithick and Vivian, and was applied to draw the waggons laden with coal from Middleton Colliery

near Leeds, to that town; I saw it at work in the year 1814. It then drew 20 tons at the rate of seven miles and hour, at which I was much astonished. Although quite a lad, I thought to myself, "Something more will come out of this hereafter"..... "Blenkinsop's engine excited great interest in the north, especially in the neighbourhood of the Tyne and Wear, and numbers of engineers, scientific men, and others went to see it, and being convinced of its value, determined to introduce it into that district"..... "Amongst others who visited Blenkinsop's railway and locomotive engine was Mr James, a general land agent and surveyor, at Newcastle, who was in large practice. And had a respectable fortune. He was a man of enlarged mind and great intelligence, and although not a practical mechanician, he was so much struck with the effect of Blenkinsop's engine and railway, that he at once said it was a new mode of conveying passengers and goods which must supercede all others, and become universal. In his enthusiasm he wrote a long letter, addressed to the Prince regent, on the subject, in 1815, pointing out the value of this new mode of transport, the saving which it would effect in manual and horse labour, the ease and expedition with which goods and passengers would be conveyed, and the vast benefits which would be conferred upon the country by the general introduction of the railway system".

More in the next issue! □

NEWS OF HUNSLET LOCO CENTENARIES: DINORWIC QUARRIES. In 1903 Hunslet supplied two more of their 0-4-0ST 'Quarry Tanks', *Maid Marian* and *Irish Mail*, for use on the 1ft 10 3/4in gauge lines along the galleries of the quarry. Both survive, *Maid Marian* on the Bala Lake Railway and a much rebuilt *Irish Mail* on the West Lancashire Light Rly.



A strange 'new' illustration of a Murray-Blenkinsop locomotive, from 'Principles of Mechanics' by William Emerson, Mathematician, published in London, 1825. Though the book mentions very little about locomotives in general, and nothing at all about those at Middleton, this unusual little picture is used as the heading to Section 13.

(see pp. 11 and 12)

Our new locomotive: another Middleton 'first'

Ian B Smith

The year 2003 sees another 'First' for the Middleton Railway: the first ever acquisition of a locomotive which is intended never to work here!

For years our policy has been only to acquire locos which actually have a chance of operating on the line, so what on earth could be so special as to warrant a place as a non-worker?

The answer begins in the year 1833 when Thomas Greenwood and his brother started up a small machine business in Leeds. Although this foundered early on, Greenwood's work brought him to the attention of Peter Fairburn (of Fairburn, Lawson fame) who offered him the job as Chief Draughtsman at his Wellington Foundry, Leeds in 1843. Shortly thereafter, Greenwood came into contact with John Batley and the two were taken into partnership by the by then Sir Peter Fairburn in order to develop their ideas on labour

saving machinery.

In 1856, Greenwood and his partner dissolved the partnership with Fairburn and set up their own business at the Albion Works in Armley, Leeds as Greenwood & Batley Ltd. This business flourished over the years and by 1895 was involved in many projects, including the provision of Whitehead Torpedoes for the Royal Navy!

The company's involvement in transport came in 1976 with a compressed air driven tram locomotive to meet stringent conditions imposed on such vehicles by the Board of Trade.

By 1892 the company was producing electric trams for Brighton Corporation, whilst in 1896 they won a contract for Leeds trams, which remained in service until 1929.

(continued on page 28)



Drewry Car DB998901
OLIVE negotiates the Moor Road Crossing on her return from Balm Road, on an all-line tour, 28 Sept 2002. (See story on page 6)

(Chris Nicholson)



Hunslet 7051
John Alcock makes an interesting study in juxtaposition with a driving wheel of *Sir Berkeley*, in Moor Road yard, 4 March 2003.

(Ralph Tilley)



Hunslet 2-6-2T PICTON in the headshunt at Moor Road workshops, having been stripped of her side tanks and awaiting some tender loving care and attention, 4 March 2003.

(Ralph Tilley)

Focus on freight

(Adapted from *A History of The Middleton Railway Leeds* Seventh Edition, available from the Railway's shop £2.50)

Negotiations for the use of the Middleton Railway line in 1960 were difficult, due to its antiquity and its accompanying statutes and rights. Though the major owner of the disused section of line was Clayton, Son & Company Ltd., Leeds City Highways Department owned the level crossing sections, and Leeds City Parks department owned the section where the tram route crossed the line, with the unusual liability of maintaining the crossing and giving way to our trains. Robinson & Birdsell Ltd, John King & Co. (Leeds) Ltd., Acme Engineering and Parkfield Metals—at the former Hunslet Moor Staiths, all owned their own sidings, and a short section at the Balm Road end of the Midland branch line had been sold in 1881 and was now British Railway's property. None of the owners of the lines north of Parkside placed any restriction on the use of the line, and the preservation society was the only common denominator with the prospect of restoring and re-opening the line irrespective of ownership.

The Middleton Railway had become the first standard gauge line to be operated by unpaid volunteers. The albeit temporary passenger service was part of the University Rag Week charity events. Using the Swansea & Mumbles 106 seat vehicle, "free rides at your own risk" altogether carried 7,700 passengers between Burton Road level crossing and Parkside GNR bridge, and even.

even earned small amount in donations. By running slowly and carefully they stayed on the rails; looking back on the conditions at the time, this was a major achievement. At the end of the week, work began on repairing and relaying the track.

What started as purely demonstration runs gave rise to a further idea—why not run the line as it had always been run, for goods traffic? At a meeting with the firms, two of them—Robinson & Birdsell and Claytons—agreed to take rail traffic, in the form, respectively of scrap metal and heavy steel raw materials.

A daily goods service was a tougher task than midsummer exhibition runs, though the customers laid down no conditions other than that the line should be insured, and a reliable daily service provided. The Fireclay Company had run down track maintenance in the expectation of complete closure, and the line was in very bad condition: sleepers were rotten, chairs on them was a miscellany—Midland from the 1881 relaying, GNR, SE&CR, LNER, LMSR. The prize specimens were stamped Met & LNE from the short Watford to Rickmansworth line, the only one built by this joint railway. A far-

(continued on page 18)



Focus on Freight

A miscellany of photographs showing freight trains in action at Middleton Railway. Some are actual working freights trains from the 1960s, others demonstration freight trains. The quality of the reproduction has been limited by the age of the photographs in some cases.

From the collections of Steve Roberts and Mike Scargill



(Focus on freight continued from page 15)

-from-home pair was a GWR and a GER on the same sleeper. Repairs at that stage could only be described as a patching up operation. By running on one of the two tracks from Moor Road to Balm Road, and using the other track for spare parts and later for a short exchange loop at the BR end, we were able to give ourselves running conditions with some chance of successful operation.

On 1 September 1960 our first goods train ran. It was three empty 4-wheel wagons to Robinson & Birdsell, two of which went out the same day loaded with scrap for the steelworks. Clayton's Dartmouth Works traffic started a month later. As we were the first standard gauge railway to be reopened in this way, the Ministry of Transport descended on us in our first week, but no offence was being committed, and we had good advice from the inspector sent to investigate our activities. As BR had an integral part in the operation, good contact had to be kept with them. Mr Edward Cowell, NE Regions' West Riding Traffic manager, and Mr Harold Ormiston, then Leeds Area Permanent Way Supervisor, gave much useful support and advice, as did the Balm Road Yardmaster. At the other end of the traffic, the friendly helpfulness of Messrs Catchpole -father and son at Robinson & Birdsell, deserves particular comment. On the society's side, Dr R F Youell and the late Dr R C Lawrence most also be mentioned. Reggie Lawrence became the soci-

ety's permanent way expert, drew up the first Rule Book, and was instrumental in acquiring the Sentinel—our first steam locomotive. Fred Youell, as our first Chairman, was the guiding influence for many years.

Over the years, the level of traffic varied due to unpredictable industrial needs; we might have only one or two wagons on the line, or, after a bulk order, thirty or more wagons might await unloading. Our traffic relieved the local roads, which were not suited to such giant loads as fabricated steelwork or 10 ton steel plates. The largest single loads were a three wagon bogie train with a tare weight of nearly 240 tons from BR Doncaster to Claytons, and export orders for a New Zealand gas works, which produced a twenty-one wagon train for Birkenhead docks. Generally, two trains a day were run, the first leaving Claytons at 0800 returning at 0847 and the second leaving Claytons at 1300 and, following shunting of the exchange sidings, returning at 1445. The timetable was fairly flexible, due to lecture commitments, etc., but worked well, and by the end of 1960, 2881 tons of freight has been moved. Average annual tonnage was around 7000, but in 1964 12000 tons were handled, a quite remarkable achievement for volunteer workers. During University vacations, trains were run by a growing number of non-student volunteers with daytime jobs. At these times, and later, as *(contd on p.20)*



MSC No 67 at Park Halt in September 2002, with Mike McPeake at the helm.

(Emmanuel Lanne)



Brookes No 1 aka "Thomas", about to emerge from the tunnel into Moor Road yard, Brian Hall in charge, 5 April 2003.

(HWB)



Driving wheels of No 6 and No 11 stand in the car park head shunt, having arrived back from Ian Riley Engineering, of Bury, Lancashire following tyre turning and reprofiling, 12 January 2003.

(HWB)

(Focus on freight continued from page 18)

student participation declined, trains were run in the evening, usually taking about fifty minutes if all went smoothly.

Parkfield Metals at Hunslet Moor Staiths did not take advantage of our services, and the last train using this siding ran on 28 January 1961, conveying visitors in open wagons. A short section was used for wagon storage but was lifted by the firm in 1969, the staiths themselves being demolished in 1970. A new curved siding was built at Dartmouth Works in 1961 to avoid using King's siding, and an interchange loop with BR was built at Balm Road in 1962. Also in 1962 a branch was laid into Clayton's Moor End Road Works, which had never before had a connection, though it had an internal rail network. The connection was for interworks traffic, but a change of policy resulted in only rare usage.

The three wagon Midland hand crane and the GWR steam crane were invaluable for heavier jobs, but steady effort by manual labour dealt with normal relaying work. The locomotive situation gradually improved. When our Hunslet diesel was being overhauled by its makers in July 1962 we had the loan of a DR Dreyer diesel, D2323, but when our Sentinel LNER Y1 No.54 from Darlington had been put into working order, we had a useful reserve. On 27 January 1961 the Hunslet diesel had been named *John Alcock* by

and in honour of her designer, and LMS brakevan M158760 was handed over to the society by BR. During the last three decades the Society/Trust acquired a collection of locomotives and rolling stock appropriate to its industrial origins; many of the locomotives were built by local firms. So we had a choice of motive power. In general during the week the Hunslet, Fowler or Hudswell Clarke diesel locomotives were suitable. At weekends, steam locomotives were in their element for the benefit of the public, hauling both goods traffic and visitors' trains.

In 1965 our existence was threatened by a BR scheme to close the GNR line and run all colliery traffic via the Balm Road link, leaving the society there only on sufferance. However, work at the current coal face was causing subsidence beneath a local hospital and no other seams were economically workable. Rail traffic from the pit ceased completely in July 1967 and the Broom Colliery's last shift was worked on 16 May 1968. The nightmare threat to the society ended, but so did Middleton's centuries as a pit village community.

The first nine years of the society's existence had been spent running goods trains for the firms along the northern part of the railway. By 1969 freight was becoming increasingly expensive to operate. Rising costs caused a gradual decline and our goods service died away completely in 1983. □

Jottings from the Treasurer

Stan Holdsworth

Recently I was requested to write an article for the Magazine regarding our finances. I suggested it would be a short one, in fact of only two words, "Very sound".

Early in 1992 the then Trust Treasurer and Chairman, Steve Roberts was wanting to reduce his workload, and this was mentioned in an interview with Ian Smith and the Yorkshire Evening Post.

At the end of 1991 I took early retirement from Leeds City Council and was interested in helping, so I met Ian and Steve one Sunday afternoon and Steve said the immortal words, "you don't even need to visit the Railway to be the Treasurer". I think he has regretted that statement as he has been reminded of it many, many times. I began by assisting Steve, but in 1993 became the Trust's Treasurer. The Council realised I was not an accountant, but that I could obviously undertake the day to day financial matters with the help where required of our Company Accountants. I am happy to state that during the last ten years the Trust has never been 'in the red' or even approaching this possibility.

Each year end the heads of each department give their proposed spending budget and I then calculate, from previous year's income, the expected traffic and sales revenue for the future year. These figures are then totalled and a year's draft budget/cash flow is produced sub-divided into 39 different

expenditure areas. After Council 'fine tuning' it is approved in January and becomes the basis for spending through the coming year. Each month I produce figures showing the expected and actual income and expenditure under the 38 headings. Thus the finances of the Trust are carefully monitored and we don't spend unless we have the money. The Council is very prudent, based on a 'scrimp and save' attitude before any project is undertaken. During my time at the Railway we have been very fortunate in extending our shed, undertaking major overhauls and restorations, and generally improving the whole outlook of the Railway. We have also been very grateful to members such as Douglas Lovely who have helped finance major projects like *Matthew Murray*.

It is my view that members and visitors do not provide money just to sit in a bank account. It is donated to help the Railway achieve its aims and the balance sheets show that we are extremely solvent. We are already planning for more stock restoration; another shed extension; formation of a museum; line extension and even a possible link with Leeds Supertram.

It is a pleasure and honour to be the Trust's Treasurer. I hope the firm financial foundation developed from 1960 will continue to grow in future years. □

January and February are generally easy months when it is pleasant to be able to get on with various tasks without any impending deadline to meet. However, March soon came by and with it the realisation that the start of the season is only four short weeks away. As ever, we were ready for the start of the season but it was, to use the production engineer's favourite philosophy, 'just in time'.

1601 *Matthew Murray*

Following winter storage the loco had its annual examination by the Boiler Inspector. This, as should be expected on a boiler only two years old, was a formality and the loco was available for traffic at the start of the season, being used on the *Day Out with Thomas* weekends. Of the planned jobs, only a couple have been done and the rest will have to stay on the deferred pile until resources are available to do them. Those jobs that did get done included renewal of a taper cotter on the left hand valve rod and re-packing of piston glands. An unplanned task was the replacement of the feed to the slacker pipe; a victim of frost damage. The bridges that hold the large handhole inspection doors on either side of the firebox have suffered some distortion and were damaging the screw threads. Following a complaint to the supplier, he agreed to supply two new, stronger ones. They have arrived and will be fitted next time the inspection doors are removed.

2103

Following on from the Boiler Inspector's visual examination of the boiler it was required that a hydraulic test be carried out to prove the integrity of the firebox. This task required shed space and it was not until the coach had been out-

shopped that the loco could be shunted in for the necessary work to be done. The hydraulic test showed that there were no problems with the firebox and did not reveal any leaks around the crown stays, as had originally been reported. The blower ring has required replacement, a new copper pipe and brass fitting being made to replace the badly corroded steel original. A successful steam test has been carried out and a couple of minor jobs remain to be done before the loco can re-enter traffic.

No. 67.

Various minor jobs were carried out over the winter period, including packing glands and repairs to a bent blower valve spindle. Following a successful steam test, the loco has been in service and handled all the trains over the Easter period.

No. 6

Work has continued on the rebuild. The remaining cylinder bolts have been replaced with new, larger fitted bolts. At long last, the steady task of riveting the frames is complete, some 150 rivets having been replaced. The one outstanding job are six rivets on the front frame stretcher which cannot be properly accessed to replace without removing the left hand cylinder. This was seriously contemplated but it has been decided to replace these with fitted bolts, which will do just as good a job. Painting of the frames has continued, the outstanding area being between the two cylinders where access is very poor and there has been a considerable build up of chalk dust and cylinder oil, a concoction that is taking much effort to remove. The front buffers have been removed

and the buffer faceplates cut off. These characterised the Swanscombe locomotives but are well bent from years of heavy shunting. It has not yet been decided whether to replace these, albeit with smaller ones, or to refit the buffers in standard form with 16" diameter heads. The rear coupling has received attention and awaits refitting. The brake cylinder has been overhauled and refitted to the new buffer beam. Some of the recently obtained footplate steelwork has been cut to size and work on fitting this should start shortly. The valve reversing weighshaft was found to have considerable play in the bearings and these have been re-machined to take up this play. The next major task to be undertaken will be the axleboxes, all four of which will require some work to bring them up to a suitable standard. This work is a necessary precursor to re-wheeling the locomotive and once this is done re-assembly should become more obvious.

1210 *Sir Berkeley*

The remaining quotes for the boiler eventually turned up during February and a lottery application is now being prepared by the Vintage Carriages Trust. Until the outcome of this is known, no real progress can be made and the loco remains dismantled as a kit of parts.

No.11

The rear buffers have been removed and dismantled to assess their condition. All but one of the four buffer springs have been found to be broken and will require replacement. A suitable source of new volute springs has been found and an order for replacement will soon be placed. The horizontal frame stretcher which carries the smokebox was found to be severely corroded, down from an original 3/4" thickness to 1/4" in places and this has been cut out

to enable replacement. Removal of this frame stretcher has enabled much easier access to the valve chests and removal of the valve chest covers has allowed examination of the valves, themselves. These were found to be in good condition, requiring no work other than renewal of a few corroded nuts. Manufacture of a suitable press frame has enabled the crossheads to be split from the piston rods and the subsequent removal of the pistons. The slide bars and crossheads have been dismantled preparatory to overhaul. The last item requiring dismantling from the frames has been the reverser weighshaft, which had considerable play in the bearings. The shaft itself had worn oval and, as it would have been an onerous task to dismantle the balance weights and levers to enable it to be machined in the lathe, the journals have been filed true and round. The brake cylinder has been removed, overhauled and refitted to the frames. A new cladding plate has been made and fitted to this.

138C

Work has recommenced on repainting and various repairs and the end is now in site.

91

After a spell when little progress was made due to the need to complete other jobs, work has restarted on this loco in earnest and the repaint is now nearing completion. The cab rear and bonnet front have received top coats of yellow paint, the frames have been cleaned down and received coats of black paint and the running plate has been cleaned down and given a coat of red oxide preparatory to finish painting. Painting of the buffer beams is now complete. Outstanding work centres

on the various door panels and fittings, all of which need doing before final lettering can be completed.

54

Like 91, work on this loco took a back seat whilst other jobs took priority. However, work on the engine unit has now resumed and it is being rebuilt.

A new cylinder casting will have to be produced and, as we will probably have to produce a pattern for this, the existing cylinder has been carefully measured up. We are having problems with overhaul of the boiler, largely caused by the failure of the original plans for the loco's overhaul at Quainton Road and the loss of the all important paperwork. However, we are hopeful of overcoming these in the near future, enabling the boiler overhaul to continue apace.

PICTON

Much of the corroded plate-work (tanks, footplate and cab) has now been removed, giving the owner better access to other parts. Slowly the loco is being dismantled. The loco had to be moved to the end of the headshunt to give sufficient space to shunt the workshops. There was speculation as to whether this would present a problem but, in the event, all the wheels turned easily enough; at least until a crankpin fouled a crosshead, preventing the front driving wheel from rotating further. We will have to look to fitting UK drawgear and buffers to the bufferbeam to enable movement to be made more easily and safely. Genuine Hunslet buffers for this are in stock.

BROOKES No.1 (aka THOMAS)

Following an early season visit to Mangapps Farm, the loco starred in the pre-Easter *Day Out with Thomas* weekends, at Middleton, performing satisfac-

torily in the pre-Easter *Day Out with Thomas* weekends, at Middleton, performing satisfactorily. Various minor jobs have been carried out since then, including repairs to a damaged front coupling, manufacture and fitting of a new coupling rod flat cotter and repairs to the steam brake lubricator. The loco is shortly to go on its summer tour although it presently has less bookings than in previous years..

D631

After spending the winter stored outside the back of the workshops following vandalism and damage to the wiring the necessary repair work has now been carried out and the loco is again available for service.

Rowntree No.3

The bi-annual inspection of the air cylinders has recently taken place and the loco is available for traffic.

7401

This Hunslet diesel has been regularly used for shunting over the winter months. However, a recent spate of vandalism has resulted in its various gauges being damaged and these now require repairing.

5003, D577, 1786 and OLIVE are, as usual, all serviceable and used as required. All other locos are in store pending overhaul or repair. □

SPECIAL VOLUNTEERS' MORNING

When prospective volunteers are
invited to come along and meet exist-
ing working members
Saturday 12 July, at 10.30 hrs.

Notes and news

Car Park Our car park has been a source of concern for some time. In wet weather it can become a bit of a quagmire, with large puddles rendering much of it unusable by the public. Eventually we would like to properly surface it but, as there is every intention of remodelling the site entrance and relaying the track, we have put major expenditure on the back burner. It was the welcome offer of Dave Wraith's son, Andrew, to mastermind a suitable drainage system that provided the catalyst to do something. Quotations and some sponsorship of materials was obtained and it was agreed that the scheme go ahead. Essentially, we have provided three land drains, connecting into the existing surface water drain, and generally spread stone across the site to improve the drainage. Many thanks go to Andrew for this work. We'd like to say that it is a success but, after doing the initial dig in pouring rain, it hasn't rained more than a few drops since to put it to the test!

Carriage & Wagon The Brake coach (No.2084) came into the workshops for a repaint and minor repairs during March. Among the work carried out has been the renewal of timber buffer pads and replacement of the verandah floor, both necessary due to rot. Other minor areas have suffered from the same problem and these, too, have been attended to. This coach is now reaching the end of its life in its present condition and we will have to give serious thought to how we solve this problem. It is hard to believe it first went into traffic in 1985, and when it is next due for works attention it will be twenty years old. When we first built it we would have been perfectly happy to think that this would be the case – twenty years was a long way in the future! It was built 'on the cheap' using much second hand timber.

It would be nice to report the completion of the Ballast Brake but this still needs some finishing off jobs doing, notably the vestibule partitions and some seats. Any offers of help in this direction would be gratefully received. Once this is out of the way, we will turn our attention to completing the LNER

12 ton open wagon. This received a new floor and some minor works on arrival to enable it to be used. Unfortunately, it has proved so useful it has been in constant service but it is still lacking one door and needs painting in appropriate livery.

The Norwegian coach looks like returning to Norway at long last. It is planned to ship the vehicle across the North Sea on 12th May.

Shed Extension Not much has been written about this recently but various people have been busily working away on the project. Quotations have been obtained for the major works and, when the whole package is costed out, it comes to significantly more than we originally envisaged. This fact has not stopped the job, merely necessitated modification of our approach in that we are no longer submitting a Heritage Lottery bid in the 'under £50,000' category. This upping of the grant bid has needed a far greater amount of work. We are hoping to have the bid ready for submission by the end of May. This should, if the bid is successful, enable a start to be made in January 2004. Two major logistical problems of vehicular access and rolling stock storage mean that the foundations, at least, can only be completed during the closed season and this is our target. Another major problem still requiring a definitive solution is that of drainage, both foul and surface water.

Yard tidy up. Some good work has been done over the winter and we have found all sorts of things in the undergrowth although an original 1812 locomotive was not amongst them! We must stop hoarding things!

**Deadline for the
Autumn issue is
31 July 2003**



Mystery photograph. There's a prize for the first reader who can correctly identify the Railway featured in the above picture, taken February 2003.
Entries to the Editor please by 31 July. So come on then!

Sir Berkeley the big cover-up (pt.2) THE PROOF !

Some readers of the last issue expressed scepticism about the report of the UV radiation trials outlined therein. Shame on them!

Well, the verisimilitude is here! Is this proof that truth is often stranger than fiction even around April 1st?

It happened on a Schools' Day in June 2001.

(HWB)



RODERICK BAILEY

11 May 1946 to 15 February 2003

As reported in the last issue of *The Old Run*, it is with sadness we have to record the passing of Roderick Bailey, from January 1994 a member of the Trust's Council, and from June 1995 to December 2002 our Shop and Sales Manager.

Born at Halifax and educated at the University of Leeds where he obtained a BSc degree in civil engineering, it was during his time there that he met up with our founder, the late Dr Fred Youell. After periods with the National Bus Company as a management trainee, and the West Yorkshire PTE, he became a Member of the Institute of Transport and Rod and Fran married in 1975.

In 1977 Rod became traffic manager with the Oman National Transport Company, moving to Nairobi, Kenya in 1980 to work for Kenya Bus Services Ltd and then United Transport Overseas Services Ltd. Their son, Andrew, was born in Nairobi in 1981. From 1983 to 1988, after a further year with United Transport Overseas services in Malawi, Rod became an Independent Transport Consultant in 1991 and spent some time in Athens studying trolleybuses and in Istanbul setting up minibus operations.

Rod had a lifetime interest in all forms of public transport and, on his return to the UK, with his wife, Fran, became members of the Railway in the 1994. Following a period of ill-health he died earlier this year, and his death is a big loss to the Railway.

We extend our sympathy to his widow, Fran, and to their son, Andrew, who is currently studying medicine at the University of St. Andrew's. We are delighted that Fran is continuing to work as a volunteer at the Middleton Railway.

CAPTION COMPETITION, Spring 2003

You have to be in it to win it! But there was an almost deafening silence from our Reader. Strange: he usually has such a lot to say, too. But at the last

minute a few entries trickled in however.

"Quick—send a first aider—John's having another of his 'Levisham Straight' attacks", was suggested. The winner was: **"It's a message from HQ—either jump or get down because you're holding up the service!"** Martin Plumb wins a video for this prize-winning entry.



Good luck with the puzzle on top of page 26 then!

Our new locomotive (continued)

(continued from page 13)

The company's electrical business flourished and this became their speciality, although it is of interest to note they built tanks for the Army in WWI.

It has long been the ambition of the Middleton Trust to acquire examples of locomotives from as many Leeds manufacturers as possible, and two of the major omissions have been Kitson & Company and Greenwood & Batley & Co. We have now been able to fill the Greenbat gap with the donation of a coke ovens locomotive from Royston, near Barnsley: what used to be the Monckton Coke & Chemical Company Ltd.

The Middleton Railway has had experience with Greenbat locos before. In 1977 the Railway hosted two Greenbat locos intended for use on the Hong Kong Metro. Numbers 420427/1-2 were tested here prior to despatch to Hong Kong and were imaginatively named *HENRY BOOT I* and *HENRY BOOT II* after the own- ing contractor!

The coke oven environment was a very hostile one indeed, with the

locos required to be able to haul coke cars up and down a short piece of track to allow hot cokes from the retort to fall into the cars, be quenched and then tipped for despatch elsewhere in the plant. It's a hot, dirty environment for any loco in which to work, and the locos doing the job had to be tough to survive. Greenwood & Batley were the most prolific producer of this type of loco, building 65 between 1935 and 1979, when our example was produced.

The loco is a very modern machine indeed, being built as late as 1979. It is works number 420452, supplied in June 1979. It has two 25hp, 230vDC traction motors and was ordered on 24 April 1978.

The loco was offered to the MRT some time ago and was the subject of much debate in Council meetings, as it clearly would not be suitable for operation here. However, the fact that it is a Greenbat **and** the fact that we are becoming a registered museum swung the vote in favour of the loco coming to Middleton. Our Chairman, Ian Dobson, has agreed to repaint the loco when it arrives, which at the time of writing is in May 2003, and it will make a fine exhibit in the new shed once completed. □

CAN YOU HELP?

In order to maintain our services at their present level, we

URGENTLY REQUIRE

GUARDS, BOOKING CLERKS and HELPERS IN THE MOOR ROAD SHOP, as well as volunteers in **ALL** other departments. Full training given and you can enjoy spending however much time you can give. All help will be greatly appreciated. Please contact any member of the Council (see page 31 for their details) to be included. No volunteers—no railway!

Personnel personal profile

Derek Plummer

It is appropriate that we start this series by featuring Derek Plummer, who is arguably the longest serving active volunteer on the Middleton Railway. Like grandfather, like grandson. Derek's grandfather who hailed from Ackworth, Yorkshire, worked for the Midland Railway and its successors, retiring from Wellington Street Goods, Leeds, and sowed the railway seed in his grandson's thinking. Born in 1935 at Horsforth and educated at Aireborough Grammar School, after a short spell as a machinist in a turbine factory Derek's entire working life was spent with British Railways.

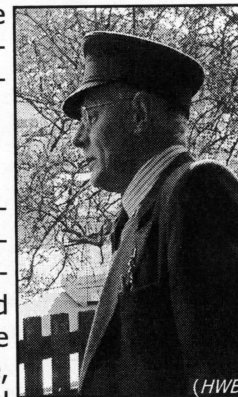
From 1955 in the BR Signals and Telecommunications department as a student for five years, followed by 18 months at York in the General Assistant's office, Derek became a Technical Assistant at Leeds, followed by a period in the York Signals Design offices responsible for maintenance and level crossings works and the training of new recruits. He is a member of the Institution of Railway Signal Engineers (MIRSE) and the Institution of Incorporated Engineers (MIIE). After 40 years' service Derek retired from BR in 1995.

He was introduced to the Middleton Railway by a colleague at York and became an active member in 1961. Early days were spent on permanent way work helping Fred Youell and Reggie Lawrence. He remembers helping prepare K4 Class *The Great Marquess* at Middleton for its main line trip in 1971, particularly the task of sourcing nuts and bolts to replace the missing ones for the nameplates and works plates.

From 1960 Derek has been the Exhibitions Officer for the Middleton Railway, at numerous venues including Harewood House, Bramham Park, Masham, Padiham Power Station, Manchester Museum of Science and Technology, NYMR Grosmont, as well as innumerable local events.

A lifelong bachelor, in his spare time Derek is a member of his church choir and church council, and an active member of the Aireborough Gilbert and Sullivan Society.

His hopes for the future include being able to act as Guard on the first train to run over the new extension to Middleton Park Gates.



Letters to the Editor—"I must say....."

The article in TOR176 regarding the Belzona repair to No.67's cracked cylinder block was interesting.

In September 2002, shortly after the 'disaster' occurred. I was speaking with someone about the problems we were then having with the cylinder block, and he, being a retired NCB engineer, immediately said, "You should try Belzona. We used it 'all the time' on both steam and diesel locos at Yorkshire collieries in the 1960s and 1970s"! I have been happy to report back to him that Belzona did indeed do the trick. Seems like what goes around comes around!

Name and address supplied

The article in TOR173 on railway music, referred to the composer Dvorak being possibly the first train-spotter, because he would visit the Prague Central railway station each day and record the loco numbers and knew every train arrival and departure time by heart.

We went to a railway exhibition in Voelklingen in the Saarland, Germany, last September and spotted, amongst a display of railway quotes from famous folk, one from Dvorak to the effect that he would give up all of his symphonies to have invented the locomotive.

Also, the following is a paragraph from a Dvorak biography by Alec Robertson: "*The Franz-Joseph railway station was near his house in Zitna Street and thither he repaired daily, for his early morning walk, to study with absorbed interest the engines in the yards. He made a particular point of noting the opus numbers of the locomotives and—which cannot have been easy—the names of their drivers. In later years when he was teaching in the Conservatoire he would send one of his pupils down to the yards to find out which engine was going to take out an express train on that day. His favourite pupil and future son-in-law, Josef Suk, got into trouble for returning with the number not of the engine but of the coal tender. "So that", remarked Dvorak to his daughter, in ironic humour, "is the kind of man you want to marry!"*"

Sheila Bye

(Thanks for this fascinating additional information, Sheila. Ed.)

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MEMBERSHIP SUBSCRIPTION RATES

Full Trust Membership	£9.00	
O.A.P. Trust Membership	£6.00	
Junior Membership (of M.R.A.)	£6.00	
Family Associates of Trust Members (in same household)	£1.00	per person
Life Membership	£150.00	



"Give me a child until he is seven....."

Budding engine driver? Alice Lanne discusses a technical point with locoman Mike Scargill, Sept. 2002.
(Emmanuel Lanne)