

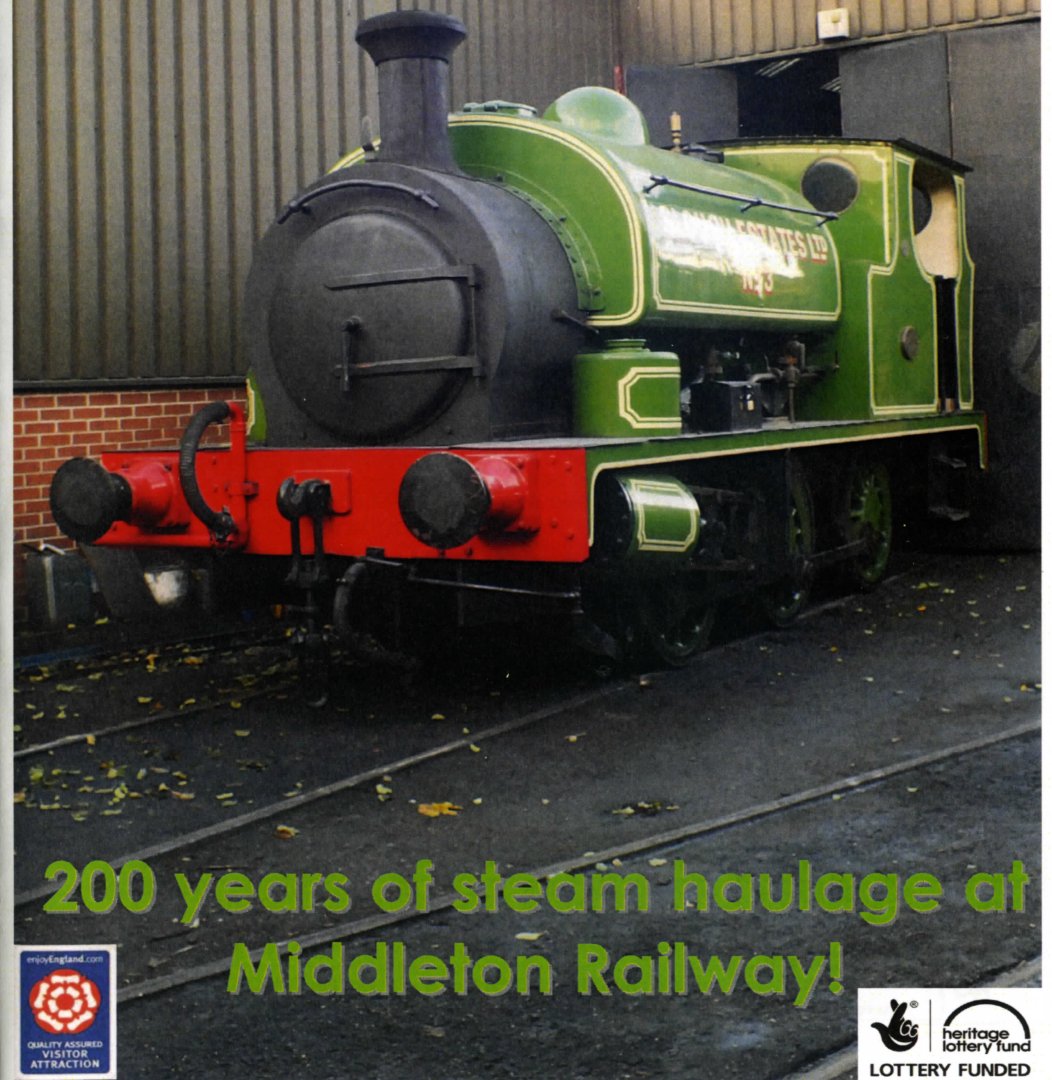
The

OLD RUN

Journal of the Middleton Railway Trust

No. 214

March 2012



200 years of steam haulage at
Middleton Railway!



Old Run

No.214
March 2012

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Old Run Old Run Old Run Old Run Old Run

Editorial

As I complete this issue of Old Run I learn from the Chairman that on 7 February we received our first enquiry for the Santa trains scheduled to commence next December! This surely must be a record.

Perhaps it is an indication that in this year when the Middleton Railway celebrates Two Hundred Years of Steam Haulage it will be a bumper year for the Railway. We certainly hope so.

Details of the June celebrations are enclosed in this issue of the Journal, and we look to an enjoyable and profitable season.

Howard W Bishop
Editor

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Front cover

Hudswell, Clarke 0-6-OST No 1544 of 1924
Slough Estates No 3 sits on the workshop line on 27 November 2011, having arrived suddenly from the Swindon & Cricklade Railway on loan. It is owned by the Slough & Windsor Railway Society (Andrew Johnson)

From the Chairman From the Chairman From the Cha

From the Chairman

How time flies when you are having fun, so they say!!

The Santa Trains are now behind us, but what a success they were. I am sure there will be more detail later on in this issue so I won't repeat. May I just add my thanks to all the people, young and old, who come along in November and December just to help out on the Santa Trains. You do a fantastic job along with our "permanent volunteers"; without this huge team effort we couldn't run the Santa season.

The success was quite remarkable considering we have watched the economic barometer slowly sinking during the year. It is also somewhat worrying as to when the recession will hit us. So far we have outrun all the predictions of doom and gloom. This is not by chance though, as a huge amount of effort goes into the financial management of the Railway, and this close control of our expenditure is paying dividends. If we do have a poor year we are in a very strong position to be able to ride out the storm.

There is always more we can do, and each and every volunteer, and local members, can play a part in this. We have had extra Timetable Leaflets printed this year and, unless we get them out into the wider community, they are of little value. Please, can I ask each and every one of you to take some leaflets to distribute? Give them to your neighbours, in the local chippy, in the doctor's, dentist, vets, anywhere where you can. Just please ask before you leave them, we don't want to upset anybody!!

If we get all the leaflets out there, and even if we don't, we will need more volunteers this year to work in the shop/ticket office. Our existing staff become a year older each year, and, as time goes by, they cannot physically put in as many hours as they have in the past. This year we will be stretched, if not down-right desperate at times, so please, give this some consideration. This year we are committed to opening two days every weekend, if we struggle too much then, next year, we will have no option but to reduce the opening days. Should this happen, income will fall and the amount of money available to spend on projects in the workshops will be seriously diminished.

At the end of 2011 there were two major incidents on other Heritage Railways, when a great deal of damage was done to rolling stock, but thankfully no person was injured. Health & Safety will again be a big issue this year, and I ask each and every one of you who come and volunteer to be that extra bit vigilant, not just for yourself but for your fellow volunteers. Accidents do not occur on their own, it is usually a combination of factors, so please try and be that bit more safety aware.

If you are unsure of how things should be done, please ask a senior member of the Railway. Copies of the Safety Management System (SMS), Train Operating Regulations and other Policy Directives can be found on the website in the Members' area, within the Library. This section of the website requires a username and password, if you are a working member and do not have one, email the Membership Secretary who will supply. If you do not have email, then write to the Membership Secretary stating which document you wish to have, and an SAE would be appreciated.

This year should be a good one, with some extra special visitors at the big event in June.

You can keep up-to-date with what's happening on the website, or you can now follow us on Facebook and Twitter, so there will be no excuses for not knowing what's going on!

It's your Railway: come and enjoy it!!

Andrew Gill,
Chairman

t OR

200th Anniversary Gala weekend 200th Anniversary Gala

This year, on June 24th the Middleton Railway will be celebrating an important anniversary. On that day, 200 years ago, the first commercially-successful steam locomotives designed and built by John Blenkinsop and Matthew Murray, started work hauling coal from the colliery into Leeds. Since then, steam locomotives have played an important part in the history of the Middleton Railway.

To celebrate this important anniversary the Middleton Railway is pleased to announce two further visiting locomotives for its "200 Years of Steam Gala" on the 23rd and 24th June, making it the biggest event in the Railway's history.

To accompany the already announced visit of **Steam Elephant** from Beamish, the railway has secured the oldest working standard gauge locomotive to run on the world's oldest working steam railway.

Furness No. 20, built in 1863 by Sharp, Stewart & Co will be the first tender locomotive to visit the railway in preservation, and will join the Railway's fleet of home-based engines, running an intensive service of passenger and freight trains.

The organisers are also pleased to announce that the Vintage Carriage Trust's locomotive **Bellerophon** will also be visiting the event. This locomotive built in 1874 will allow the Middleton Railway to operate five locomotives over one hundred

years old, along with a replica locomotive, celebrating a design of nearly 200 years of age.

Other locomotives in traffic will include all the available home fleet, and feature the first gala appearance of newly-restored **NER H Class 1310**, along with our two resident Manning Wardle locomotives, **Matthew Murray** and **Sir B e r k e l e y**.

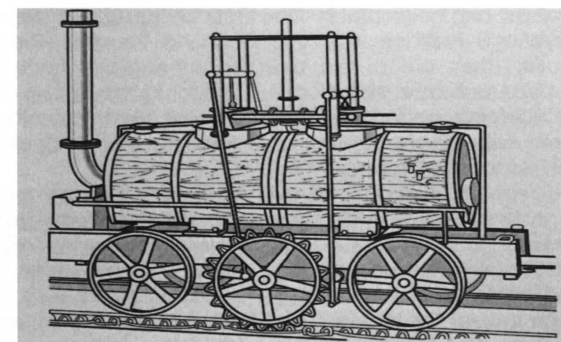
The Engine House display hall will also be filled with steam, with three amazing live-steam layouts in operation. We aim to have 200 live-steam model locomotives in operation over the weekend to celebrate the 200 years since steam operation began.

As is normal with our galas, we will have a display of traction engines and other steam vehicles on display in our car park along with other related transport stands and displays.

For those who like real ale, the Leeds Brewery Company will be providing refreshments on site. Look out for our own special beer "Middleton Pioneer".

For more information and latest news, see the events website at: www.middleton2012.com

Bicentenary Appeal



On the 24th June 1812 a very special event took place. There were no television cameras, there was a belated press release, and you can replace the breaking of champagne bottles with the clanking of buffers. This was the first day of operation for Matthew Murray's and John Blenkinsop's patented steam locomotive. It was to be the world's first, commercially-successful, steam locomotive: a full 17 years before George Stephenson's *Rocket* and the Rainhill Trials.

To commemorate this unique event we are casting a replica of the cog wheel on the original locomotive. This will be a lasting memorial to these engineering pioneers. It will be on permanent display in the Engine House at our Moor Road headquarters and will accompany a number of exciting projects which will take the Middleton Railway forward into its third century of steam. These projects include the construction of a third passenger coach and a locomotive running shed.

To fund these important developments, the Middleton Railway is pleased to announce the launch of its Bicentenary Appeal. All donations would be gratefully received, and will go towards securing the future success of the world's oldest working railway. **Please send donations to the Bicentenary Appeal at Middleton Railway Trust Ltd, Moor Road, Leeds LS10 2JQ. For UK taxpayers Gift Aid can be claimed making your donations worth more than their face value. Please contact the Treasurer if you require more details.**



Moor Road happenings

Steve
Roberts

LOCO NOTES

Surprises are inevitable in the world of heritage railways. Usually, they are of the unwanted kind, such as a major locomotive failure, but, once in a while, a pleasant surprise appears out of the blue. Such was the case when we were recently approached by the Slough & Windsor Railway Society. They had a Leeds-built loco in working order with some eight years left on its boiler ticket and did we want it on loan? The obvious answer was yes and further detail is given elsewhere in this *Old Run*. The loco's arrival has come at a good time, as it more or less coincided with the withdrawal of MSC 67 at the end of its ten-year stint.

1601 MATTHEW MURRAY *Matthew Murray* has been in regular use and did its fair share of the Santa services, generally without incident. The loco came into the workshop immediately after the New Year for attention to various minor faults. These have included stripping and fettling of the big and little ends of the connecting rods. In the end, apart from the right hand little end, they didn't turn out to be as bad as was thought. The right hand little end had substantial play in it and it has been white-metalled and machined back to size. New brake shoes have been fitted, the old ones being life expired. The boiler has also undergone its annual inspection by the Boiler Inspector and given a clean bill of health, subject to a successful steam test, which has yet to take place. It is expected to be available for traffic at the start of the season.

No. 67 Due to several requests by footplate crews and others,

MSC 67 had a last fling during the Santa special season, being used on four of the eight days and performing with no trouble. The loco has now been withdrawn from traffic and is on display in the Engine House although time still needs to be found to fully prepare it for medium term storage.

No. 6 Despite the report in the last *Old Run* that work had restarted on No.6, it hasn't really progressed until this report is being written. As mentioned previously, there was a need to machine the crankpins and this necessitated the design and manufacture of a new machine to do the job. Making this bit of kit has occupied a lot of time, indeed, far more than was originally anticipated, but it is now done and a start has just been made on machining the first crankpin.

1210 SIR BERKELEY *Sir Berkeley* found limited use after its return from Shildon but the arrival of the winter weather soon put a stop to such things. The fireman's side injector steam valve failed during its last steaming due to a stripped valve spindle and a new one has had to be made. Apart from this little glitch, the loco has a clean bill of health. It currently awaits a visit from the Boiler Inspector, planned for some time in February. If there are no problems, there are plans for the loco to go to the Lincolnshire Wolds Railway for a short period over Easter.

No.11 Work has been progressing on repairs and overhaul of the hornguides and these are now all complete and re-fitted. This will now allow the frames to be properly and carefully measured up prior to the machining of the axleboxes, the final step before the frames can be lowered back onto the wheels. The front stretcher (immediately behind the buffer beam) has finally been riveted into place, hopefully bringing an

end to the riveting of the frames. Some painting of the frames has also been done but is, as yet, limited to application of primer and undercoat. The need to undertake winter maintenance on other locos has meant that the loco has once more taken a back seat but it is hoped that this time the rest will be short lived.

No.1310 (NER H) No.1310 shared in the Santa Special duties and also did the New Year's Day Mince Pie specials. A few jobs have been identified as desirable to do over the winter period and most of these have now been done. The safety valve bonnet has been receiving the attention of one of our volunteers and is now a much better fit on the boiler than it has been since it was first put on the loco many years ago. The left hand boiler feed clack valve was leaking steam up the screw thread and this has received attention, hopefully to cure the problem. Another area of annoying leakage has been the steam brake cylinder and this has been stripped for examination. This examination showed that there was relatively little wear in the cylinder bore but that the piston rings were quite worn. These are presently being replaced. The loco has been requested for the Barrow Hill Open Day in April and it is expected that it will go there for this weekend. Several other requests for the loan of the loco have also been made but these have not been agreed for a variety of reasons.

Sentinel No.54 Needle gunning of the frames and body panels has been the focus of work on this loco and, unfortunately, it has highlighted a significant number of holes. If there is to be an acceptable standard of overhaul these will need attention.

Fowler 42200033 Work has continued on the fitting of the vacuum brake system and this is now virtually complete. However, pressure of other urgent work has led to a temporary cessation, hopefully short-lived.

5003 AUSTIN'S No.1 Now in regular use once more and the diesel loco of choice for shunting and line work. A slight water leak has been attended to.

D2999 No progress to report and this loco remains on display in the Engine House. This work is to be progressed now that No.5003 is back in service.

138C. It would have been good to report that this loco was now back in traffic but, unfortunately, this is not the case. After following several leads, all of which proved to be unsuccessful, it was decided to overhaul the compressor ourselves. The cylinder liners have been honed true and new piston rings have been fitted. However, there is still a problem with an air valve, which needs sorting out before the whole lot can be put back together again.

D577 Mary The famous last words that all was going to plan which was written in the last *Old Run* turned out to be a bit wide of the mark. The quick repaint turned out to be much more protracted and more thorough than expected, not helped by the owner suffering a back injury that confined him to barracks for several weeks. However, the job is now done and Mary is back on display in the Engine House.

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

CARRIAGE & WAGON NOTES

Coach No.1867 Immediately after the New Year's Day train services were over, this coach was shunted into the old workshops for overhaul and repaint. We were fearful that this was going to be a major job but have been pleasantly surprised to find relatively little in the way of rotten woodwork, especially with the framing.

Moor Road happenings Moor Road happenings Moor Road | happenings Moor Road happenings Moor Road happenings Moo

Two external body panels have required replacement, along with some remedial work to the framing. This has now all been replaced and the coach is presently being repainted. The coach is being given a beaded timber finish on the west side where all the bad timber was and, as such, it will better match the brake coach. The major remaining work concerns the roof. When this vehicle arrived at Middleton the roof had been covered in a type of plastic sheet by British Railways and this did not take kindly to the hot sparks emitted by our steam locos (especially the Sentinel!) The plastic sheeting was eventually removed and sheet steel used to cover the timber roof boards. This has served reasonably well but over the years the differential contraction between steel and timber during temperature changes has caused things to work loose. In some places the steel is coming away from the timber planking and in others the steel has remain attached to the planks and the whole lot has lifted off the supporting hoopsticks. It was originally planned to remove the steel, reseal the planks then and cover the roof with a more traditional canvas and bedding compound but the plan now is to simply screw everything back down with longer screws that go right through and into the hoopsticks and into the cantrail (the steel and timber rail that runs the full length of the vehicle at roof level.) Hopefully, this will give a stronger fixing and cure the problem, at least for the foreseeable future. The heater unit has also been removed for overhaul as it was starting to smoke and, when stationary, some of the fumes were finding their way into the coach.

Coach No.1074 Work has continued on this vehicle, (photo page 26) albeit at a reduced rate as priority has to be given to the winter overhaul of

Coach No.1867. The floor support beams have all been fitted and await the fitting of the actual floor sheets once the vehicle is under cover. The various electrical conduits have been fitted into position to allow easier wiring of the electricians when required. Some of the steelwork has required modification to suit its new role as a guards van and this work has now been completed. Next on the agenda will be the fitting of all the timber framework to which the body panelling will be screwed but this work will not be started until the vehicle is under cover, hopefully after Easter.

NEW ARRIVALS

Unlike London buses, these don't generally come in three's but the end of 2011 saw two new arrivals and one returnee in the space of a few days. The returnee was Sir Berkeley, back from its spell at Shildon.

The first new arrival was Hudswell, Clarke 0-6-OST, No 1544 *Slough Estates No.3* which we had been offered on loan earlier in the year (See photographs on front cover and page 26). It is owned by the Slough & Windsor Railway Society and they wrote to us offering the loco to us because they no longer felt able to properly look after it and they felt that it would be good if it could return to its Leeds birthplace. The locomotive was at the Swindon & Cricklade Railway where it has operated for the last few years. However, they had recently realised that there was a problem with the wheel tyres in that the flange profile is effectively non-standard and had stopped using it because of this. Whilst the tread profile is good, the flanges have been machined back to a slight taper on the inside. This is often done on the middle wheels of six-coupled locomotives but never on all the leading and trailing wheels. Indeed, the profile almost

exactly matches that applied to the intermediate wheels on the 9F 2-10-0s. Our enquiries into this have opened a bit of a mystery because, as far as we can ascertain, the tyres have not been turned for at least 50 years and have been like this for all this time and the locomotive was approved to operate over BR tracks in the sidings at Slough. As far as we know, these wheel tyres have never given any problems in operation through all this time. We have carried out a risk assessment on the effect that these narrow flanges might have on running on our tracks. The greatest potential for problems is on obtuse crossings and we don't have any of these at Middleton and are unlikely to ever do so. This being the case, we are happy that the flanges will not present a hazard in operating at Middleton. We were still negotiating over a loan agreement when we heard that the Swindon & Cricklade Railway had taken a unilateral decision to transport the locomotive to Middleton without either contacting the owners or ourselves, as they wanted the space! After a few frantic phone calls and ascertaining that the S&CR were picking up the transport costs, it was agreed that we would accept the loco prior to the agreement being finalised and signed. It arrived on 26th November. The loco was overhauled in 2009 and comes to us with the benefit of 8 years remaining on the notional 10 year boiler ticket. Since its arrival, the loco has had a steam test and has had the first part of its annual boiler inspection. There are one or two jobs that require doing before it enters service but nothing out of the ordinary.

The second new arrival (photo page 26) comes from the opposite side of Jack Lane in that it is a product of the Hunslet Engine Co. Their works No. 6981, it is an 0-4-0 diesel hydraulic locomotive and was supplied new in 1968 to Conoco Ltd for use at their oil refinery at Killingholme on the Humber Estuary in Lincolnshire. It has spent all its life at the refinery, initially as sole locomotive but in later years as standby to two more powerful Thomas Hill locos. It has been bought by member Roger Walton and arrived at Middleton on 16th

December. The locomotive is essentially in working order and has been run for test purposes. However, there are a number of jobs that either need doing or are desirable before it enters service.

AROUND MOOR ROAD

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

In the workshops One of the more mundane jobs that we have to do is the annual round of portable appliance testing and inspection of power tools and equipment. It is surprising just how much equipment we have that falls into this category and it occupies several man-days in doing the job. All very non-glamorous or even interesting work but we have to do it.

Winter PW work The major focus of this year's track work is the renewal of the track in the car park. This short length of line sees little use but it is essential to our operation as the car park is the only place where we can offload rail vehicles onto low loaders and accept delivery of materials that require the use of the crane or to be loaded into rail vehicles (e.g. ballast). To our knowledge, this section of track has not seen any attention since the early 1950s, and probably earlier. It was known to be spreading wide to gauge in places and, more importantly, was effectively the lowest point in the car park. This made the latter very difficult to drain as, ideally, the car park surface should fall to the outer edges, where the surface does not suffer from compaction due to the heavier traffic that uses the middle part. Obviously, we could not sensibly rip up the car park whilst we were open for business, so it had to be a winter shut-down job. At the time of writing, the old rails and sleepers (what was left of them!) have been lifted and the first few replacement sleepers have been dropped into position. These replacement sleepers are



In the final three weeks of its boiler certificate Hudswell Clarke 0-6-0T MSC 67 looks in fine fettle as she awaits her first passengers of the day on Santa's Specials duty on 11 December 2011 (Ian Dobson)



Two photos taken at the same location, (Top) in 1998 and (Bottom) 13 years later on 30 October 2011. NER No 1310 with Martin Plumb and John Wilkinson are in the first photo and Mick Jackson was the driver on 30 October 2011. (Both photos Pete Nettleton)



Middleton Railway hosts Fire Service Training

On Wednesdays 5th & 19th October, the Middleton Railway motorway tunnel played host to two training days for the West Yorkshire Fire & Rescue Service. An advance crew turned up at the yard ready to prepare the day's scenario. By 0800 hours the advance party had blanked the south end of the tunnel with salvage sheets, and then the passenger train was driven into the tunnel and left for the exercise to commence.

During the day, watches from three Leeds fire stations attended to deal with an incident. This was actually a very heavy dummy located somewhere on the train. The problem was the tunnel was filled with smoke. This was provided by the officer-in-charge using a smoke



machine, though we were certain that several Middleton members could have done a better job! Each fire crew were given a briefing that a train was in trouble in the tunnel and that a person was missing. They then had to work out what to do and complete a safe rescue. It was suggested by some onlookers that, for realism, we install a third rail or play sounds of Intercity 125 trains in the tunnel, but we thought this was a little problematic as it could take some time to clean the coaches after!

From the feedback after the event, it was felt that the firemen had learn a lot, especially that, when on a platform, there are four more feet of train not seen below. It was then that they realised that a ladder was required to access the coaches, something Middleton's guards have known about for some time. It was also thought that other personnel would benefit from the training.

David Hebden



Scenes from the West Yorkshire Fire and rescue Services training days held at Middleton Railway on 19 October 2011
(David Hebden)

IMPORTANT NOTICE

Recent updates to Medical Assessments

Following new recommendations from the Heritage Railway Association some changes have been made to the current arrangements. Medicals have now been extended to all working members who undertake the duties of a driver, fireman or second man. Volunteers will be contacted personally when their current certificate is due for renewal.

If there are any changes to your personal situation which may affect your ability to perform your current role, please contact the Medical Officer (MO) directly, via the e-mail address: medicalofficer@middletonrailway.org.uk. Alternatively please leave your contact details only, with Steve Roberts or Tony Cowling, who will pass these on to the MO to enable her to contact you.

Special Events

Pricing & Timetables may vary

Bluebell Walks in conjunction with Friends of Middleton Park. <http://www.fomp.co.uk/>
Sunday 6th & Monday 7th May

Family Weekend Intensive Timetables
Sat 2nd, Sun 3rd & Mon 4th June

200th Anniversary of steam at Middleton
Saturday 23rd & Sunday 24th June with
200 engines in steam over the weekend

Model Railway Exhibition

Saturday 30th June & Sunday 1st July
in the Engine House, see the models then
ride on the real thing!

Autumn Gala Intensive Timetable
Saturday 15th & Sunday 16th September

Halloween Weekend Come if you dare!!
Saturday 27th & Sunday 28th October
come along in "fancy dress"

Santa Trains Booking starts end August

Train Fares (Inclusive of admission)

Adult Day Rover Ticket £4.50

Adult Single Journey Ticket £2.50*

Child Day Rover Ticket £2.50

Child Single Journey Ticket £1.50*

Family Day Rover Ticket £12.00 (2A+3C)

Children under 3 years of age travel free

*Moor Road to Park Halt or Park Halt to Moor Road

Operating Days 2012

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□ SITE CLOSED

■ STEAM LOCO

■ DIESEL LOCO

■ SPECIAL EVENTS

■ SANTA

Middleton Railway Timetable

	SX	SX	SX					WX	WX/ST
Moor Road Dep.	11:00	11:40	12:20	13:00	13:40	14:20	15:00	15:40	16:20
Park Halt Arr.	11:08	11:48	12:28	13:08	13:48	14:28	15:08	15:48	16:28
Park Halt Dep.	11:15	11:55	12:35	13:15	13:55	14:35	15:15	15:55	16:35
Moor Road Arr.	11:25	12:05	12:45	13:25	14:05	14:45	15:25	16:05	16:45

SX Does not run on normal Saturdays

WX Does not run on August Wednesdays

ST Does not run on 1st January or after 27th October 2012

Admission to Engine House and Platform only:- Adult £2.00, Child £1.00, Family £5.00

Please note that during Special Events these tickets may not be available

Leeds Civic Trust Blue Plaques Leeds Civic Trust Blue Plaques Leeds Civic Trust Blue Plaques Leeds Civic Trust Blue Plaques Lee

The influence of Leeds on the railway history of the World has long been undervalued. Leeds engineers were building locomotives before the railways themselves came to the town and many years before the railway companies considered building their own locomotives.

Whilst there will always be debate as to which particular town or towns produced the greatest quantity of any particular product none could quite match the unique combination of inventiveness, innovation, variety and longevity over every continent and industry characterised by the manufacturers of Leeds.

Some firms came and went, others survived for well over a century. After Matthew Murray built the first commercially successful steam locomotive for the Middleton Railway in 1812, his firm went on to build main-line express locomotives. In its heyday Fenton Murray and Wood's Holbeck works was almost certainly the largest locomotive manufactory in the country, if not in the world. It supplied not only the emerging British railways but exported to Belgium, France, Germany and America. Its products included twenty of Sir Daniel Gooch's broad gauge 'Firefly' class of the Great Western Railway in the early 1840s.

Murray's apprentices went on to hold high office not only in the railway industry but in other industries also. David Joy, mentioned later, was one as was Friedrich Krupp (there were many others) and these Holbeck alumni collectively shaped the future in a way probably unequalled by any



other group of people emanating from such a geographically compact seat of learning.

David Joy went on to be chief draughtsman at the Railway Foundry on Jack Lane which by 1845 had in turn moved in to the premier position of locomotive building, producing main line locomotives at a rate of more than one per week, a fantastic achievement for the period. Joy's magnum opus was the Jenny Lind design of which many were built for a majority of the main line railways of the day. In 1848 locomotives of this type were taking expresses from London to Brighton, over 50 miles, in 75 minutes – not far away from present day timings.

E B Wilson & Company, owners of the Railway Foundry, were victims of their own success in a very modern manner when in 1858 a shareholders' dispute, not lack of orders, placed them in liquidation. From the ashes arose the mainstream industry of five major firms, Manning Wardle, Hudswell Clark, Hunslet Engine Company, Kitson and Fowler and of these the Hunslet Engine Company survived into the 1990s having absorbed the goodwill of all the others.

Whilst industrial locomotives and those for special purposes became the speciality of Leeds manufacturers in these later years Kitson, and to a lesser extent Fowler, kept up the main line tradition and supplied large locomotives all over the world. In 1924 Kitson produced some 4-6-2 'Pacific' type tender locomotives for the Bombay Baroda & Central India Railway

which were uncannily almost identical in appearance and overall dimensions to Flying Scotsman but were built to 5'-6" track gauge and had cylinders 3" larger in diameter.

In total just under 20,000 locomotives of all types were built in Leeds, of which approximately 11,000 were steam, over a period of roughly 180 years.

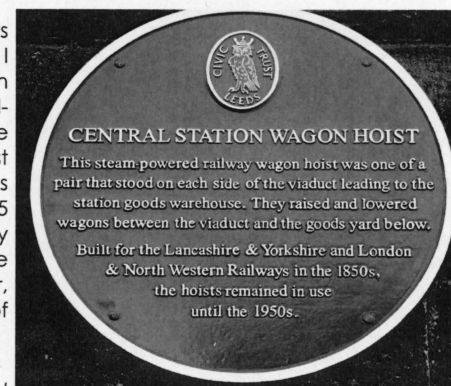
The plaque is on the former offices of the Hunslet Engine Company at 125 Jack Lane, Hunslet (premises now occupied by Schneider Electric). The plaque was sponsored by Don Townsley, former General Sales Manager of the Company, and unveiled by the Lord Mayor of Leeds, Councillor Neil Taggart, on 21st September, 2003.

Thanks to Don Townsley for the information in this article.

The Blue Plaque opposite reads:

THE HUNSLET ENGINE COMPANY was the longest lived firm in this dynamic area, building over one-third of the 19,000 locomotives produced in Leeds for passenger and freight trains, factories, docks, mines, tunnelling and plantations throughout the world 1864-1995

The Leeds Central Station Wagon Hoist, Wellington Place Leeds Civic Trust blue plaque was unveiled on 25 July, 2011 by Councillor the Rev'd Alan Taylor, Lord Mayor of Leeds, and reads:



CENTRAL STATION WAGON HOIST. This steam-powered railway wagon hoist was one of a pair that stood on each side of the viaduct leading to the station goods warehouse. They raised and lowered wagons between the viaduct and the goods yard below. Built for the Lancashire & Yorkshire and London & North Western Railways in the 1850s, the hoists remained in use until the 1950s

Leeds Becomes a Transport Centre

When the River Aire was made navigable from Leeds to its junction with the Ouse in 1700, Leeds became an important inland port. The town became a funnel through which large quantities of goods and raw materials were transhipped to the West Riding, whilst West Riding

goods were carried on the navigation in the opposite direction to Hull and the Continent. Leeds' importance as a transport hub grew even faster when the Leeds and Liverpool Canal was created in the 1770s and completed in 1816. Leeds became a town full of trade, industry and warehouses.

CONTINUED ON PAGE 22



MSC 67 and NER No 1310 at Park Halt on 9 October 2011
(Andrew Johnson)



NER No 1310 seen through the ground frame at Moor Road yard on 9 October 2011 (Andrew Johnson)



A photo suitable for a caption competition?
Send your ideas to the Editor.



A new shot of the Moor Road entrance taken in July 2011 by Chris Nicholson

The Coming of the Railways

The country's first commercially viable steam locomotive was put into service in Leeds when Matthew Murray built the *Salamanca*, a locomotive which drew coal wagons along the Middleton Railway which had been created in 1755 to carry coal from Middleton Colliery to the coal staithes near Leeds Bridge. It was not however until the nationwide railway manias of the 1830s and 40s that Leeds became an important railway centre. With great enthusiasm Leeds businessmen and others promoted the town's commercial prosperity by investing in the new form of transport. While the Aire and Calder Navigation remained prosperous in the nineteenth century, it was the railways which became the dominant form of transport.

The Leeds to Selby line was the first to open in 1834 with its station on Marsh Lane but the principal stations were on the south side of the town centre. By the 1860s the south side of Wellington Street running west from today's City Square was dominated by passenger and goods stations. Indeed viewed from the air the street would have looked like a great dock-side but, instead of water and ships, there were many railway tracks running to the 'quayside' with their stations, warehouses, marshalling yards, wagons and locomotives.

William White's Leeds Directory of 1866 noted that: 'During the last 18 years, the railway accommodation in Leeds has been greatly improved and extended by the formation of the Wellington and the Central Passenger Stations and the Great Northern and North Eastern Goods Stations, which extend about 700 Yards along the south side of Wellington Street. The Wellington and Central Stations are near each other, and from them.

all the Passenger Trains now depart, except the trains to and from Marsh Lane Station and Milford Junction in connection with Selby, Hull and York'

Leeds Central Station

The Central Station was opened in 1854 by the Manchester-Leeds Railway (later Lancashire & Yorkshire) and the London & North Western Railway. The 1866 Directory noted that: 'The Station belongs to the Great Northern and Lancashire and Yorkshire Railway Companies, and is commodious and extensive. From it about 40 trains depart daily on the Great Northern and the Lancashire and Yorkshire Railways. A considerable addition was made to the station in 1856-7, chiefly for the accommodation of the Lancashire and Yorkshire and Great Northern Companies' trains.'

The station was later owned jointly by LNWR & NER, but other companies also had powers to run trains there - Great Northern & Lancashire & Yorkshire Railways. Of great significance for the building of the wagon hoists, there was a massive goods handling complex with, adjacent to Central Passenger Station, three roughly parallel separate termini. Next to Central Station at the same high level was the Lincs & Yorks/London NW joint terminal. Next at ground level was the Gt. Northern terminal, and finally on the same level, the North Eastern terminal.

Today the only, and therefore highly significant, survivors of this once mighty complex are the stone wagon hoist and a large section of the LNWR Viaduct built 1848 to serve Central Station. Eleven arches survive, cut off from any rail connection. The arch over the river Aire is a massive span of 41m (135 ft).

The Wagon Hoists

The two wagon hoists were constructed opposite each other on the branch viaduct leading into the Wellington Street Goods Station immediately west of Leeds Central Passenger Station.



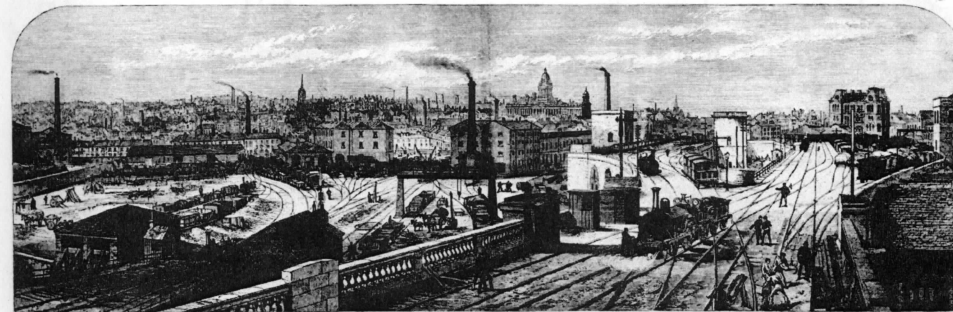
dice wagons to be propelled into warehousing within the viaduct arches.

Unfortunately no details of the hoists' designer

exist. But we do know from a cast iron nameplate that they were made by Richard Kitchin of Scotland Bank Iron Works, Warrington. The conjectural sketches of the power hoist tower (south) show the mechanical details. The surviving (north) tower was known as the Gravity Hoist. The two towers were virtually identical and wagons could enter and leave the towers from the yard side at ground level and from the viaduct side at upper level. There were cast iron water tanks on the roofs of both towers, to supply water to the steam-raising boiler for the hoist machinery.

The steam engine to drive the hoist mechanism was in the central compartment of the power hoist tower with a long driveshaft to also work the hoist in the north gravity tower. The boiler house to provide steam for the engine was placed within the arch separating the two towers.

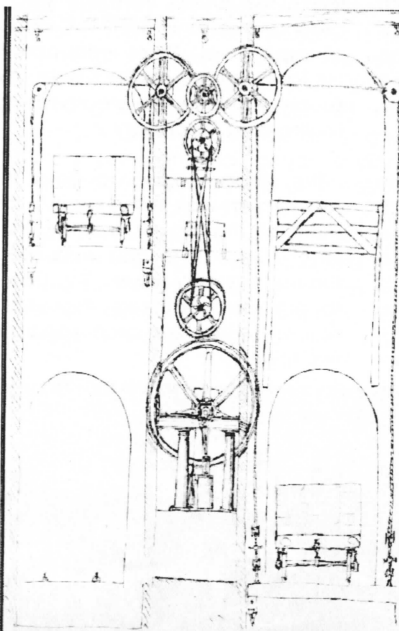
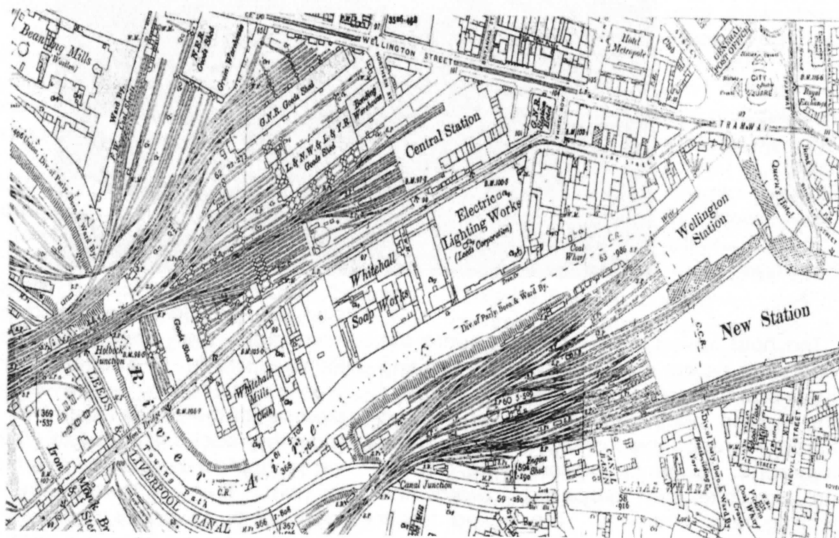
Wagons could be loaded on top of the viaduct to and from road carts which reached the rail free area to the south of the rail roads by way of the ramp from Wellington Street. Other wagons were dealt with at ground level through the use of the hoisting towers - including mineral wagons discharging to dumps on solid ground, and merchant



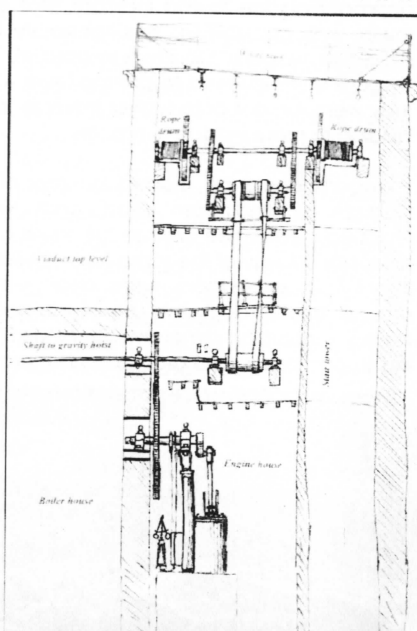
LEEDS FROM HOLBECK JUNCTION

Leeds Civic Trust Blue Plaques Leeds Civic Trust Blue Plaques Leeds Civic Trust Blue Plaques Leeds Civic Trust Blue Plaques Leeds

Ordnance Survey Map : Leeds 1908



Conjectural cross section of the Power Hoist Tower; axis longitudinal to viaduct. (B. Fitzgerald, 1981)



Conjectural cross section of the Power Hoist Tower; axis transverse to viaduct. (Fitzgerald, 1981)

The drive unit for the lifting hoist was identical in the two towers – a flat belt and pulley system with primary drive gears for the hoist rope winding drum. Each platform had two rope winding drums - at either end.

Operating cycle of towers – each tower contained two lifting platforms interconnected by gear trains – one platform was at ground level and the other at viaduct track level. If each platform carried an equal wagon load the weights would be counterbalanced and only the power to overcome friction was needed to move the wagons. Equilibrium could not be guaranteed, so steam power was needed for additional lifting power, and a laden wagon could be raised using the engine alone.

Increasingly heavy wagons could be raised by the hoists, but they were more difficult to manoeuvre, too heavy for men and horses to manage.

Between 1872 and 1875 a steam powered capstan and rope system was introduced at Wellington Street Goods Yard in the London & NW and Lancs & Yorks Railway side of the yard.

When the goods yard closed in the late 1970s, the wagon hoists were undoubtedly the last to operate in the country. The one remaining hoist tower is one of the most significant early pieces of railway goods handling equipment to survive anywhere in the country. Similar units in Salford were demolished in the late 19th century; in Manchester after the Second World War; and the Bristol wagon hoist disappeared in the 1970s. A wagon lift survives at Huddersfield built in 1885 with a hydraulically powered platform.

Notes by Ron Fitzgerald, Consultant Engineer,
and Bob Tyrrell and Kevin Grady, Leeds Civic
Trust Plaques Group

CONTINUED FROM PAGE 11

concrete ones, which we hope will last for a good long time. In conjunction with the car park relaying, we are changing some 16 damaged concrete sleepers in the running line and these will be cascaded to the car park. Four worn rails are also being replaced in the running line and the rails removed will also end up in the car park, replacing the rather corroded ones that have been lifted out.

Wash Room The washroom project progresses, albeit rather slowly. The walls and floors have been painted and 18 new lockers have been installed for the benefit of volunteers. Still on the agenda is a replacement sink and hot water heater as time and other resources permit.

Smith's 10-ton crane This job has turned out to be rather protracted for various reasons

and it wasn't until the New Year that the crane was finally back in action. However, the saga isn't over quite yet as battery and wiring problems have now surfaced and will require some rectification before it becomes a reliable machine, once more. It is planned to change the two jib ropes at the time of its next inspection in March. It is early days yet but thoughts are now turning to overhauling the Booth 5-ton crane, which has been out of use for several years. The main problem to overcome is just where to do the work as it will require the jib to be lowered for a significant period of time and this will make it unmoveable. The only alternative is to remove the jib but this will also bring other problems! It will also need to be accessible to the Smith's crane to lift the various parts removed.

tor

Middleton's new arrivals

Middleton's sudden new arrival, Hudswell, Clarke & Co 0-6-0ST No 1544 of No. 24 Slough Estates No. 3, in action prior to arrival here on 27 November 2012

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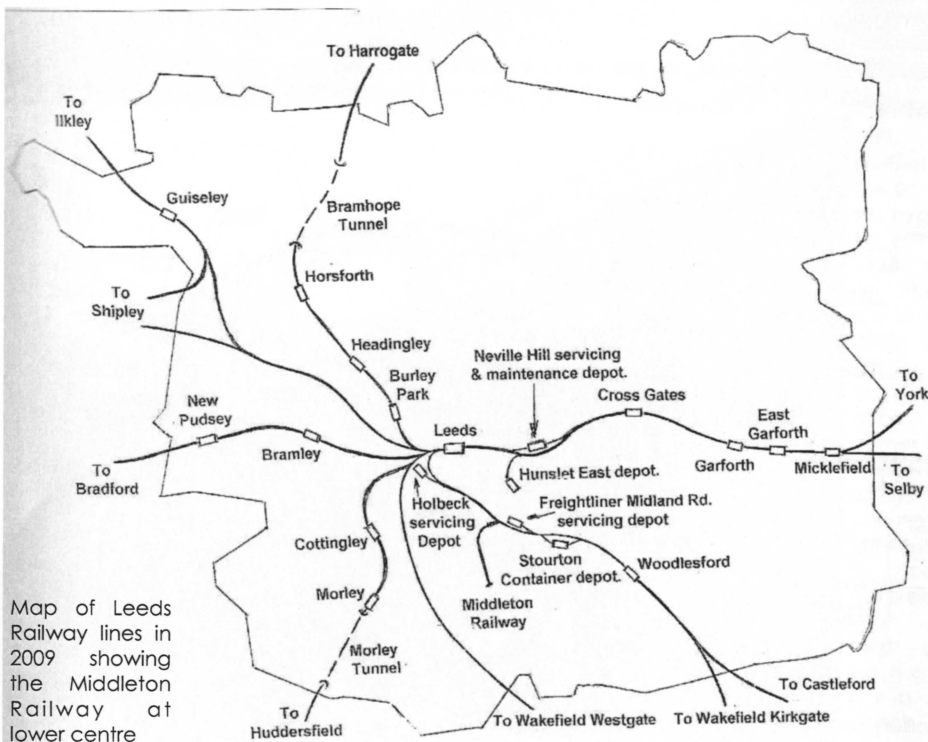
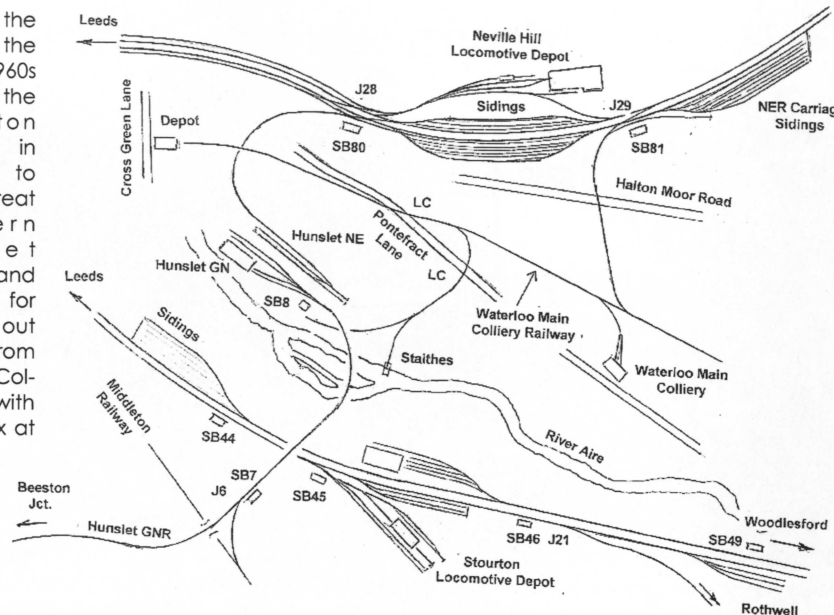


This map illustrates the industrial and railway landscape of the Leeds area. Key features include:

- Industrial Sites:** Kirkstall Forge, Cardigan Road Goods, Marsh Lane Goods, Hunslet Lane Goods, Hunslet NER, Leeds Steel Wks, Manns Copper Works, Skelton Grange Power Station, Waterlool Main Colliery, Primrose Hill Colliery, Kippax Colliery, Allerton Bywater Colliery, Methley Savile Colliery, Newmarket Colliery, Lofthouse Colliery, East Ardsley Colliery, Ironworks, Bruntcliffe Colliery, Robert Hudson Ltd., Morley Main Colliery, Tingley Colliery Gasworks, Bruncliffe Colliery, Adwalton Colliery / Brickworks, Horden Clogh Colliery, Dunlop & Ranken, Gelderd Road Distribution Depot, Farnley Fireclay Works, Cattle Market, Claytons, Middleton Broom Colliery, West Pits, Quarries, Quarry, and Hunslet NER.
- Railway Network:** A complex network of lines connecting various stations and goods yards, including Kirkstall Power Station, Marsh Lane Goods, Hunslet Lane Goods, Hunslet NER, Leeds Steel Wks, Manns Copper Works, Skelton Grange Power Station, Waterlool Main Colliery, Primrose Hill Colliery, Kippax Colliery, Allerton Bywater Colliery, Methley Savile Colliery, Newmarket Colliery, Lofthouse Colliery, East Ardsley Colliery, Ironworks, Bruntcliffe Colliery, Robert Hudson Ltd., Morley Main Colliery, Tingley Colliery Gasworks, Bruncliffe Colliery, Adwalton Colliery / Brickworks, Horden Clogh Colliery, Dunlop & Ranken, Gelderd Road Distribution Depot, Farnley Fireclay Works, Cattle Market, Claytons, Middleton Broom Colliery, West Pits, Quarries, Quarry, and Hunslet NER.
- Roads:** Major roads are shown as solid lines, including the A64 (Leeds Road) and the A65 (Wharfe Road).
- Waterways:** The River Wharfe is shown flowing through the area, with several bridges crossing it.
- Other Features:** The map also shows the Leeds City Centre, the Leeds University, and the Leeds City Hall.

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Detail of the lines in the early 1960s showing the Middleton Railway in relation to the ex-Great Northern Hunslet branch and spur built for taking out coal from Broom Colliery with signal box at SB7



Map of Leeds Railway lines in 2009 showing the Middleton Railway at lower centre

Book review

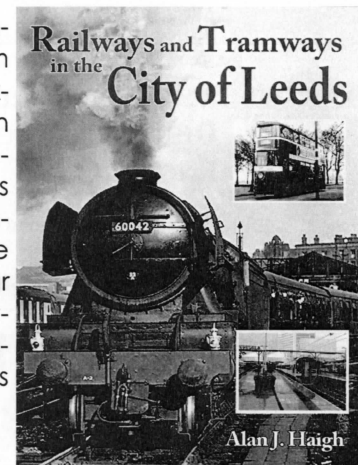
RAILWAYS AND TRAMWAYS IN THE CITY OF LEEDS by Alan J Haigh

238mm x 172 mm 160pp c.285 b&w illustrations, maps and plans

978 1 85794 333 7 Paperback £19.99

Silver Link Publishing Ltd, The Nostalgia Collection - www.nostalgiacollection.com

This book provides the first comprehensive look at rail in the City of Leeds from its beginnings to the present day. It examines both passenger and freight traffic in and around the city, from the growth and development of early railways and tramways through to the subsequent decline, the abandonment of the tramways in 1959 and the savage Beeching cuts of the 1960s. Post-war transport planning is highlighted, demonstrating the bias in favour of road building. Happily, the present-day resurgence of railways is beginning to turn the tide.



Among the many topics covered are:

- Trains services: local, inter-city and regional, together with names trains, excursions and specials
- Locomotives and rolling stock
- Made in Leeds: a survey of Leeds locomotive and railway manufacturers
- Leeds city centre railway stations with sketch plans
- Trams and railways in wartime
- Operating staff
- Railway infrastructures: bridges, tunnels, gradients, junctions, level crossings, signals and signal boxes
- Transport policies since 1945
- Failed schemes
- Accidents
- The industrial heritage of Leeds and preservation schemes

Written by a Leeds local historian, Alan Haigh, it is well worth the price, and is fascinating and informative for anyone connected with transportation systems, particularly the ones in Leeds and the surrounding area. Highly recommended.

Howard Bishop

TUESDAY SOCIAL EVENINGS AT THE ENGINE HOUSE MOOR ROAD AT 7.30 P.M.

These social evenings will take place on the following dates:

6 March 2012

3 July 2012

3 April 2012

7 August 2012

1 May 2012

4 September 2012

5 June 2012

2 October 2012



THE LEEDS AND DISTRICT TRACTION ENGINE CLUB

incorporating the

British Fairground Society

SOCIAL EVENINGS

All the socials commence at 7.45 for 8 p.m. on the third Tuesday in the month, and are held at Dewsbury Road Social Club, 393 Dewsbury Road, Leeds (11. Members of the Middleton Railway are invited to attend and take part.

Web - www.leedsdistricttractionengineclub.org.uk

Events:

Tues 20 March - AGM (Members only)



DO YOU RECOGNISE THESE PEOPLE?

Taken at the 1983 Gala weekend, this photo features one or two people who folk may still recognise in 2012! If you can identify anyone please let us know in time for the next issue of *Old Run*

DEADLINE FOR NEXT ISSUE - 15 MAY 2012



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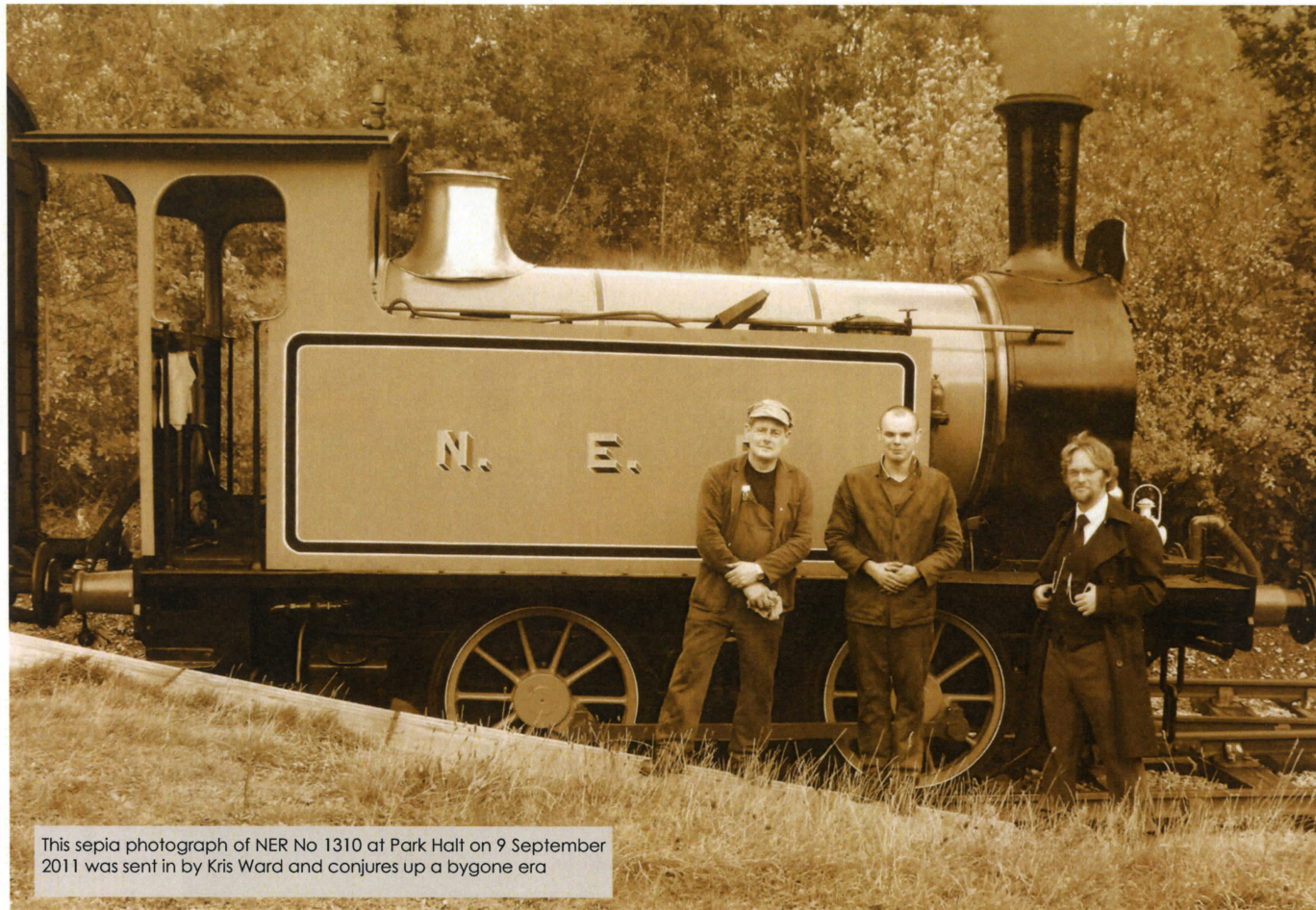
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This sepia photograph of NER No 1310 at Park Halt on 9 September 2011 was sent in by Kris Ward and conjures up a bygone era