

THE OLD RUN



**JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS**

AUTUMN 1989

No.128

Editorial Address:

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

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

All articles for the next issue should reach the Editor by 22nd December 1989.

EDITORIAL

We began the year's issues on a sad note - announcing the death of our Archivist/Historian, John Bushell. Now we must end with another sad announcement - this time of the death in early August of our President the Earl of Lindsay, to whose family we offer our very deepest sympathy. Dr. Youell, who probably knew our President better than any other Trust member, recounts some of his memories on the opposite page.

SHEILA BYE

Frontispiece: 3442 'The Great Marquess' climbs through the closed Wilpshire Station, between Hellifield and Blackburn, with a Carlisle-Blackburn Special on Saturday 5th August, 1989. The locomotive carries a wreath on its smokebox door, in memory of its late owner, the Earl of Lindsay. Photo: Mike Taylor.

GOODBYE TO MR. DAVID

I had known our late President the Earl of Lindsay, formerly Viscount Garnock, a little over 40 years. We were both on a train from Kings Cross, and both using stop watches and making notes. So we exchanged ideas. At the time, he was living at Heptonstall near Halifax, and was connected with Crossley's Carpets.

Mr. David was an obvious choice for the presidency of Middleton Railway. When his business took him away to Whitchurch, Shropshire, he obviously could not see us very often. Not only was he a Director of Carpet Trades, he also did consultant work for both British and American railways. We are grateful to Sir Robert Reid, Chairman B.R.B. for making things move quickly to get his locomotive 'The Great Marquess' back in steam to provide an inaugural ride on the Severn Valley Railway as well as a run on the West Highland line in the last few days of his life.

This sad loss will hurt for quite a time. The gratitude of the railway fraternity for Mr. David's contribution to preservation will no doubt appear soon, but let me tell you one story which may not otherwise appear. He told me that on the Canadian National and Pacific lines it was an offence to be too energetic! Anyone actually breaking into a smart trot whilst on duty could be suspended and subjected to a disciplinary hearing! The reason was that the temperature in winter was so low that even with protective clothing on, perspiration would freeze and cause very painful skin trouble. So any work or speed likely to cause perspiration was strictly out of the question.

I have forgotten how many hours I spent at Neville Hill cleaning up Mr. David's 'The Great Marquess' whilst it was there, but it is nice to think one has made a small contribution to keeping the famous locomotive in top grade condition. The only pity is that K4s were built for hill climbing not speed, and the Inspectors on the footplate had tactfully to clear their throats when, on the racing ground between Malton and York, the speed began to rise above 50 m.p.h.!

The railway world will be sadder for the loss of David, Earl of Lindsay.

R.F. YUELL

A MYTH EXPLODED!

Research undertaken for the Sixth Edition of the Middleton Railway History, hopefully to be printed for next year, has brought to light a fascinating source of information on the early days of the steam engine at Middleton: 'The Leeds Mercury' weekly newspaper's report of the coroner's inquest on the driver of the locomotive which exploded in 1818!

The popular story has always been of the locomotive being parked at the bottom of the Old Run incline, since this was presumed to be the limit of locomotive haulage, and of the driver being "in liquor" - presumably from the Engine Inn - and putting too much pressure upon the boiler. However, the report, printed below, indicates that the accident actually took place at the TOP of the incline. This is most interesting, as it proves true what had previously been thought unlikely: that two of the locomotives, 'Lord Wellington' and 'Salamanca', actually worked at the colliery level, moving loaded wagons from pit to incline and taking empty wagons back to the pit. Presumably the other engines, 'Prince Regent' and 'Marquis Wellesley', worked the line from the bottom of the incline into Leeds. The mention of the name 'Lord Wellington' itself is the first certain proof of there being a locomotive of that precise name, and a further conjecture now proved true is that of the boiler's maximum working pressure being 55lbs p.s.i. It is interesting to observe that the terms "engine driver" and "to drive an engine" had not yet come into use in this infancy of the steam locomotive - indeed, the word "locomotive" is never used in the report. The machine is "the Steam-propelled Engine" or "the Engine"; the men "worked" or "had the care of" the engines; the men themselves are "the Engine-men" or "the Engineer", just as they had been when in charge of stationary steam engines.

Now the report in full, from The Leeds Mercury, Saturday 7th March 1818:

STEAM ENGINE EXPLODED

On the afternoon of Saturday last, the Steam-propelled Engine, employed to convey coals on the rail-way of the colliery of J.C. Brandling, Esq. near this town, burst, with a most tremendous explosion, and we lament to add that the engineer was blown to pieces. It is a matter, however, of some consolation, that this accident was less destructive to life than might have been expected, considering the number of persons that are frequently on the road, and near the waggons - no other person has been dangerously wounded. All the circumstances, connected with this unhappy accident,

were being investigated by the Coroner, (Mr. Carrett) and a Jury, on Monday. The following is the substance of the evidence laid before them:-

James Hewitt stated, that he worked the Engine called the *Lord Wellington*: the deceased, *George Hutchinson*, had the care of the Engine which exploded, called the *Salamanca*. He stated that all the Engine-men had directions from Mr. Blenkinsop, never to have the steam at a higher pressure than fifty-five pounds the square inch, but that the deceased had several times had the steam raised to a much higher pressure. On Saturday, the 28th of February, in the afternoon, witness was at the break-house at the top of the inclined plain, when the deceased arrived there with the *Salamanca Engine* and a number of loaded waggons. The Engine having been separated from the loaded waggons, was placed, by the deceased, in the usual place for returning with empty waggons, that he then increased the fire under the boiler, and came into the break-house, and remained until the empty waggons came up, which was upwards of an hour. Witness could see the steam issue through the cocks of the boiler, and through the joints of the Engine; and witness is quite sure that the two safety-valves were made fast down with the spring which is used for keeping the safety-valves steady and right when the Engine is going on the road, and which ought to be at liberty when the Engine is not in motion, to permit the steam to escape when it reaches the proper pressure, and which it would do without danger. Witness, on seeing the Engine so high charged, said it was a shame to see it so. The deceased, when the empty waggons came up, moved the Engine to them, to take them out of the way: he then got from the place where he stood to work the Engine, and went to the end of it to mend the fire, when the Engine-boiler burst at the end next the fire, and the deceased was carried, with great violence, into an adjoining field, the distance of one hundred yards. Immediate search was made for the body, but ten minutes elapsed before it was found:- it was in a very mangled state, part of the face and skull was taken away, and it was quite dead.

George Hirst, the break-keeper at the top of the inclined plain, corroborated the evidence of the last witness.

John Spink gave evidence to the same effect, and also stated that he told the deceased to be sharp, as he had the steam too strong, but that instead of reducing the pressure, he turned the cocks, so as to prevent any steam from escaping.

Joseph Speed, who is employed as an engineer, stated that the Engine was

in complete repair, that the boiler was perfectly sound and good, and little worse for wear:- that he examined it that morning, that the metal where it was broken was perfectly sound, and free from any flaw. Witness has repeatedly cautioned the deceased against having the steam too high, and told him that if he did not mind he would certainly be doing some mischief. The superintendent threatened to reduce the wages of the deceased on this account. Witness said if the safety-valve is properly attended to, there is no danger whatever of an explosion.

Richard Jackson, the manager of Messrs. Fenton, Murray and Wood's Steam-Engine manufactory, at whose works the boiler of the *Salamanca* was cast, stated that he examined the broken boiler:- it appeared to have been perfectly cast, of sound good metal, and to have been burst by negligence, in keeping the spring upon the safety-valve, at a time when the Engine was not in motion. The Engine was tried at a pressure of 60lb. on the square-inch, and at that pressure it was perfectly safe.

The Jury found a verdict of *Accidental Death*, occasioned by the bursting of the boiler, in consequence of the deceased not having taken the precaution of removing the pressure from the safety-valves. A deodand¹ of £20 was laid upon the Engine.

It is obvious, from the preceding evidence, that the cause of this calamitous accident is entirely attributable to the obstinacy and improvidence of the unfortunate man who had the care of the Engine - but it is an inference equally clear, that similar accidents can only be effectually prevented by the introduction of an additional valve, which shall be inaccessible to the Engine-man, and the operations of which can neither be impeded by his obstinacy, nor obstructed by his negligence.²

This is a subject of great public importance; for the lives of the public, as

¹ "A personal chattel which had been the immediate cause of the death of any person, and on that account forfeited to be sold for some pious use." - New English Dictionary (1932). It seems most unfair that Brandling, having already suffered the loss of a £350-£400 engine, should have this imposed upon him when the man's death had been caused by his own recklessness!

² Not until the late eighteen fifties did this come about, when John Ramsbottom of the L. & N.W.R. Crewe works patented an incorruptible safety valve.

well as of the individuals employed, are interested in it, as it is not likely that an explosion should again occur without producing consequences more extensively calamitous.

Surprisingly, there is no mention here of the deceased engineman being "in liquor", as stated by George Stephenson to a subsequent Parliamentary Committee, though the witnesses of the actual explosion may have been seeking to conceal the fact that they might all have been enjoying a quiet beer in the brake-house during working hours!

The inquest report provides a most interesting glimpse of the method of working trains at Middleton 170 years ago and of the men who worked them, but obviously a search for the Parliamentary Report had now to be made.

The first Middleton History, compiled quickly in 1960 from the various often scanty records and writings then available, says "Giving evidence about this explosion before a Committee of the House of Commons. . . ." and I, for one, had always assumed that the Committee was investigating our accident. However, a year's Leeds Mercuries following the explosion revealed no mention of any Parliamentary investigation. Indices of Parliamentary Reports had no mention of Middleton. No wonder: there was no Parliamentary investigation into our accident - the evidence had been given to the House of Commons Committee studying the first Bill for the construction of the Liverpool and Manchester Railway! George Stephenson appeared before the Committee on 25th April 1825, as expert witness to advise on the proposed use of steam locomotives. Samuel Smiles, in his 'Life of George Stephenson', wrote "As to accidents, Mr. Stephenson knew of none that had occurred with his engines. There had been one, he was told, at the Middleton Colliery, near Leeds, with a Blenkinsop engine. The driver had been in liquor, and had put a considerable load on the safety valve, so that upon going forward the engine blew up, and the man was killed. But he added, that if proper precautions had been used with that boiler the accident could not have happened." So, apparently, the great man had never investigated the accident, and his knowledge was only hearsay, now being repeated seven years after the event.

Whether the deceased engine-man actually was "in liquor" probably will never be known now. The men might have been drinking on duty, but would probably have risked losing their jobs if so discovered. It seems more likely that a stubborn, headstrong man took one risk too many with a machine which required much more respect than he gave it.

SHEILA BYE

SALES MANAGER

No replacements have yet been found for John and Olive Chaplin, who retire as Sales Managers at the end of this year. They might be "a hard act to follow" as the saying goes, but they doubtless will be ready to give plenty of advice to their successors, and a good support team of shop assistants has been built up by Olive.

The Shop is a vital part of the Railway's continuing prosperity, and cannot be allowed to close down. If you think you could keep it running, please do give John a ring as soon as possible, for further information (number on the back page) - the job may not be as daunting as you first thought.

MEMBERSHIP MATTERS

Thanks to all the members who renew promptly when I send out the renewal forms. I hope these make it easier to renew: returning them certainly helps me as the membership number is then easily available. Can I ask you to check that your postcode is correct, and is also there? It does help the post office, and also means that I can get the records straight.

Now the bad news. It had to come! Due to the effects of our success, and hence VAT registration, we now have to pay VAT on members' subscriptions. This has meant that I felt that the subscription should be raised to take this into account. Accordingly, I suggested this at the last AGM, and it was passed. The subscription, therefore, will rise from January 1st 1990.

This does not affect December's renewals.

The new subscriptions will be as follows:-

Ordinary membership - £6.00

Junior & Senior - £3.50

Life membership - £95.00

Family membership remains at £0.50 per person.

The renewals due in December are not affected, and the June 1990 ones will be the first to reflect this change. All new members from January 1st will also be eligible for the new rate.

Now, after all that- can I ask you all to tell your friends and acquaintances how great we are? If we have only 10% success in enrolling new members in this fashion, it will help our membership. Any interest that you may encounter, then tell

them about how much fun Middleton can be. Let me have any hint of new members: forms & information can be despatched anywhere at the drop of a 'phone call.

Any members who wish to help in running the various departments are especially welcome. Contact the department heads, or myself via 'phone or address (on the back page) or at the station. Remember my answerphone is there to help you, and to give me the freedom to go gricing etc. on my day off! So please use it; I will always return the call, and if not then try again because something's obviously gone wrong.

I have also been asked to set up a Covenant system. This is so that we can claim the tax back on Covenanted subscriptions. These days a covenant only needs to last four years, not seven as was the case in the past. It does not have to be paid by banker's order, but can be for convenience. However, it does have to run for four years in order to claim the tax back. It can be paid yearly in cash, by cheque, or P.O. I shall be enclosing a form to all members to ask if you would be willing to pay by this method, and it will be personalised in the way the membership form is. If you wish to pay by this method in preference to the one already in use, then please feel free to tell me now, and I will amend the records to take account of this fact at the next renewal date.

MIKE SCARGILL

THANKS

The Project Officer of Community Industry, Ron, who supervised C.I. at Middleton for a year, has become redundant as a result of the amalgamation of Leeds and Bradford divisions. We thank him for keeping an at times unruly team under control, and achieving a lot of good work. The new Supervisor, Mr. T.W. Ward, will appear in about four weeks' time, and we shall at last have the full C.I. team back again instead of one helper.

Thanks also to the members (mostly charming ladies) who cleared all the grass and weeds away from the area round the main services block at Moor Road.

R.F. YUELL

SORRY!

Is this destined to be a regular feature?

1. Steam Power Trust member, Alan Thompson, pointed out that in Issue No. 126 I had omitted to say where the National Museum of Photography, Film, and Television is. It is on the edge of Bradford city centre and is signposted quite liberally, including at the Interchange railway/bus station from which it is about 5 minutes' walk. The Museum closes on Mondays.

2. Our antipodean member, Mrs. Bunty Roi, wrote to say that her cousin lives in Leeds, not Manchester, and is in fact the mother of working member Bob Cooper.

3. Dr. Youell writes "May I draw attention to a misprint in my notes on 'Still More Middletons'? (Issue No. 126). The check rail clearance is the distance between the running rail and check rail. In most countries, the distance is the same for railway and tram routes. Not here, however, where tram check clearances are 1", but railways 1 1/4" (not 3/4" as in The Old Run). This is a matter which has produced curious results. In Glasgow and Huddersfield, the tram routes were laid to 4 7/8" gauge, so that goods wagons of 4 8 1/2" gauge could run along them on the flange of the wheel, not the wheel surface.

Not all readers will know that 4 8 1/2" is NOT always used. On sharp curves, to prevent the wheels binding on the rails, the gauge is increased, and the sharper the curve the bigger the increase. The check rail clearance increases by the same amount. Therefore, a sharp curve of 5 chains radius (that is to say 330 feet) will have the track laid to 4 9 1/4", and the check clearance not 1 3/4" but 2 1/2".

The Editor apologises for these three errors, but does not promise not to let it happen again as both Alan and Mrs. Roi took the opportunity to send photos suitable for Old Run - one gets one's contributions by what means one can!

SHEILA BYE

ANNIVERSARY DINNER

It could only happen to us! It appears that the Cambrian Restaurant has suddenly gone out of business, and the Dinner will have to be moved to another venue, probably the Metropole Hotel in Leeds city centre. Unfortunately, the cost will probably rise a little. Another booking form, with full details, will be sent out with the next issue of 'The Old Run'.

H.M.I. VISIT

Her Majesty's Inspecting Officer with special responsibility for the minor railways, Major Peter Olver, paid us a visit on Friday, 22nd September. The visit was part of a week spent in Yorkshire visiting all the lines in the county.

During the course of a very comprehensive visit, Major Olver discussed our proposals for the new locoshed and museum building, and our future development plans. The new gangway connection between the coaches was inspected and formally approved with the comment that it was a well engineered piece of work, a credit to Chris Rogers and Graham Parkin, the modest duo behind our coaching stock conversions.

Major Olver was joined by two gentlemen from the Department of Transport for an inspection of the motorway tunnel, which has at some time since building been the subject of slight movement, sufficient to bring it outside D.O.T. requirements for loading gauge clearances. Cracks in the wing walls were also subjected to scrutiny. Following discussion, it was agreed that no action would be taken on the loading gauge problem unless we required to operate stock to the limit of the permitted gauge. The wing walls will be the subject of further investigation.

The visit was concluded with a trip up the line to Middleton Park. Major Olver expressed almost complete satisfaction with our operations and standards, as observed, something that greatly pleased the Middleton officials present. We think that we are doing things in a right and proper manner, but it is very reassuring when we get an official pat on the back!

STEVE ROBERTS

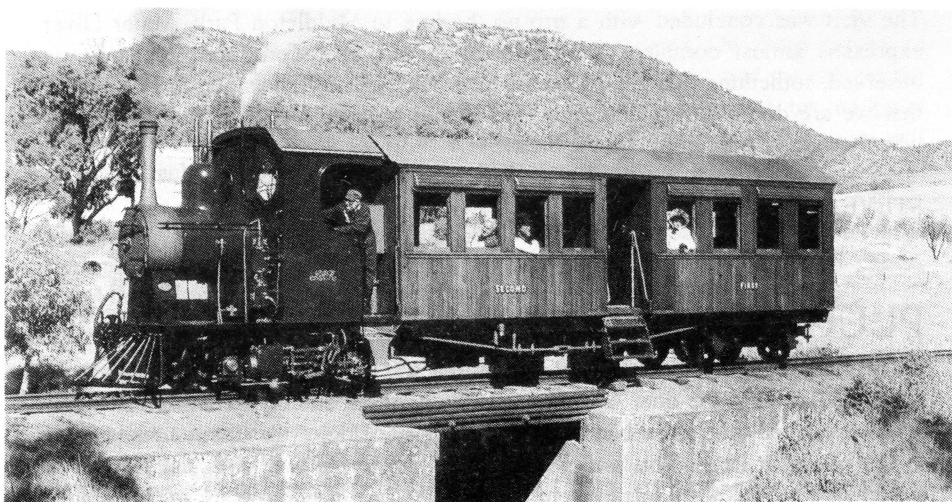
PLUGGING THE GAP

Some years ago, the southern end of the line was fenced following the opencast mining adjacent to the line. A while later, the northern end on the eastern side had a hedge planted to act as a barrier, but the opposite side of the line remained open to the public at large. This gap will be filled shortly, as we have just purchased sufficient concrete posts to carry out the work. All we need now are some friendly moles to dig the holes - or a few volunteers. Any offers?

STEVE ROBERTS



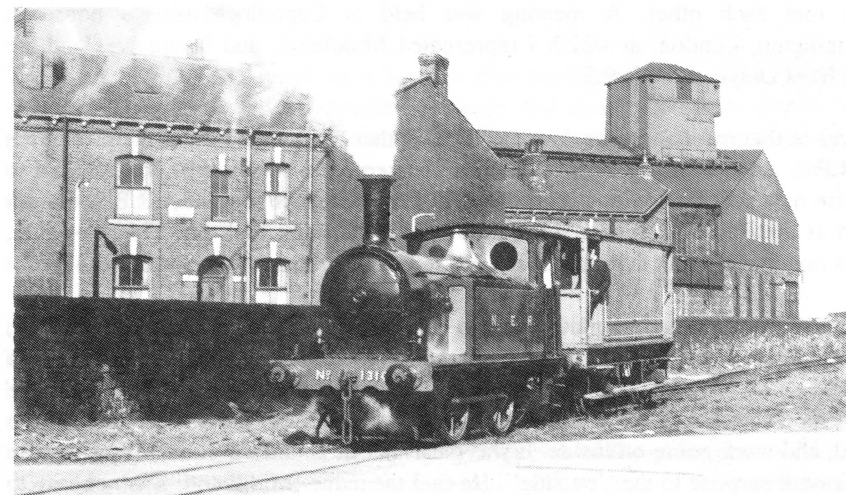
'Mirvale' takes a trial run to Middleton Park Halt during Gala Day, 24.9.1989. Photo: K.M. Hartley (See Pages 14 and 17)



'The Coffee Pot', Pichi Richi Railway, South Australia. Photo: Pichi Richi Railway Preservation Society Inc. (See Page 21)



Ex-L.N.E.R. Y7, No.898, at Ord and Madison, Middleton in Teesdale, date unknown. Photo: The J.W. Armstrong Trust. (See Page 20)



Ex-L.N.E.R. Y7, No.1310, on Balm Road Branch, late 1960's, with Gasholder Terrace and Clayton's Moor End Works in the background. Photo: A.R. Thompson.

OPEN DAY

The September Gala had as its highlights the steamroller 'Withernsea', a fairground organ, 'Mirvale' in steam again, and a large inflatable play area courtesy of British Telecom. Both diesel and steam locos were in use, single or double headed, or one at both ends. Photographers swarmed about. (We do regret them wandering right in front of trains without the slightest regard for safety!) Thanks to all who made this an enjoyable day.

R.F. YOUELL

A WELCOME VISITOR

Captain Peter Manisty, R.N., head of the Association of Railway Preservation Societies, visited us in August to discuss the 1990 spectacular.

It is not realised by many how the A.R.P.S. started, and what part Middleton played in it. In the beginning there were the Middleton and Bluebell Railways. There was also a Railway Preservation Society at Hednesford, near Walsall. The late Noel Draycott, Secretary, suggested that we meet to discuss co-operation, which at that time simply did not exist. None of the active preservation societies had met each other. A meeting was held at Captain Manisty's house in Kennington, London, at which I represented Middleton, and David Ives and the late Noel Draycott the R.P.S.

It was at that meeting in the Autumn of 1961 that we outlined the principles of the A.R.P.S. as an advisory body to keep all preservation societies in contact, and to advise new schemes on how to proceed. It is true that the present A.R.P.S. did not start at that meeting; it was some time before the thing took off. This, however, does not alter the fact that the seeds were sewn at that time and place.

Captain Manisty congratulated us on the good aspects of our present site, especially as we started with practically nothing except a secondhand shed from a building contractor. He praised the tidiness of the toilets, and the bookshop/cafe/ticket office. He was also pleased with the appearance of the loco shed, and work going on inside. It was clear that he found the "inside" of the site a pleasant surprise to the "outside". He said the name 'Middleton' was not easy to spot in the flurry of trees. Also, it is not the best way to greet the public by confronting them with ancient van bodies, dismembered vehicles, piles of firewood, and untidy heaps of other combustibles. Captain Manisty specially enjoyed the ride to and from Middleton. The unique coach, the slow haul up the 1

in 28 to Middleton, the running round, and the way we had managed to survive the M1 motorway all received the most favourable comment.

The main purpose of the meeting was a top level discussion of the 1990 celebrations, between the two ex-Royal Navy railwaymen, Captain Manisty and Ian Smith. Those of us who never reached a higher level than Fireguard and A.R.P. 1939-45 felt definitely several steps below the R.N.!

Captain Manisty has had a rough time in health, and it was most rewarding to see him looking much recovered. Having lost such preservation pioneers as Horace May, founder of Bluebell, John Bushell and David Garnock from our line, and Tom Rolt of Talyllyn, the survivors will have to see that the stitches don't come unstuck before June 1990!

R.F. YOUELL

CARR MOOR SIDE - end of an era

There are few remaining relics of the early days at Middleton. The top incline and staithes are difficult to trace: the buildings near Casson Close have vanished. On 21st September, Carr Moor Side - at the other side of the motorway - was knocked down.

The main building was used by a haulage firm dealing in lorries and articulated vehicles. They told me that Armley Museum had dismantled it to rebuilt it at Armley. If we feel a frustration that Armley should acquire a building which ought to have stayed with us, we have to realise that we probably had neither the time, the space, nor the money to do the same at our Railway.

R.F. YOUELL

EDITOR'S EXTRA NOTES - Around forty to fifty years ago, the group of buildings of which this was the only survivor was in use as a knacker's yard - known locally as t'osskiller's. The slaughterman's family lived in the building recently demolished. It was a later addition to a much more ancient house with timberframed stable/hayloft at the back. The kitchen of the older part had a large stove on which the slaughterman's wife boiled up huge pans of horsemeat for sale as dog food. I can remember queueing at the kitchen door myself to buy some - it was easy to tell when they were boiling up, as the awful smell pervaded all the surrounding streets! The other buildings of the group, set around a large yard, were demolished some twenty years ago to make way for the motorway exit.

TRAFFIC REPORT

The end of the season has arrived, and it is possible to assess the success, or otherwise, of 1989. Takings are up some 25%, but this is due in the main to the fares increase since 1988. As reported last time, Bank Holidays and special events have shown improvements at the expense of the ordinary weekends. It is difficult to say whether the exceptional weather experienced this year has had a good or bad effect on our custom. To enable us to gauge our customers more accurately, a survey has been carried out on several weekends this year. The results are somewhat surprising, and no doubt a detailed report will be appearing in due course.

With the Santa season shortly to be with us, we must hope for another bumper year. A very large part of our income is earned during the weeks up to Christmas, and if we have a bad year it could be disastrous for our plans. Keep your fingers crossed!

STEVE ROBERTS

LOCO NOTES

September, and the end of another season. Well, not quite as there are still the Santa Specials to finish the year off, but at least we will get two months respite in which to build up our strength again! 1988 was a relatively trouble-free year, but 1989 has more than made up for it. The premature and unexpected withdrawal of No.385 for re-tubing, and the failed superheater coil on the Sentinel, have already been recounted in past issues of The Old Run. These have been followed by broken springs on 'John Blenkinsop' and perforated main steam pipes on 'Mirvale'. However, we have managed to cope reasonably satisfactorily, turning out two engines when needed, and three for the Gala.

2003 'John Blenkinsop' let us down in July by breaking an axlebox spring. Fortunately, it was noticed whilst the loco was not in steam, so there was no disruption to the service. The spring was repaired and the loco was back in service within two weeks, during which period several minor jobs were carried out. The loco's ten year boiler certificate expires on 22nd May next year, after which it will be taken into the workshops for an overhaul, hopefully to return to service late in 1991.

385 The tubes "expected any day" in the last Old Run didn't in fact materialise until nearly the end of July, which was a bit disappointing. More disappointing

was the fact that they had to be expanded by hand, as the air drill would not expand them enough. However, they are at last in place, and work has started on stopping the various leaks that occur when the boiler is filled with water! (None serious - so far!) It is hoped that 385 will be available for Santa Specials in December.

54 The Sentinel has generally performed satisfactorily since returning to service, the only problem being a loose key on the crankshaft sprocket. Loco crews seem at last to be getting used to it, and, provided that the fire is right, it steams excellently. It is still something of a celebrity loco, and is to go to Padiham Power Station Open Days on 7/8th October, where it will rub shoulders with various other main line locomotives. Once back, it will be all hands to the pumps to strip the boiler for its annual examination. Every two years, we have to drop the firebox out of the Sentinel and this is one of those years.

1882 'Mirvale' was virtually ready for a steam test at the beginning of August, but a lack of safety valves prevented this. The valves, which were in poor condition, had been sent away for repair some months previously, but the repairer was having problems with the supply of new springs. When, at the beginning of September the valves had still not materialised, it was decided to modify some spare Ross Pop safety valves to fit. The loco was steamed and passed by the Boiler Inspector on 15th September, and has worked a test train to Middleton Park. As was to be expected after twenty years out of use and a major overhaul, this was not without its problems, and both front coupling rod bearings ran warm. More of a headache though was the fact that the main steam pipe was found to be perforated and will have to be renewed. This in itself is not a major task, but is annoying as the cab back will have to come off to get the new pipe in, and of course it is a non-standard size!

1310 has taken something of a back seat whilst 'Mirvale' and 385 are sorted out, but has progressed (or should I say dismantled) slowly but surely. The boiler should be lifted imminently, and then the frames can be lifted off the wheels. Drawings are being prepared for the manufacture of new tanks, which work may be put out to contract. The two tanks have obviously been much modified over the years and are dimensionally quite different!

7401 'John Alcock' should, if all goes to plan, return from the National Railway Museum on October 5th. We have yet to assess the feasibility of fitting vacuum brakes, but if this does not present problems the loco will be available for 1990 services.

D631 'Carroll' is in service and shares passenger work with D577. The paintwork

is becoming somewhat shabby, and if time and labour are forthcoming, a repaint may be carried out before next season.

D577 'Mary' and 4220038 are in service, while work continues on 138C's repaint.

Rowntree No.3 Some preparatory work has been started, with a view to putting the loco into service.

Brush 91 has been booked for some shed space this winter, to enable the many minor jobs to be carried out and for the loco to be given a repaint.

STEVE ROBERTS

STOP PRESS

1. The boiler has now been lifted off the Y7.

2. 'John Alcock' arrived home safely on the 5th October. An immediate and tentative starting up proved, to everyone's delight, that it actually still works!

PLANT & MACHINERY

Efforts to find a replacement steering box for the tractor have so far been abortive, and its future is in doubt. The crane has seen occasional use, and has been provided with a replacement battery following the expiry of its previous one. It is planned to replace the ropes in 1990 as the existing ones, although in reasonable condition, are over twenty years old which is, for a wire rope, very old!

STEVE ROBERTS

WELCOME WORKERS

There have been several very welcome new workers in the yard of late, but with the 1990 celebration coming up there's always work to spare. If you would like to lend a hand, skilled or unskilled, why not come down to the Railway one weekend, or join the regular Wednesday Work-Ins from 6p.m. to 9p.m. The Wednesday evening work is usually carried out in the workshop at this time of year. If you would like any further information, please ring Steve Roberts or Vernon Smith (numbers on the back page).

CARRIAGE & WAGON NOTES

At last the end is in sight on the conversion of No. 1867 to a coach. Most of the seat frames are installed, and only await the screwing on of the laths. Most work recently, however, has been concentrated on the fitting of a gangway connection to this vehicle and No.2084. This gangway connection is nothing like the pullman gangways present on British coaching stock, but is more akin to continental practice on open balcony vehicles. The vehicles are fitted with these connections at one end only, and are meant to run as a pair with the brake/guards van at the downhill end of the train. The connection is only for staff purposes such as ticket inspection, and will not be used by the public.

STEVE ROBERTS

THE 'PHONE NOW RINGING

At the August Council Meeting, it was agreed to pension off the carrier pigeons and seek connection to the British Telecom network! For once, events moved swiftly, and a line was installed within a matter of days with the number, Leeds 710320, being transferred from Ian Smith's home as that was the number used in all our publicity. This was perhaps a bit embarrassing, as we had not obtained the necessary equipment to plug on to the end of the line, so if you 'phoned that number at the beginning of September and received no reply, please accept our apologies.

STEVE ROBERTS

N.B. Ian Smith's new number appears on the back page. The official 'phone is a pay model and, whilst it naturally will be a useful thing to have in cases of personal or official emergencies, its main use is for incoming calls - as a "talking timetable". The answerphone will provide a recording option as well as publicity information, for those wishing to urgently contact a particular member or wanting more specific information, for instance. A special facility will allow the tape to be "interrogated" from another line, to check for messages when there is no-one at the Railway.

TWINS x 2

Alan Thompson, of the Steam Power Trust, has pointed out a double coincidence in the continuing saga of The Other Middletons: not only were there sidings at Middleton in Teesdale, but one of the firms using them, Ord & Madison, actually owned an ex-L.N.E.R. Y7, No. 898. I am indebted to Alan for sending this information, and for supplying a photo of the locomotive, which appears in the centre pages.

TRACK MATTERS

Under the direction of P.W. Advisor, Fred Youell, the improvement of the running track has continued. As was mentioned elsewhere, an amalgamation of Community Industry branches reduced their workforce at Middleton to one man plus supervisor for several weeks, but members - including three professional engineers - have helped at weekends. The first section of track was completed in September, with rotten sleepers replaced, subsided track jacked up and packed, and everything brought up to textbook standard. The achievement was commemorated with a sign 'Prize Length 1989'. With secondhand sleepers costing from £5 to £8 each, as many as possible have been cannibalised from disused sidings.

Many thanks to all members who have helped. In the words of The Doctor "Only another 79 lengths to go"!

INSULT TO INJURY

A major nuisance, and at the same time a risk to safety, is the blatant trespass on the line. Motorcyclists skidaddling along within inches of the train is one menace, objects on the line another. People walking through the tunnel and on the main line, ignoring requests to keep clear, all constitute a risk.

Our platelayer was descended on by someone in athletic dress. He said he was in (what sounded like) The Hunslet Hiking and Athletic Society. He said we were making things difficult for them. They apparently use the concrete sleepered section as a public footpath. He said "We want you to level out all the stones between the sleepers so that we can walk along in safety. There is a risk of our members being tripped up by the uneven stone surface".

The platelayer's response cannot be quoted here.

R.F. YOUELL

G'DAY PICHI RICHI!

Recently our Vice-President, R.F. Youell, wrote of a member who visited from New Zealand.

One Monday night in May, I was clearing rubbish by the main gate when a car pulled up. Two men got out and asked if they could look round. I said yes, and after about thirty minutes they came back to me at the gate and said thank you. One also told me he was from a preserved railway - in South Australia. I gave him some of our timetable leaflets for information, for which he thanked me.

Imagine my surprise when I received a letter, postcards and timetable from Australia, when I had thought someone was pulling my leg! I have replied, enclosing two of our postcards.

GEOFF SAUNDERS, No.3 GUARD

(According to the leaflet sent to Geoff, the visitors came from the Pichi Richi Railway, which runs for over 27 miles from Quorn through the Pichi Richi Pass towards Port Augusta on the South Australian coast. For around twice the normal fare (presumably to compensate for the fact that far fewer people can be accommodated than on their normal trains), it is possible to travel on what is known officially as 'Steam Motor Coach No.1 "The Coffee Pot"'. The fare includes a "light picnic luncheon" - and it has to be admitted that the mode of travel is really rather unique, as can be seen from the postcard reproduced in this issue! "The Coffee Pot" locomotive is especially interesting in that it was built in 1905 by Kitson's of Leeds, a firm founded in 1847 by a pupil of our own Matthew Murray.)

DOWN THE DRAIN

The installation of a main drain from the new buildings on Clayton's Dartmouth Works site to the main sewers is going ahead, but those concerned do seem to have made heavy weather of it. There was one lot of contractors to pull the track up, another lot built the pipes between the pedestrian subway and the Middleton main line, and a third lot built the pipe on the other side.

The people dismantling the existing line seemed to have used demolition equipment or bulldozers. Chairs were simply snapped where the rails fitted into them, and sleepers were scored or broken into parts. A fairly competent

preservation society could have achieved about a 95% recovery in good condition given the chance, but the casualty rate in this case was much higher. There would also appear to have been a breakdown of communications, because the track lifting people pulled up three complete 60 feet panels of track, regardless of the fact that not an inch nor an ounce of sewage pipe was going to be built under them. The only compensation about the cost of this Heath Robinson effort is that we, Middleton Railway Trust, will not have to pay for it!

Considering that the track was laid good secondhand in 1970, it is interesting to find many of the undamaged sleepers still in good condition, with no signs of decay.

R.F. YOUELL

SANTA SPECIALS

Please note that these very popular events will now be held on Sunday 26th November, and then Saturdays/Sundays the 2nd/3rd, 9th/10th, 16th/17th, and 23rd/24th December. Trains will run at least every half hour (more often if required) from 11a.m. until dusk, and fares will be £1.80p each person. There will be presents for the children, and the usual glass of wine and mincepie for the adults. Ring Ian Smith, Leeds 711089, if further details are required.

As with all special events with extra attractions, members' free rides regretfully will have to be suspended. Unlike many other preserved railways, however, we still offer free rides for members on all normal operating days, limited only if the trains are crowded - in which case members may be asked to wait until there are not quite so many Visitors. We hope you will be understanding in the not too frequent event of this happening. N.B. Don't forget your Membership Card!

YULETIDE SPECIALS

These will run on the 1st January at 11a.m., 12 noon, 1p.m., and then half hourly until dusk. Fares will be as normal.

MIDDLETON RAILWAY TRUST LTD

(Limited by guarantee and not having a share capital)

Registered Office: The Station, Moor Road, Leeds LS10 2JQ

Telephone Number: Leeds 710320

Registered No. 1165589 Registered Charity No. 230387

Vice-Presidents

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

Chairman

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

Leeds 528021

Secretary

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

Sheffield 683812

Treasurer

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

Leeds 582393

Council Members

E.Ambler

C.Barracough, 25, Granny Avenue, Churwell, Leeds 27

N.Brampton, 81, Bradford Road, Wakefield WF1 2AA

G.Dinsdale, 24, Holt Dale Gardens, Cookridge, Leeds 16

P.Lodge, 12, Butler Road, Harrogate, HG1 4PF

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

D.Monkton, 22, Red Hall Avenue, Leeds LS17 8NQ

S.J.Roberts, 7, Hayton Wood View, Aberford, Leeds LS25 3AN

C.Rogers, 71, Kirkstall Lane, Leeds LS5 3JZ

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

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

Wakefield 374630

Leeds 670892

Leeds 659441

Leeds 813626

Leeds 585068

Leeds 711089

Membership Secretary

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

Leeds 585068

Current Subscription Rates

| | |
|------------------------------------|--------|
| Full Trust Membership | £5.00 |
| O.A.P Trust Membership | £3.00 |
| Family Associates of Trust Members | £0.50 |
| Junior Associates | £3.00 |
| Life Membership | £75.00 |

Council Secretary

Mrs.Cowling, 2, College Street, Sheffield S10 2PH

Sheffield 683812

Publicity Officer

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

Leeds 711089

Sales Manager

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

Leeds 582393

For all Print Requirements



**Print
Services**

Butterworth & Pilkington Ltd

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

PAINTING & DECORATING?

For interior and exterior work contact:

William Holliday

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