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Old Run

Journal of the Middleton Railway Trust

No. 185

March 2005



Here we go - the future is now!
Railcar Day highlights
Spotlight on Santa trains

Editorial

In the last issue we said that we were still waiting to hear from the Heritage Lottery Fund about our bid for funds for the development of the Moor Road complex, and that there was much to look forward to in 2005.

As things have developed since writing those words, this is even more true. The year 2005 may well be a turning point in the history of the Middleton Railway, and a monumental step change in the direction we take in our attempt to keep the Railway in the forefront of local, national and international railway heritage, and attractive to our visitors. The result of the Lottery application should be known early in March.

As outlined by our Chairman in the pages of this issue, these are exciting and challenging times. If all goes to plan things may never be the same again, and the improvements will be in everyone's interests. Let us all support the decisions made, and focus on the enormous task facing us in the next several months.

Howard W Bishop, Editor

The deadline for the next issue is 30 April 2005

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

Front cover photo

**Manning Wardle 0-6-0ST
MW1601/1903 Matthew Murray, and
Hunslet 0-6-0T H2387 of 1941
Brookes No1**, storm away from Moor
Road crossing on the occasion of the En-
thusiasts' Weekend, Saturday, 25 Sep-
tember 2004.
(HWB)

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From the Chairman

You don't get to be the 'worlds oldest' without doing something right for much of the time, it helps to get lucky every now and then, but it mostly takes a lot of hard work to stay on the right track. Given that the preservation of The Middleton Railway has been a wholly volunteer effort since 1960 we should pay tribute to every single volunteer who has given something of themselves to the Railway in the past to collectively build it into the credible organisation it is today. We are lucky to believe that we can also rely on today's and tomorrow's volunteers to continue the tradition.

In most people's eyes The Middleton Railway is a business like any other commercial tourist attraction, our customers choose to come, do what there is to do, spend a bit of money and go home with a lasting impression of what the place is like. Because we are perceived as 'special' in some people's eyes we receive generous help from individuals and firms at times. In most circumstances normal commercial rules firmly apply to the success or otherwise of what we do and whether we survive.

In this context the world in 2005 is very different from 1960 when The Middleton Railway found a 'niche market' carrying freight and offering an occasional passenger service. The niche was adapted to suit what was then going on in the world, when for instance the freight traffic dried up we developed the present regular passenger service and we offer tailored Events to suit particular audiences. However, we are increasingly finding that our customers' expectations for their visits are higher or just different than previously, and our 1980's facilities give the wrong memories of our 'heritage' site. The time has been coming for a while to adjust the 'niche' again, whilst we are still in a healthy position, so that we can continue long into the future telling the living story of "the World's oldest Railway" and the Leeds Locomotive Building Industry better, and in a way that will attract more and different groups of people to come to our Railway.

Like most developments at Middleton this has not been an overnight process. Thinking about the longer term future and improvement of the Railway has floated up and down the agenda for many of the last fifteen years, focussing on the line extension into Middleton Park and the Millennium Plan for the Moor Road site. More recent and tangible progress has been Museums Registration, the Lottery Bid and the adoption by Council of the reworked Millennium Plan which forms the basis of the Lottery Bid.

Council has recently decided, irrespective of the answer the Lottery people give us at the beginning of March, that the time is right to start the work and keep on going with it as our means permit until it is finished. A 'yes' from the Lottery Fund will mean that several years' work will be compressed into one or two because the funding we get will allow a lot of the main building work to be carried out by Contractors. A 'yes' means we will need to find in cash or kind to 10% of the value of Lottery Bid and pay for/do one hundred and one other things as well. A 'no' means that the work will be spread out over several years as we find the cash or kind to pay for it.

This is a project as important in the history of The Middleton Railway as the reopening in 1960, and will provide opportunities for the every single member to get involved with the part of the project that best suits his or her abilities, interests and availability. We look forward to seeing and hearing from you.

More details of your opportunity to be involved will be given in the next issue of *Old Run*, and the next few pages give a flavour of what we are going to be doing.

David Monckton,

Chairman

Here we go—the future is now!

David Monckton

As briefly outlined in the last issue of The Old Run we are living in interesting times.

The Lottery Bid was duly submitted by the end of November 2004, based on a further, altered, amended and started again proposal evolving from the various consultations and thinking processes we underwent, tempered by the simple phrases 'do we want to' and 'can we actually do it?' This made our brains hurt a lot, but we got there in the end and the answers are 'yes we do' and 'yes we can'!

The answer has to be 'yes' simply because the facilities that we have to offer and the story that we have to tell may have been thought of as 'groundbreaking' in 1960 and 'more than adequate in 1983', but are now heading rapidly towards their 'sell by date' in terms of current popular appeal and perception. This thinking process has been going on for several years, and has recently been brought to a head by the opportunity to do something about it presented by the Lottery Bid. We have looked at what we now have to offer visitors and volunteers both in the way we operate and the facilities we provide and have reached the following conclusions:

a) There is a lack of:

- sufficient and suitable covered accommodation for visitors, whether they are individuals or groups and have specialist or general interest in what we have to offer.

- suitable accommodation for the preservation, display and interpretation of large items (locos and rolling stock), other items forming part of Museum Display and archive material in a variety of forms.

- suitable accommodation for the formal/informal education and training of school children, students, members of the public or our volunteers.

b) The present accommodation is serviceable but does not fully meet current

criteria in respect of:

- Disability Discrimination Act legislation (DDA) (access for all)

- Audience perception of what should be provided (i.e. basic facilities that they find in alternative establishments and expect to find at Middleton at a reasonable price).

- Volunteer perception of what should be provided for visitors and themselves to provide a suitable environment to encourage them to keep coming and giving their time to the Railway.

- Capacity ~ as the Railway develops our facilities are proving inadequate for larger audience groups and events, and if nothing is done we will lose out to competitors who offer better facilities.

c) The present accommodation does not provide opportunity to broaden what we do and how we do it:

- we presently offer a range of activities based on a train ride and/or a walk around the yard. If better facilities were available a whole new range of opportunities could be created to encourage a wider audience to come to The Middleton Railway and stay longer.

- new or additional facilities give the opportunity to host a range of revenue earning non-railway events at times we would not otherwise be operating.

Most of these problems were identified several years ago and the 'Millennium Plan' was developed and adopted as a long term strategy for improving the whole Moor Road site in stages over a period of, say, ten years.

The proposed Display Hall (to be built onto the tunnel end of the present shed) which formed the basis of the initial Lottery Bid was intended to provide the first stage of this development plan. However, as a consequence of the process we went through in preparing and revising the Bid, the 'Plan' has now evolved to its present form which will better

meet perceived future needs and provide much better facilities to house a wide range of activities for all of our current and future volunteers and visitors.

A reduced size plan and front elevation are reproduced as a pull-out sheet in the centre pages, to give an idea of what is going to be done to the Moor Road Site.

The 'Plan' shows the present Shop and Platform removed and replaced with a new building called (at the moment) the new Resource Centre. Copies of the drawings already submitted for Planning Permission have been displayed in the 'old shed' by the time you read this. The Resource Centre has been designed to meet the following criteria:

a) Context – The Middleton Railway is an Industrial Railway and the majority of the artefacts associated with it are of Industrial origin. It has long been intended that the buildings at the Moor Road site should reflect this and be designed to recreate an Industrial Complex. Accordingly the new Resource Centre has been designed to recreate the theme of a 'Works' with an enclosed yard surrounded by industrial workshops and sheds together with a prominent 'Office Block' by the entrance.

The new 'Office Block' will be brick faced with 'art' stone features to the principal elevation, the appearance of the main façade being based on that of the offices of the Hunslet Engine Company. The remainder of the new building will be erected using 'industrial' methods and materials matching the existing buildings on site.

b) Physical Access – The proposed new layout allows for the first time easy access for all around the public areas of the site by designing out the barrier formed by the ramps to either end of the present platform, the new Resource Centre provides a large area of covered accommodation for visitors and staff all on one level, plus more specialised activities at first floor level which can be accessed by a lift or stairs. Additionally provision and location of facilities and services within and around the Resource Centre

will be to meet current DDA requirements by the provision of aids such as an induction loop, specially designed signs and things like light switches being put at the 'right' height.

The proposed new layout also provides safe and easily managed segregation between 'public areas' and semi-private or working areas around the site to which escorted public access can be arranged (such as the guided tours we now offer). For the first time visitors will be able to see pretty much everything stabled in the open from 'public' areas. Another plus and one of the main reasons for embarking on the project is that more of our rolling stock will be protected from the elements and vandals than at present.

c) Accommodation – The new Resource Centre will provide the following facilities in one building which is capable of accommodating large parties in comfort. The numbers against each area are repeated on the Plan for easy reference:

1. Entrance Vestibule leading to Male, Female and Disabled Toilets, and a separate Lobby housing stairs and lift to First Floor (which can be closed off to the public when not in use).

2. Introduction Gallery – this space will fill a number of roles including:

- Information and Ticket Sales including Site Map and directions.

- Provision by means of wall mounted and/or audio visual displays of a brief overview of the main topics covered by the Main Display, these will include – Historical Context of The Middleton Railway and The Leeds Locomotive Building Industry.

- Waiting/Crush Area for visitors including facilities for the purchase of gifts and light refreshments etc. and space for visitors to sit.

3. Main Hall – this large open space will house a mixture of temporary and permanent themed displays set out along the length of the building, so that as visitors travel the length of the Hall they can learn about the Collection under cover before venturing out into the site to view the remaining rolling stock and exhibits

or onto the nearby platform to embark on their train ride. To give an indication of the size of the Main Hall, if it was full it could house two rows of eight or nine engines on parallel tracks whilst the 'old shed' houses two locos (*Mirvale* and 385) on a single length of track. The Main Hall will be approximately the same width as the 'old shed' but roughly four times the length and capable of further extension when funds permit, there are also long term plans to provide a canopy from this building to the platform. For much of the time the locos in the Main Hall will be spaced out to allow easier viewing with smaller items on display in between them to tell a particular story in a certain area.

To compliment this on the First Floor are:

4. **Training Room** – this is a space capable of housing groups of say 40 people for the full range of 'classroom based' Training and Educational Activities that are proposed to be held on the site. The intention is that this space can be used for full formal learning or as a base for introduction to topic(s) that are to be studied on site. There will be a big window looking down into and along the length of the Main Hall. The intention is that this will be a flexible space for use by junior school children or pensioners and adjacent storage areas have been provided to house furniture and equipment not required for a particular use.

5. **Office / Archive Room** – this is a room to be used by small groups or individuals conducting private study or research, and will be shared with the 'office' team for the site. It is intended that 'Archives' will be stored electronically and be available for access 'on screen'.

Staff – this is space to be used by either the 'workers' in the Resource Centre or by visitors such as Teachers who may require a degree of privacy during their visit.

By virtue of the accommodation provided, The Resource Centre will allow the Middleton Railway (in addition to offering a train ride and walk around the yard) for the first time to meaningfully:

a) Offer reasonable access meeting the

expectations of a wide range of people, either individually or in groups, to the displays and activities on site, giving greater opportunities for them to find out more about their local and wider Heritage legacy.

b) Offer a base for other activities not directly linked to the Middleton Railway, which will bring visitors to the site who otherwise might not come.

c) Offer better facilities for, and opportunities to provide, quality education and training, in topics related to the Heritage Activities able to be housed, undertaken and explored on site. This can be aimed at our volunteers or to outside groups who would come to the Railway to learn. The Resource Centre provides covered space in which increased numbers of visitors can undertake these activities.

d) Offer better facilities and opportunities for 'volunteering', predominately in respect of the 'non engineering' side of the site but over a period of time will also provide a catalyst for the future collection, conservation and restoration of artefacts to be placed on display. The Lottery bid also includes an amount to cover the cost of external consultants developing displays, activities and training for our volunteers and the public in aspects of the future operation and development of the Railway.

The price we have to pay for providing this new building is that it will only fit on the site if we remove the present platform and track and replace it with a completely new track layout.

The Millennium Plan already allowed for a new track layout, but this was work that could be done in stages over a period of time. Unfortunately the new Plan does not allow this to happen and, once we start the track work, trains cannot run again until it is complete and has been approved by the Railway Inspectorate. We will then have a layout that is easier to operate, gives us more platform and sidings space, and will require a minimum of maintenance for a good few years to come.

The combination of the timing of the Lottery Bid and the need to make the best of the disruption to our operations caused by the bridge works in May, June and July 2005 offers an opportunity to give ourselves a flying start before we know the

result of the Lottery Bid in March and at the time of writing:

The basic design and planning work is well under way with some of the preparatory housekeeping work already started. For the last quarter of 2004 a small band of Saturday and Wednesday regulars led by Brian Hall has systematically cleared the tunnel end of the site of scrap and rubbish, cut back vegetation and extended the short siding which had become the last resting place of some of our lost causes. We have said

goodbye to the EM2 bogies and 7-ton Booth steam crane, removed and stored salvageable components from the Middleton Wagon and another flat wagon' both of which had been surveyed and found to have the majority of their timber members decayed beyond repair. New track components have been ordered and the back road has been lifted to allow the laying in of the first two turnouts for the new layout. **See the next issue of *Old Run* for the latest news and how you can help.** □

A drawing of the existing and new track plan and illustration of the new headquarters building are to be found as a pull-out supplement in the centre of this journal.

LAST CHANCE TO TRAVEL ON MIDDLETON RAILWAY BEFORE IT'S "ALL CHANGE"!

The Middleton Railway's operations will be severely curtailed during 2005. Leeds City Council will take possession of the track near Great Northern curve in order to construct a new road bridge. The line beyond there to Park Halt will be closed during the months of May, June and July.

Although we shall not know the result of our grant application to the Heritage Lottery Fund until March, taking advantage of the above line closure, it has been decided to relay the track at Moor Road, and construct a new passenger platform and run-round loop. The new track layout will allow for additional sidings space and the construction of the projected new Resource Centre building and display hall. Because of the magnitude of the track and construction work involved, it is envisaged that it will take the best part of the current year to complete this work.

Normal train services will run over the Easter weekend, on Saturday, Easter Sunday and Easter Monday, 26, 27 and 28 March.

A Family Fun Day festival will be held on the following weekend, Saturday and Sunday 2 and 3 April, 2005. Attractions could include a children's magician and face painting, a fun fair. There will be guided nature walks and story telling for adults and children in Middleton Park, provided by Friends of Middleton Park and the park ranger service.

Of particular interest to enthusiasts will be the opportunity on both 2 and 3 April to take an all-line tour at the end of both days, on the Railway's two diesel rail buses, for a final run over the existing track layout.

Provided the trackwork has been completed and approved for operation by HMRI, the aim is to operate Santa special trains in December, but a further announcement about this will be made later in the year. Up to date information about train services and progress will appear from time to time on the Railway's website www.middletonrailway.org.uk

Santa: Sends All Normal Train workers Awry

Cedric Wood

Recipe: Take 10,000 leaflets and distribute throughout the locality, and await responses. Add two telephones - one at the Railway, where Peter Nettleton and Stan Holdsworth interrogated the answerphone and sent the requests to me. The other telephone is mine. Fold the responses together and insert into a computer. Stir the computer gently from time to time and deliver the results to Christine Nettleton, the Railway's present buyer. Obtain an authorisation for each and every credit card application - some would have bounced - and complete a credit card form when the client has paid this way. Write a confirmation letter to every client. Sit back and relax and await the client changing his/her mind and making alterations.

There were 370 pre-booked families bringing 789 adults and 616 children; 8 trains were run on schools days and a further 70 enquiries were received. Figures taken from Cedric's data. A total of 1702 adults and 1552 children travelled with us compared to 1142 adults and 965 children in 2003, these figures complied by Stan taken from the ticket returns book.

Bouquets and Brickbats

There have been many compliments brought to my attention. When two families which have special needs children reserved places, I passed the information to Christine who went out of her way to ensure that the children had a present appropriate to them. Another comment was that our prices were too cheap. Christine explained that we can do it at this price as we bought in bulk. A party of deprived children were brought to the railway for the first time. A comment from the group leader was that if they had known the event was so good, they would have brought a lot more children.

There were two complaints: both against me. I close the booking office on the Friday before a weekend's travel. I still accept bookings for later weekends. Two families had demanded tickets at the pre-booked rate 24 hours before the event. I use the Friday before a weekend to compile lists for the booking office, lists of

for the booking office, lists of the number of presents pre-booked by age for each train and to complete the banking arrangements for that weekend including calculating how many tickets of which category have been sold, and their pre-booked and face values to assist the booking office clerk to cash-up at the end of each day. They would not accept the fact that I need time to undertake this work; there was space for both of them on their chosen trains but both families were verbally abusive when they realised they would be paying the non discounted rate.

Thanks

Virtually every working member of the Railway was involved with the Santa trains. Not just those with specific duties: Christine Nettleton for her buying skill, Christine has been known to be at the door of our wholesalers before they open to be able to get more presents. She attended on all nine days in the grotto (aka the ballast brake), and has worked on all the other days in between ensuring that sufficient presents of each age group and gender were available ably assisted by Hayley Wood (no relation).

The Grotto Managers for sorting and arranging presents on the day; Brian Wood for newspaper advertisements; Peter Nettleton and Stan Holdsworth who interrogated the answer phone and sent me information about telephone bookings and postal applications which were sent to the railway, and for his diligence with the finances. Pre-bookings and amounts taken on the day reconciled perfectly with the tickets issued, which reflects on the accuracy of the booking office staff. My Elfess, Carol, for being a human telephone answering machine taking calls and advising clients when I was not available. She also wrote out most of the 236 forms needed to complete credit card bookings.

Even those who left just a handful of leaflets at places they visited made a contribution to the success of this years Santa train event. Those

Continued at foot of next page

Book reviews

Our Trust founded in 1758?

"The 1758 Middleton Railway Trust first began with a wagonway linking Charles Brandling's coal pits to a coal staith at Casson Close near to Leeds Bridge."

That slightly wobbly statement (unless our Council Members are a lot older than we think!) comes from **The Making of Leeds by David Goodman**. This is one of two new books on the city - both featuring the Middleton - which I picked up recently at the excellent Oakwood Clock Bookshop. Goodman's book is one of a series titled *The Making of...* published by Wharnccliffe Books. Other volumes cover Huddersfield, Manchester and Sheffield, and South and West Yorkshire landscapes. To cover the history and development of a major city in around 170 pages is a demanding task, and in the transport area Goodman sometimes comes unstuck. He gets the story of the early days of the Middleton broadly right, but - as noted above - the word *Trust* slips in at the wrong place. And how about *"Leeds held the advantage of having the oldest horse-drawn railroad in the world."*?

The author is also not too sure over the later development of railways. He implies that the Woodhead Tunnel was a problem for the Manchester and Leeds Railway (later the Lancashire and Yorkshire), as opposed to the Manchester, Sheffield and Lincolnshire (later the Great Central). Then he has problems (perhaps understandable) over the passenger stations in central Leeds, implying that it was Central - and not Wellington - which was combined with New to form Leeds (City) station in 1938. There are also minor, but obvious, slips in photo caption

who were wrapping presents literally minutes before they were to be distributed to the youngsters have not been forgotten. The shop staff worked hard, their duties were cyclic; periods of pandemonium when up to 72 clients descended on the shop: parents wanting their drink and mince pie; the children wanting other items; to periods of calm in the intervening moments. The event would not have worked without

texts. However, the book overall is a concise and readable summary of a whole range of aspects of the development of Leeds. Perhaps a rush to catch the pre-Christmas book market did not allow the quality of proof-reading which it deserved.

A Portrait of Leeds by John Morrison is a hardback photographic album with nearly 150 colour shots which provide a fine current overview of Leeds city centre and the suburban and rural parts of the borough. Morrison is an excellent and perceptive Leeds-born photographer who handles natural lighting well - especially with buildings. His captions are well focussed and often pithy, and the MR does not escape. One of three views at Moor Road is captioned: *"The Middleton Railway is popular with fans of very short journeys. Travellers are shunted by steam loco into Middleton Woods and then, soon after, shunted back."* Two crisp, carefully prepared photos show MSC No 67 at Moor Road, and a third is a broadside of the front end of *Picton*, looking rusty and sad. This last is captioned: *"The working days are over for this steam engine at the Middleton Railway."* Let us hope that - like actually getting into Middleton Woods - the revival of *Picton* will not be long delayed.

The Making of Leeds (ISBN 1 903425 41 7) by Wharnccliffe Books of Barnsley at £9.99

A Portrait of Leeds (ISBN 1 84114 378 2) by Halsgrove, of Tiverton in Devon at £12.95.

Both books published 2004.

Henry Gunston

the operating staff and duty Santas. Last but not least, special thanks to Santa little helpers - alphabetically - James, Katie and Lauren. As I stated at the outset of this piece, virtually every working member of the railway was involved with the Santa trains, and their efforts have contributed to making this the most successful Santa event yet.

More next time!



Santa's special trains, 2004



We thank Andrew Johnson for supplying these evocative photographs, taken at dusk on Sunday, 19 December 2004.

Upper: Last train of the day about to leave Moor Road with the sun still lighting the sky in the west and the platform illuminated by the floodlights.

Middle: Hudswell, Clarke 1369 of 1919, MSC 0-6-0T No. 67, at Park Halt prior to running round its train.

Lower: Having run round the train, driver Mike Scargill has a cheery, seasonal word with Santa!



Ghostly goings on at Halloween!

Sunday, October 31 saw visitors to the Railway entertained by Hayley Wood as witch, Brian Wood as ghost, and David Wraith as "Dracula"! The event was organised by Christine Nettleton. We hope they soon returned to their normal selves and didn't become typecast!



Santa and his little "elfer" !



Versatile chap, David Wraith is seen here as "Santa" and on the right with his hard-working elfer James Wood.

(Photos this page, Peter Nettleton)

A day out at "the world's oldest Railway!"

Colin Hatch

Several members of the Shropshire Railway Society went on the Society's coach trip to Leeds on September 25, 2004, to visit the Middleton Railway. Altogether there was a total of 25 people on the coach. Despite the lack of numbers a good day was enjoyed by all.

We arrived in Leeds city centre to drop off one traveller who preferred the shops rather than visit the railway. The trip incidentally coincided with the railway's Enthusiasts' Weekend, and there was plenty of steam very much in evidence. We arrived at the railway just after 1100 hours, but the next train wasn't due until 1220, which gave us time to have a look around the station and also the workshops where we had a conducted tour.

Inside the display hall were a couple of stalls, one selling second-hand books and a tombola stall, and the other was a railway artist by the name of Jonathan Clay from Blackburn, who had a vast array of railway pictures on show. After looking on the internet on the Sunday following the visit I found out his pictures number over 270 on various transport subjects. Also there was an engine called *Percy* with a sign on the front of it saying, "Percy on the mend". The shed was called *the Fred Youell Building*, who was president of the Leeds University Union Railway Society and the founder of the Middleton Railway preservation society in 1960.

I purchased my £6.50 Rover Ticket which entitled me to travel the line as many times as I wanted to – I travelled the line on two occasions. We left Moor Road station, the headquarters of the railway, and took the 1220 train to Park Halt,



(Ian Dobson)

some ten minutes up the line. I say "up" because the gradients vary from 1 in 39 to 1 in 60 en route. We passed South Leeds Stadium, home to Hunslet Hawks Rugby League club. [It also houses several football pitches and an indoor athletics track, a quite impressive set-up. Our motive power for the journey was diesel loco no. 7051, and steam loco *Brookes No1* with two carriages.

Arriving at Park Halt, most of the passengers got off and had a wander around whilst the duo of engines ran round the train before making their return journey back to Moor Road, where we arrived back at 1250, a complete half an hour round trip.

Making its debut on the line for my second trip of the day was Wickham Railbus DB998901 which was operating the all-line tour trip at 1305. This included a trip down the junction to Balm Road loop, where in olden days trains carrying various freight would join the main line. First of all we headed out of Moor Road station again before reversing on to the junction to make our way very steadily. We had to negotiate a road where the traffic had stopped to let us through and then had to stop for the second man to open some gates to let us through. End of the line and I noticed that the Freight-

liner depot was not far away – interesting I thought. We soon retraced our steps back to Moor Road Loop headshunt before making our way again to Park Halt. We eventually arrived back at Moor Road at 1355 – a quite eventful journey. The railbus had performed well and I was

very privileged to have ridden on it on the first official day of its passenger carrying service.

Now I had noticed the Freightliner depot as I mentioned previously. I thought it couldn't be far. After consultation with one of the Middleton railway staff who informed me it was only ten minutes walk to the depot I decided to have a ramble there. "You go down that road, then stroll over the green to the end of the road, turn left and a few hundred yards later you are there" he informed me. He also warned me not to try and get in because the natives there are not very friendly! After trudging for what seemed to be a lot longer than ten minutes I eventually found the depot. There were several Freightliner class 66s on shed, and I managed to get the numbers of them. This brought back memories of the olden days when shed

bashing was the thing to do for me.

I made my way back from where I had come from in the first place, and plonked myself down on a seat on the platform to take in the steamy atmosphere. A typical steam gala experience and very pleasant it was. Time for another look around the shed before making my way back to the coach for the 1630 departure for home, where I eventually I arrived at just after 1700. All in all a very good day out.

My thanks go to the staff at Middleton Railway for making us so welcome, and to Ray Latty for doing an excellent job in organising the day out. □

The saga of our 'new' mini-digger David Wraith

One of the best parts of my work prior to retirement was that I got to visit many different companies. During one such visit my attention was drawn to a derelict min-digger left in the corner of a yard. To me it looked like the answer to the nightmare of digging out and replacing sleepers.

I asked about it's future and was told that it was "knackered", but the engine still worked. After closer inspection I thought that it could be repaired. I asked if the Middleton Railway could borrow it with a view to repairing it. The managing director agreed and the digger was duly delivered to Moor Road on a lorry and was dropped in the yard. So began its repair.

The machine is actually a land drain mini excavator, capable of being towed behind a tractor or Land Rover. It has an 8" bucket and will dig up to a 3' trench. Our original idea was to mount it on a special railway truck.

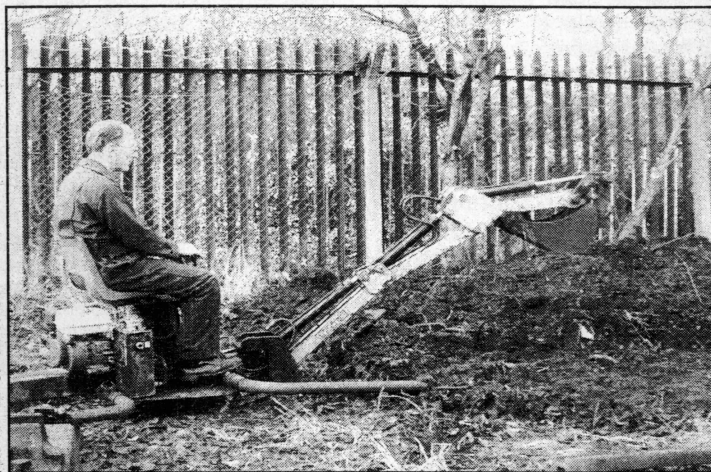
The first job was to strip down the front digger arm pivot assembly, which was bent and seized. This required cutting off a small section of the main centre frame, which was bent and a new fabricated section welded in. The badly

bent floor plate and front outrigger sockets were the next items to receive attention. This proved more complicated than first thought, due to the severe damage and a compromise was reached on the repair. The two outrigger locating pinholes were worn and the original pins missing. Pins were replaced and the outriggers adjusted to suit.

The front outriggers act as land anchors during use, by digging into the ground during operation. The rear outriggers have road wheels and tyres fitted to give the machine its mobility during use. The operator uses the bucket to lift the front outriggers clear of the ground and then can move the machine forwards or backwards by operating the bucket arm in either direction.

Attention then turned to the engine and hydraulic system. The hydraulic oil tank filter was cleaned and the oil replaced. The engine was then split from the hydraulic pump unit and the drive coupling rubber was replaced. The engine was cleaned and checked over. After minor repairs to the

exhaust and the engine stop switch wiring, the units was re-assembled and re-fitted to the digger. The next, and most important item for attention was the operator's seat, or rather lack of it. This was a flat piece of wood with a bit of rag tied on with string, which was thrown away. The search was now on for a replacement seat. Various prototypes were tried, and finally, behind our Danish locomotive in the top shed we found the perfect solution, a metal-legged chair with a bright red plastic seat! This was adapted and fitted to give the operator the ultimate comfort.



Using the new mini digger described in this article Graham Parkin prepares the ground for the laying of the siding extension at the south end of the Moor Road yard, 11 December 2004.
(Peter Nettleton)

Finally the digger was ready for use, but too late for the Beza Road loop job. Due to lack of workshop space the digger was then put into storage in the 16t mineral wagon until months later Brian Hall and I decided to clear the bottom yard! There was plenty of clearing work to

be done, so it was brought out of retirement again.

We (the Wednesday gang) set about moving the ash deposits near the pedestrian crossing, and it worked very well! During our brainstorming tea breaks two modifications were decided upon. The first was to fit two bucket teeth to help break up the ground – which our Chief Mechanical Engineer bent and abused during his approval trails! The second was to help transportation to the work sites. We discovered that the rear outriggers were very

close to the gauge of the railway track. A pair of wheels from a Mini car were found, modified and fitted, and they work very well, with the rims fitting over the rails. There wasn't even a problem with the points! Another job completed.

Now our "new" mini-digger waits for the next job. □

THE BIG CLEAR OUT

This started on a warm Wednesday afternoon in early September when Brian Hall and I were tasked by our leader, Peter (The Great !!!!), to go and look at the head-shunt buffer stop which was in need of attention due to old age and possibly a couple of heavy shunts! The clearout was born as Brian walked up to the top of the yard, tripping over a piece of metal partly buried by brambles, at which moment I learnt the language used by a BR Fireman when his shovel follows the coals into the firebox. We began to think then, that the yard was becoming more like a scrap yard than a Preservation Railway yard. This opinion was further confirmed when we started to repair the buffer stop. We had to cut our way through thick brambles to get to the back of it and found two large homemade yard gates covered in barbed wire, blocking our way. These gates were so big and heavy we had to call for the railway crane to lift them clear. They were then transported by the crane to the shed and cut up. This was the beginning of our big clearout..... More to follow next time!

David Wraith

Surprise Diesel railcar day a "sure hit"!

As reported in the last issue of Old Run, **Wickham Railbus No. DB999507**, was granted its certificate of passenger worthiness by the Railway Inspectorate in mid-September 2004, and was able to perform some passenger carrying duties during the late September Enthusiasts' weekend. Since his acquisition in 2003, and transfer from the East Lancs Railway, conversion from a departmental vehicle had been skilfully carried out by Middleton Railway member owner Graham Parkin. Work includes provision for wheelchair access as required by current disability anti-discrimination legislation.

To mark this important milestone, October 23, 2004, saw a special event, to mark the official inauguration of the Wickham Railbus into passenger service, and a Railbus Day was staged to include not only the Wickham vehicle but also the EM2 Society's Railcar conversion, the 1950-built former departmental vehicle, **DB998901 OLIVE**, also based her at Middleton.

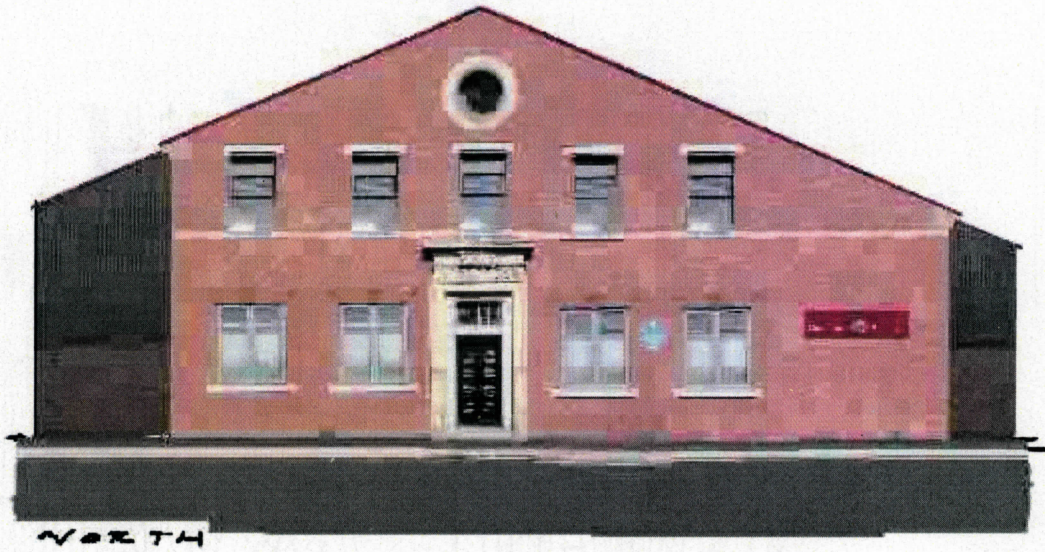
Although only decided upon at the September gala weekend, and staged at relatively short notice, thanks to coverage on our own website, and through word on the enthusiast network and various e-groups on the internet, the event attracted a great deal of attention and was well attended. The Irish Railway Preservation Group who were attending their annual meeting in Manchester travelled over in the afternoon to take part in the event. A group also attended from Shropshire. Passengers were observed phoning their friends from the train to inform them that the event was taking place, resulting in numbers being swelled during the afternoon, though one enthusiast when contacted said as he was in Fort William he was unfortunately too far away!

The 'official' inauguration of the Wickham Railbus was made by *Rail Xpress* editor and NYMR chairman Murray Brown in the presence of invited guests who then travelled on the first service of the day to Park Halt. The remainder of the day saw hourly clock-face departures from Moor Road, on all-line trains, which enabled passengers to view Arriva Trains Northern units passing our interface with Network Rail at Balm Road, before travelling to Park Halt. A highlight of the day was the final two departures of the day, when the railcars traversed all the loop lines on the system, going from Moor Road into the car park headshunt, before travelling through the Moor Road yard, then across to Whittaker's Junction, down and around the Balm Road loop at its connection with the that other railway system, and finally travelling around the Park Halt loop! Track alterations in the near future may mean this was the last time such movements will take place on the present formation.

Photos on pages 16 and 17 overleaf:

1. Start of the day with both Railcars lined-up for a photocall at Moor Road.
2. Having ventured down the Balm Road line to its connection with Network Rail, **Wickham Railbus No. DB999507** reappears, prior to crossing over the level crossing.
3. The Wickham Railbus negotiates the level crossing at the rear of Tulip Park.
4. Railcar **DB998901 OLIVE** powers away from the Balm Road branch over Whitakers Junction towards Middleton Park Halt.
5. This shot taken through the cab window of **MSC No.67** of the same scene as (4).
6. **OLIVE** returns from Park Halt on the final service of the day, and passes the line-up of locos in the head shunt at the south end of Moor Road yard.
7. **Rail Xpress** editor and NYMR chairman Murray Brown hands Graham Parkin the key at the inauguration ceremony.
8. Guard's view of Moor Road station from the Wickham Railbus as it leaves the Balm Road branch enroute for Middleton Park Halt.
9. Driver owner Graham Parkin accompanied by pilotman Martin Plumb in the cab of the Wickham Railbus.
10. View of Moor Road yard from the cab of the railbus after crossing Moor Road level crossing.

(Photos: 1 & 7 David Russell, 2 & 3 Fraser Croft,, others HWB)



Computer visualisation of proposed new building frontage A.J.

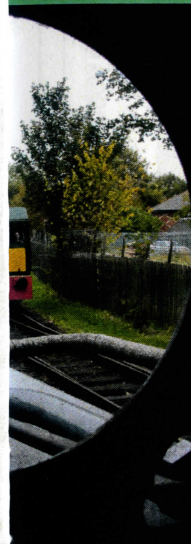


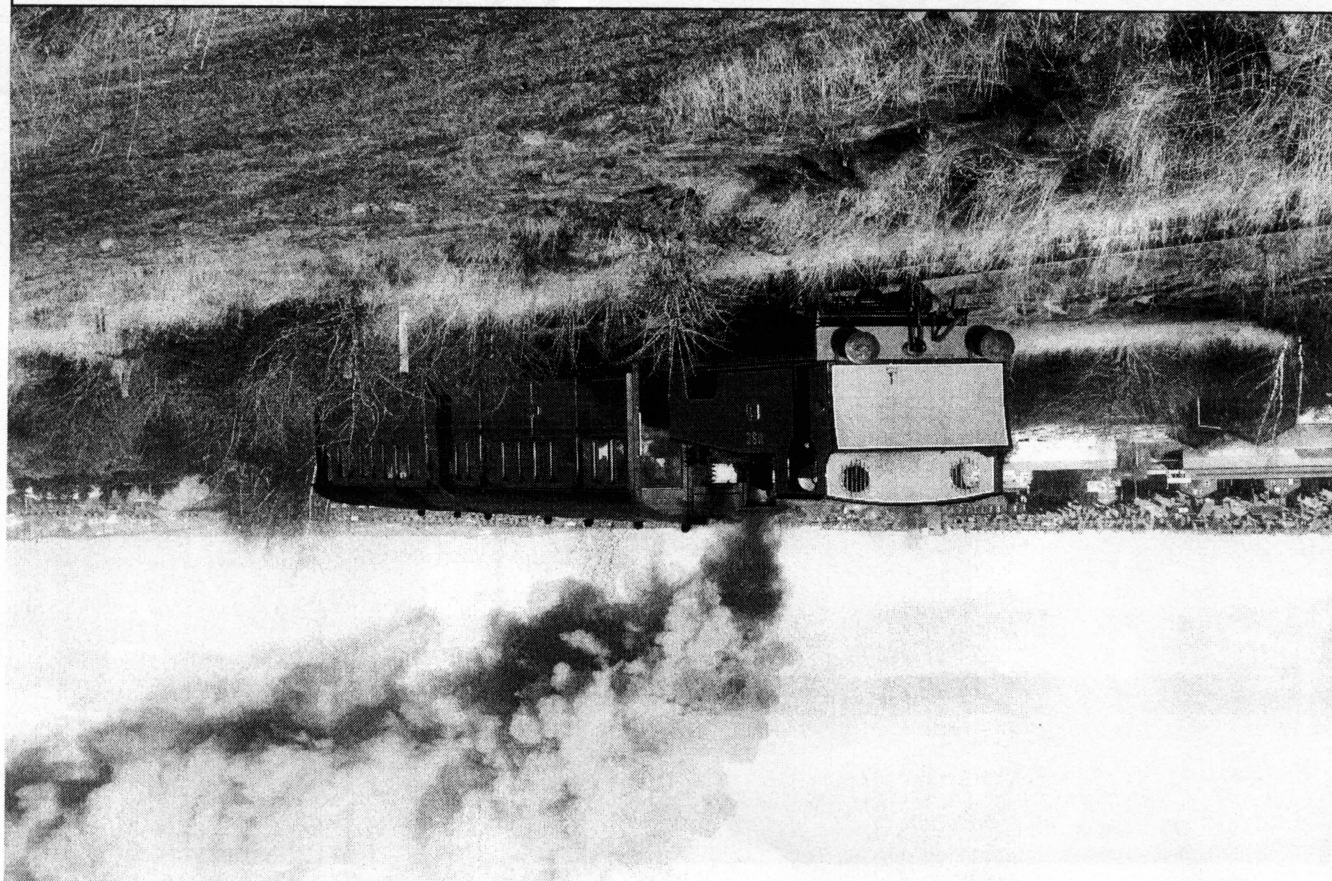
KEITH HARTLEY, 1939 – 2005

It is with much regret we have to report the sudden death of
Keith in Hospital in Leeds on 6th February 2005
The funeral took place on 14th February and a full tribute will be
Included in the next issue of *Old Run*



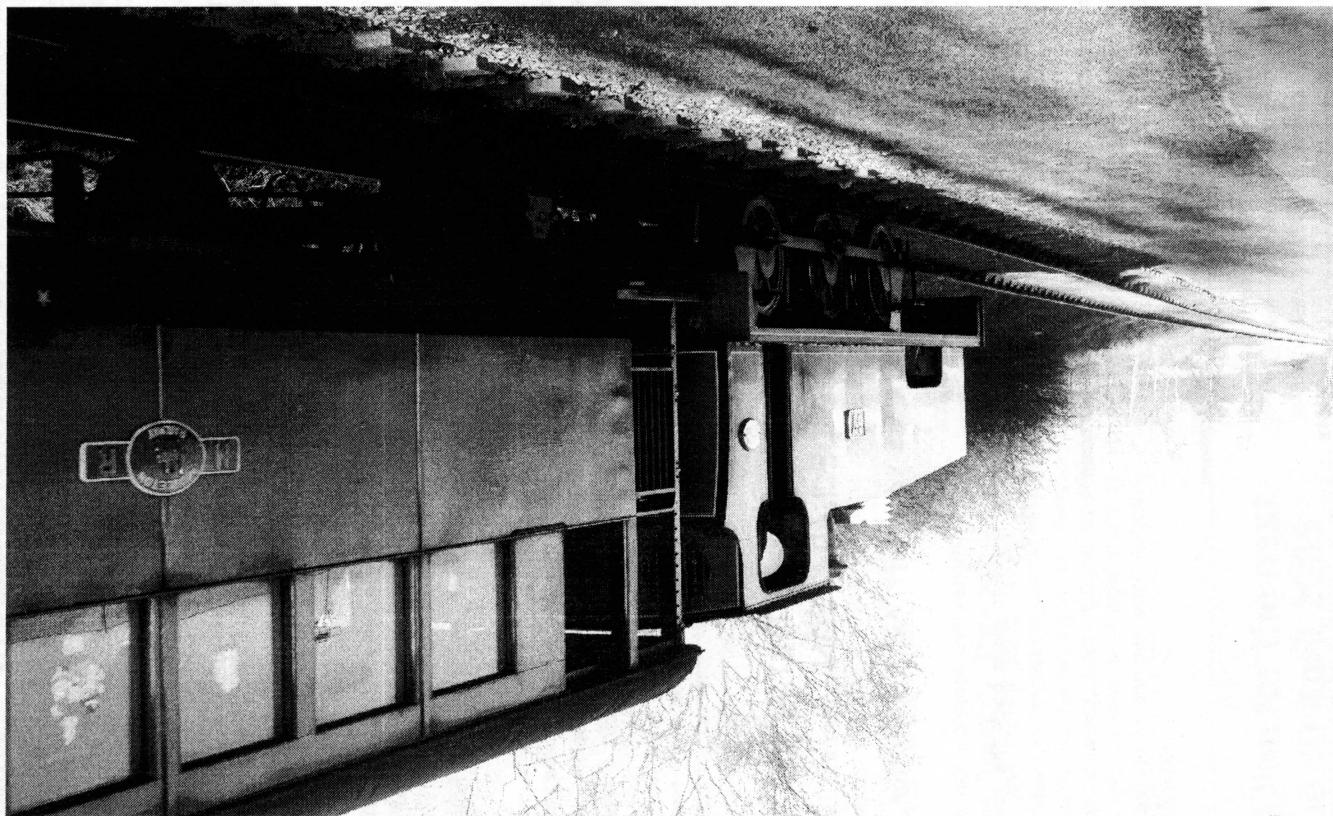
highlights





Hudswell, Clarke 0-6-0T MSC No. 67, 1369 of 1919 climbs the gradient from Great Northern Curve towards Middleton Park Halt, on 19 December 2004 with a mid-afternoon Santa Special train. (*Andrew Johnson*)

Hudswell, Clarke 0-6-0T MSC No. 67, 1369 of 1919 on the same train as shown on the previous page, having left Middleton Park Halt, is seen passing the five-aside football pitches, as she coasts downhill back to Moor Road. (*Andrew Johnson*)



GIFT AID boosts Middleton Railway's income

Did you know that any donations given to the Middleton Railway can be increased by 28% if the giver completes a Gift Aid declaration. This enables the Railway, as a registered Charity, to claim an additional 28 pence for every pound given by the donor.

You must pay an amount of UK Income Tax and/or Capital Gains Tax at least equal to the tax the Railway reclaims on your donation in the tax year, for every pound you give based on standard rate tax at 6 April 2000. If you pay tax at a higher rate you can claim a further tax relief on your donation on your Self Assessment tax return.

You can cancel this declaration at any time by notifying Middleton Railway Trust. You also need to notify the Trust if you change your address during the period that the declaration is in place. If your circumstance change and you no longer pay tax on your income and capital gains equal to the tax that the charity reclaims, you can cancel your declaration. If you are unsure whether your donation qualified for gift Aid, please contact your local tax office and ask for form IR65 - Giving to Charity by Individuals.

If you do not complete a Gift Aid Declaration, Middleton Railway Trust will be unable to claim back tax on any donations you make. The Gift Aid Declaration set out below, which you may wish to photocopy, may be used not only by members of the Railway but anyone wishing to make donations to the Middleton Railway Trust.

—(You may photocopy this form)—————Cut here —————

MIDDLETON RAILWAY TRUST LIMITED GIFT AID DECLARATION

Please complete this form to make your Gift Aid Declaration, and return it to the Treasurer.

I am a UK taxpayer, and want Middleton Railway Trust to claim back the tax on all donations I make from 6 April 2000 until further notice:

Forename/s..... Surname.....

Address.....

Postcode..... Telephone.....

Email.....

Signature..... Date.....

Fascinating facts every railwayman should know

Do other countries' railway systems grind to a halt at the onset of autumn owing to a surprise fall of leaves on the line?

The simple answer is "yes", but the public, press and media do not make a fuss about it. Just as wet leaves on a pavement can cause loss of footing, they can cause steel wheels to lose firm contact with steel rails.

In Paris, commuters on some lines are only too aware of autumn leaves on the line. The Dutch know the problem as well and have been experimenting with the "Sandite" used in this country. In Germany the Munich Stadtbahn usually gets stitched up also, yes, leaves again. And in autumn 2004 on the Oberammergau branch, the brand-new trains had to be taken off as they cannot cope with... leaves on the line.

Thirty years ago in Sweden it was not unknown for a special banking locomotive to be positioned at Norrköping station to help southbound trains to start away in autumn, because of the number of trees near the station.

The problem has worsened everywhere as we have become "greener". There were not as many trees and bushes along railway lines years ago – steam locomotives regularly set fire to embankments and this helped to keep things under control. However, even in those far-off days it was not unknown for freight trains to take less tonnage in autumn when adhesion conditions were bad.

**Dead line for the next
issue 30 April 2005**

Until 1956 we had only 1st and 3rd class travel on the railways. Prior to that date, was there ever 2nd class? If there was, when and why was it dropped?

In the early days of railways there were, in fact, only two classes: first and second. Companies such as the Liverpool and Manchester actually ran separate first and second class trains.

The universal 3rd class was a result of Gladstone's Regulation of Railways Act of 1844, which required companies to run at least one train in each direction on every route per day, carrying 3rd class passengers in closed carriages, at a fare of no more than 1d per mile (the so-called "parliamentary" trains). Companies often frustrated the intentions of the Act by running trains at the most inconvenient times possible. *(There are still examples of these trains running today. Ed)*

It was the Midland Railway which, in an attempt to steal a march on its rivals, abolished 2nd class on January 1, 1875. In fact it scrapped 3rd class coaches and rebranded 2nd class vehicles to third, so that 3rd class passengers on the Midland could now travel with 2nd class comfort. Most, but not all, companies eventually followed suit, although 3rd class travel on some remained truly penitential.

However, the LNER retained second class for its London suburban services until 1938, and the Southern on some continental boat trains until after the Second World War.

The situation was rationalised in 1956, when 3rd class was renamed 2nd class. It became "standard class" in 1987.

The CA Jackson collection

We are proud to present a selection of archived photographs given to us for publication by Mr Jackson of East Ardsley. Though not a member of the Railway, he has assiduously recorded events at Middleton Railway since its inception as a volunteer railway in 1960, and we are much indebted to him for sharing his collection with us. This page, top: 8.9.74. Peckett W7 class 0-4-0ST (2008/1941) propelling its train towards Middleton Colliery site, LMS type brakevan is well loaded. 52 W7s were built. Bottom: 1968. NER H Class 0-4-0T (LNER Y7) No. 1310 passing derelict Swansea and Mumbles Railway tramcar No. 2. 1310 is ex-NCB (Watergate) No. 64. Parkside. Facing page, top l to r: 2.9.67. NER 0-4-0T No.1310 with ex J72 chimney 58/69005; 9.1970. South Wales Transport Co. (Swansea and Mumbles Rly) tramcar No. 2, after demolition bogies went to TMS; 15.9.85. HS382 at Tunstall Road Depot. Centre: 22.6.80. T Hill 4wDH built on mainframe of Sentinel 4wVBT steam loco (200hp) using Rolls Royce engine. Thos Hill 138c/1964) at Wakefield CEGB.



EM2LS bogies leave for Butterley



One of the two EM2LS bogies leaving Moor Road on 11 January 2005 for the Midland Railway Centre, Butterley. After being stored at Moor Road for many years, they were moved to make way for extra siding space as part of the 2005 remodelling of Moor Road yard. (Ian Dobson)

That's a great picture!

Iwish I had taken that!' is an exclamation you will often hear from me when looking at other people's work. Sure, I know when I'm happy with a picture, but is it a 'great picture'?

Many factors combine to make a good picture – the subject, the light, the quality of the equipment, the correct setting of the equipment, the right choice of film, or, in the case of digital photography, the correct menu setting.

There are some simple things to remember. Check there is film in the camera (memory card in the case of digital). Check batteries have plenty of power left in them. If not either recharge or renew. Ensure the lens is clean. Use only a proper lens-cleaning cloth, a clean silk handkerchief, or a soft lint-free cloth, and then carefully remove dust as explained in the camera's instruction booklet.

Exposure. Most cameras these days have automatic exposure and cope extremely well computing prevailing light conditions. But try not to have the sun shining into the eyes of your subjects. They will find it uncomfortable, probably squint and your picture will not be a pleasant one. It's better either to find a shady spot without any sunshine coming through branches of trees causing bright spots on faces, or alternatively arrange them with their backs to the sun and fire your flash to lift the light on their faces.

Many pictures are spoilt by camera shake, and this is particularly true when using the newer range of digital cameras where, because they have computed a very low shutter speed, we

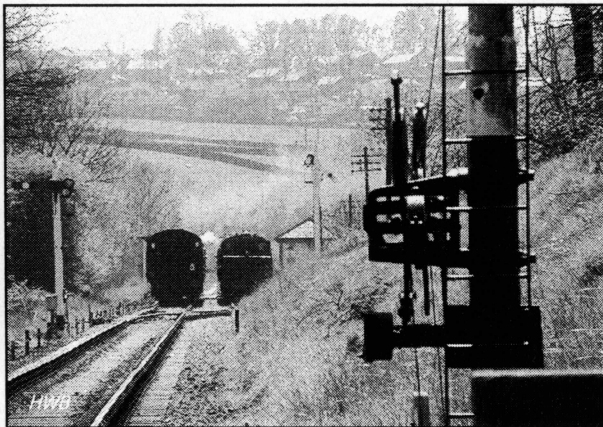
are able to take pictures without flash in poorly lit conditions. In such situations, either use a tripod or get support for the camera from a nearby wall or ledge. Some people use a camera using a jabbing motion when pressing the shutter release. It really is better to take a good breath, hold it, then gently squeeze the button, then let the breath go.

Grasping the moment. Your subjects are lined up for the picture. For people subjects there's a good chance that someone will have their eyes shut at the moment you press the shutter. This is almost inevitable, but some things can help. Get your subjects to count up

to three with you, and ask them to hold the word three for a little longer. This way they will probably be ready, have their eyes open and their mouths formed into a smile. Try it yourself in a mirror! For a moving object such as a train, with modern

digital cameras there is often a menu setting enabling you to shoot several consecutive shots, enabling you to choose the best one for printing and publication.

Watch for detail. Watch out for signs, drainpipes, chimneys, crane jibs and unsightly backgrounds that can ruin a good picture. These can sometimes be erased, but better to avoid them in the first place if you can. And don't forget to check people's hands, feet, clothing, ties, scarves, etc. A personal gripe: why do engine crews insist on travelling leaning outside the loco when being photographed? For safety and comfort a professional driver would avoid this.



Fill the frame. Unless you want to deliberately compose a panoramic scenic shot, make your picture as 'tight' as possible. Get as near to the subject as is practical, filling the frame: you can stand near the subject or use your camera's zoom lens to achieve the same effect. With people in a group get the folk on the outer edges to turn inwards to the group.

Look at the work of others. Study the work of some of the great photographers, using books from the library. You can learn so much from professional photographers.

Do your homework. There is a vast difference between taking pictures for your own enjoyment and taking them for publication. Just before a shoot I am continually checking my camera, the battery, the lens, the autofocus (my concession to failing eyesight) and making sure I have done all my preparation. If outside, reconnoitre the location, checking for position of the subject in relation to times of day and position of the sun, best viewing point, possible hazards in the foreground and background that might spoil the subject. I still frequently go home disappointed because that defining moment, which sometimes we are not the author of, has not happened. The elements have not worked for me or I have missed that second of time when the 'action' was at its peak – and I feel awful. But we can only strive to do better next time. Don't give up!

Sending pictures by email. Advances in digital communications now make it possible to share information and images across different media, from the traditional print format to the internet and through email. But these new avenues for communication can be used in an integrated and efficient way only if submitted photos are of the resolution suitable for the intended purpose. A complex range of factors determines the amount of information that a digital image holds.

An image that holds too much detail for its purpose can easily be downsized, but it is not possible later to add information to an image.

If you are uncertain the following guidelines are appropriate in most cases:

1. Set the digital camera to the highest resolution available. For example 1600x1200 resolution holds 4 times as much information as 800x600.

2. Set the digital camera to the best quality JPEG compression. TIFF or raw images do not use any compression so are of the highest quality, but use up a lot of memory and usually are too large to send by email. Instead choose the JPEG that offers the largest file size and least compression. For example, if the camera offers JPEG 'Low', JPEG 'Medium', JPEG 'High' and TIFF 'Fine', choose JPEG 'High'.

3. Do not change the image at all! Every time an image is resized or manipulated and resaved, it loses original information, especially when resaving in a lossy (compressed) format like JPEG. The chances are that the recipient of the image will still need to work on it again. So keep the dpi and image size as they are.

4. Do not crop the image – the recipient might be able to use some of the unwanted information from the outside to 'repair' the picture. Do not colour correct or repair the image – the recipient should have professional facilities to carry out these tasks.

Flatbed scanning. Scan all images at 300 dpi and save as a JPEG. Check the final file size. Image editors often display the uncompressed size. To see the true size of a JPEG, check its properties from within File Manager. Ideally, the image should be at least 300Kb, but below the maximum file size for emailing – usually 2MB. □

(Our thanks to a professional photographer for this contribution)

'There's a vast difference between taking pictures for your own enjoyment taking them for publication'

Caption Competition



Ideas on what thoughts are passing through our Guard's head please! Entries to the Editor by 30 April 2005.

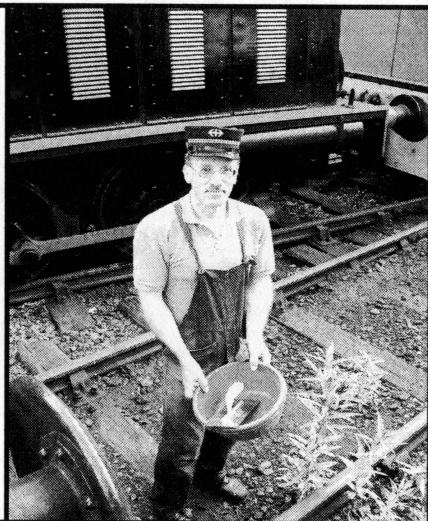
The person sending in the best entry will be awarded a prize.

Caption Competition result

"What a Swiss, Fraser your hat's a bit on the small side!"

Graham was heard saying "I know that this is not a mortar board but the flat top of the hat could be useful", closely followed (off camera, further down Moor Road site) by Fraser saying "can I have my hat back, please".

Andrew Johnson's is the winning entry this time. He wins a railway video tape.



Booth 2-ton steam crane

A few issues ago we asked our readers if they had any information about the history of this crane. Some of you kindly replied, but unfortunately the information was never passed on to the new owner. We would be grateful if you could do so again to the following email address: emmanuel@middletonrailway.org.uk Thank you in advance.

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

Peter Excell's letter regarding 2012 in the last issue is most fortuitous, since I have been planning celebrations for THREE major anniversaries for some time now, with the Marketing Sub-Committee being kept appraised of the plans.

In 2008, we celebrate the 250th Anniversary of the opening of the 1758 route and at the heart of this celebration is the likelihood of naming one of our locomotives after the railway's owner, and indeed founder, Charles Brandling.

In 2010, we celebrate the 50th Anniversary of Standard Gauge Preservation, along with the Bluebell Railway and informal approaches have been made with a view to some form of joint celebrations.

In 2012, we celebrate the **real** 200th anniversary of steam traction, the 200th anniversary of the building of *SALAMANCA*. The intention is to attempt to build a replica, working, locomotive! However, recent events have put this particular project on to the back burner, since all efforts must be concentrated on our Lottery grant and, if it is successful, the building of the new complex. Once that has been accomplished, then the *SALAMANCA* project will be looked at in more detail. As things stand today, a number of people have expressed an interest in this project. Jim Rees, the new Engineering man at the NRM, and the one responsible for *Elephant*, is mad keen to get involved as is Richard Gibbon, his predecessor. We have interest from boiler designers AND manufacturers and from a number of other sources, so the skill base is actually available to build such a replica. But the problems which need to be overcome are quite substantial. For example, the locomotive is rack driven, which means we have to find a method of operation which not only works, but can be transported from one site to another if the replica is to earn its keep. The gauge has to be considered, too. Fortunately, we know that the original locos were built to different gauges, so this is probably not an insuperable problem, though it must be factored in. The most important hurdle is cost. A rough estimate for this

replica has come to a hefty £500,000 - an awful lot of money. Once the Lottery is "put to bed", then the first thing which the *SALAMANCA* project will have to do is meet and agree a way forward and this is what we intend to do. **and**, of course, we will need the MRT Council to agree that it can be built in Leeds, at Moor Road!!

**Ian Smith,
Vice-President, MRT**

The reference on page 8 of OR184 jogged my memory about the old GWR steam railcar. I never actually saw it, but Ben Wade, who restored Bggnall 2702 at Cohen's, Stanningley, before its delivery to Middleton, proudly showed me where the floor mounted pedestal vacuum brake handle had ended up at Haworth yard. Ben bought a Hunslet diesel loco similar to our 1997 (but built in 1994) from Mersey Docks & Harbour Board. The loco was moved under its own power to the KWVR and Ben fitted it out with vacuum brake gear using the brake column from the railcar in conjunction with a proportional valve (as fitted to some of our diesels) to control the engine air brake when working vacuum braked stock. Ben proudly showed and demonstrated the brake valve to me some time ago.

Derek T Plummer, Horsforth, Leeds

Continued on page 30)

Leeds & District Traction Engine Club meet at 7.45 p.m. on the third Tuesday of each month at Dewsbury Road Social Club, 393 Dewsbury Road, Leeds.
15th March is the AGM
19th April Irvin Barraclough to talk about engine rebuilding costs.
All MRT members are welcome

Personnel personal profiles

President Gerald Egan

Born in Earlsheaton, Dewsbury in July 1935, Gerald Egan was educated at Dewsbury Wheelwright Grammar School. He first became interested in railways as a schoolboy, and it was natural that he should start his first job after school at the Dewsbury railway station. Apart from two years' national service in the Royal Air Force, Gerald's whole working life was spent on the railway, a truly career railwayman, rising through the grades from booking clerk to Area Passenger Manager.

Gerald: "For me it all started on September 18, 1951, when I knocked on the side door to be greeted by John, sorry Mr Beal, who was to become my tutor and a main influence on my career. 'Come in lad,' he said. 'We are expecting you - would you like a cuppa tea before the 'boss' sees you?' My career had begun". So began his first day at Dewsbury Wellington Road ex-LNWR station. John Beal was a legend. Gerald continues, "Several railwaymen influenced my career and John was top of the list. His knowledge was unlimited: I can hear him now, saying 'Change at Mangotsfield!' There were around sixteen staff at Dewsbury station, not to mention the signalmen at the two signalboxes, Dewsbury Nos. 1 and 2"

"Dewsbury Wellington Road provided a very good rail service, operated by steam traction, a excellent working environment. All types of traffic was handled: newspapers, perishable traffic such as fish, rabbits in crates, vegetables for the market, milk tankers for the local dairy, live chicks from Thornbers at Greetland, cakes for Marks and Spencer, even items marked 'urgent for a funeral!' Then there was the regular seasonal pigeon traffic, starting with the first despatch of the season 'Young Birds - Ambergate'. It was a busy station with three delivery vans. I never forgot

Wellington Road, which apart from being my first station, retains fond memories as my favourite station"

Gerald's movements around the region gaining experience and additional responsibilities read like a gazetteer: Wakefield Kirkgate booking office, Horbury, Ossett booking office, Healey Mills yardmaster's office, Bradford Exchange station master's office, Wakefield District relief station master, Knottingley Area Manager's Office, Leeds Divisional office, station manager Selby Area, Hull Area, Bradford Area respectively.



It was as Station Manager, Leeds for which Gerald is perhaps best known. During his time at Leeds Gerald could be seen on local television on many occasions receiving members of the royal family, and other VIPs, as well as giving numerous press and media interviews at the station when things went wrong which was quite common during the remodelling of Leeds City and Leeds Central stations and subsequent reorganisations! Gerald was promoted to the post of Area Passenger Manager in

Leeds, before entering retirement on 1st April 1995.

It was during this time that he became involved with the Middleton Railway, joining as a life member in 1992 following an invitation by a Council member.. Subsequently Gerald was invited to become the Trust's President, a post he still holds. Over the years he has been very active in promoting Middleton Railway, especially when broadcasting on BBC Radio Leeds, and he has been found doing a host of jobs around the railway: booking clerk, shop assistant, guard, painter and also served as a Council member for some years.

They say that if you want anything doing you should ask a busy man. Gerald certainly fits

this description, for in addition to his involvement at Middleton, he finds time to work at the Dales Railway at Embsay, enjoys travelling, caravanning, music and gardening. Among his many other outside interests are the Earlsheaton History Group at the United Reformed Church, Sherburn Aero Club, Executive member of the National Association of Railway Clubs, Pontefract and District Railway Club, Earlsheaton Conservative Club, and "Dewsbury Means Business". The true list is even longer! All this not forgetting "a tolerant manager, my wife Jean!" he adds.

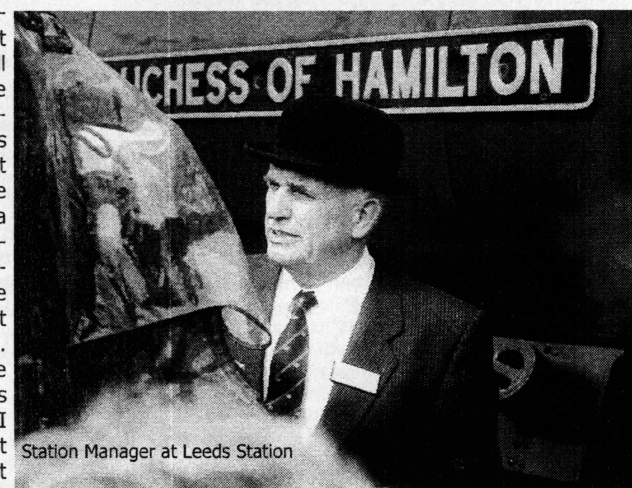
Of course, Gerald has a host of stories to tell about his time with the railways. He says that whilst at Dewsbury he carried out a claims inspection at a dwelling in Tanhouse Street Ravensthorpe. He takes up the story: "It was raining before I set out and not having brought a coat with me

I borrowed the PW Inspector's black mac. Upon arriving at the address - I was expected - a young lady answered the door and with a very pleasant smile invited me in and said, 'Follow me'. Upstairs we went, into a bedroom where, in the corner was an old man in bed. She turned and said, 'I will leave you now, Father'. I replied 'I have come to inspect a damaged parcel not to take communion! I'm from the Railway'. The wife of the man in bed had popped out for the pensions having said to the girl that the priest was paying them a visit, and had forgot to tell her about the Railway. After that I always thought of this incident when dressed in a black mac."

"Squadron Leader K Jackson, RAF Officer Commanding BBM Flight, requested a ride up front to King's Cross. This was duly arranged and on

the said morning off we went, his wife Betty, Jean and myself in the train. We enjoyed a hearty breakfast up to London. Jacko enjoyed the ride so much he asked if he could forgo the return dinner and ride again up front. This was agreed. We came to a stand four miles south of Peterborough. HST failure. An assisting loco was provided and we were three hours late in Leeds. I thought Jacko would be upset but he enjoyed the experience witnessing the emergency arrangements first-hand. We enjoyed the dinner".

Things heard and said: At Dewsbury booking



office - "What time is the next train to Leeds?" Answer, "2.00 p.m." "Isn't there one before?" Answer, "No madam, there is no train before the next". "Surely there must be one, it's only 1.00 p.m." Answer, "Well, actually there is but it is going to

Huddersfield at 1.15 p.m." "Good, please can I have a cheap day return? I only want a ride out".

At Bradford Exchange station master's office: Irate passenger: "One of your pigeons has just dropped on my coat". Reply: "Madam, we do not employ pigeons".

Harrogate station lifts opening ceremony. A special day, with the media, Mayor, councillors and invited guests present. The lifts were suitably opened and everything was going fine. The Mayor (with hand-held microphone), turned to one of the porters and jokingly said, "These lifts will take a lot of work off your shoulders". The porter replied, "Aye, and it'll tek £50 in tips out of me pocket every week".

Dear Editor, "I must say..." contd. from page 27

You were enquiring if anyone was able to identify the people in the early day photograph (OR180 Who, what, where?). Well, I have been investigating and have found out through a friend that the picture was taken by David Horner, FRPS in 1969.

Following a meeting at John Bushell's home in Headingley, Leeds, David went along with them other workers in the picture to help dig out the tracks. Also involved was Jim Lodge who was the chief engineer of the railway.

Unfortunately David can only remember that the guys working on the track, were students hired for the summer from Leeds University colleges.

Chris Nicholson, East Ardsley, Wakefield

Just a brief note to say how much I enjoyed the Railcar Event at the railway. The event did what it said it was going to do on the box and everything went well. It was well organised, the cafe was well patronised and the people on the train all seemed to be enjoying themselves. The staff seemed well up for it and were going about their duties with enthusiasm, which all added to the overall fun.

Far too often these days, something is advertised and when you turn up what is offered is less than you thought you were going to get. It is nice to turn up, find everything is well and the event happens as you expect it to.

Please feel free to pass on my thanks to all involved and I look forward to next year.

Iain Dobson, Tingley, Yorkshire

In sorting out the books recently I found one published by Fun Products (International) Ltd, Fun House, Whingate Leeds LS12 3BP entitled *Great Little Trains* a Collectors Guide to Steam Centres of the British Isles. Possibly published in the mid to late 80's you collected cards (and I must have had 40+ at that time) to match a text writ

ten by Phillip G Raw.

It starts at Bala Lake Railway with a card of their *Maid Marion* passes on through Bicton Woodland. Railway, Birmingham Railway Museum (which do not have cards) to Bluebell Railway No 592 at Sheffield Park Station and Bowes Railway, Brecon Mountain Railway (which again do not have cards), to our own entry on page 25.

From the info below can anyone actually date the book/article? Middleton Railway Trust. Location: Garnet Road, Leeds LS11 5YJ. Telephone:- none. How to get there: Road route via the M1 to exit No 45.Beeston, Hunslet then some convoluted directions to get one onto Tunstall Road? Similar directions from the City Centre. The nearest station is Middleton and the Museum is on Metro bus routes 74 & 76 to Tunstall Road Roundabout. Facilities: One of Leeds' largest parks with recently opened nature trail, small boating lake, children's play area, golf course, rose garden and cafe. A Stock list starts No 1310 NER Gateshead (38) 0.4.OT 1891 and ends 11 locos later Carroll Hudswell Clarke (D631) 0-4-ODM 1946.

We share our page with Mid Hants 'Watercress' line and the book closes with Yorkshire Dales Railway with a card of *Slough Estates No 5* taking ballast up to the new extension. The printers are John Blackburn of Leeds. I think you collected the cards from some cereal packet offer or you collected tokens to buy X cards until you got your book full.

The book on a mid book map spread lists 77 museums and railways etc. by area with the north starting at Dinting Railway Centre and closing with the North Yorkshire Moors Railway; Steamport and Steamtown, Southport and Carnforth respectively are still listed in the Lancashire section. Though listed alphabetically in the text the map lists them roughly geographically. With Lappa Valley in Cornwall the most southerly and Strathspey the most northerly, plus three in Northern Ireland around Belfast.

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STOP PRESS - WE'VE GOT IT !!!

Members will be delighted to learn that the Middleton Railway Trust have been successful in their bid for Heritage Lottery Funding for the development at Moor Road as outlined in the March 2005 issue of *Old Run*.

An official press announcement is due to be made by HLF in the next two weeks. So please tune in to local television stations and watch the local press. Full details will also appear on our website www.middletonrailway.org.uk More details will be sent to you direct as soon as they are firmed up.

The future starts now!

19 March 2005



Final Santa train of the day after dark at Moor Road, Sunday 19 December 2004.

(Andrew Johnson)