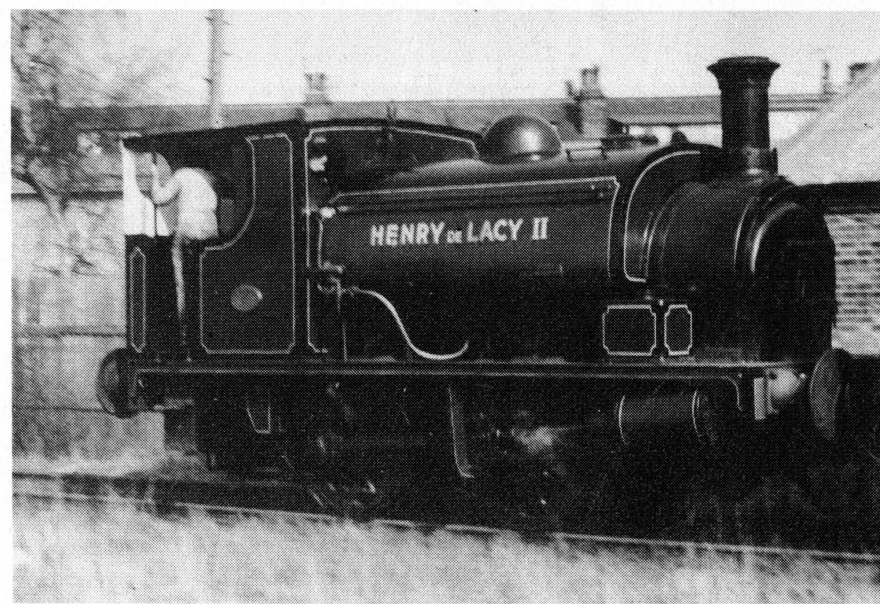


THE OLD RUN

JOURNAL
OF THE
MIDDLETON RAILWAY
TRUST



No.157 SPRING/SUMMER 1997

THE OLD RUN

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Opinions expressed in the magazine do not necessarily reflect these of the Middleton Railway Trust Limited, the Middleton Railway Association, or the Editor.

Many thanks indeed to the members who provided articles, reports and photos for this issue. ALL members are invited to contribute to their magazine articles, news items, letters, photographs or drawings on relevant subjects. Could members sending photographs please mention whether they would like them to be returned after use, or put into the Middleton photo archive.

Material for the Autumn Issue should reach the Editor by 1st September 1997, at the very latest, please.

CONTENTS

From the Chairman	4
Loco Notes	4
Notes & News	8
The President	15
Comings & Goings	16
Sir Berkeley	21
Leeds Forge Company	21
Recent Departures	24
Times Past - Spring 1856	30
Times Past - Summer 1814 & 1812	36
A Very Warm Welcome	42

Cover picture: it's a long time since *Henry de Lacy II* appeared on our front cover!
Photo: Chris Nicholson, circa the 1970's?

Editor: Mrs. Sheila Bye

Editorial Address: 15 Leylands Lane,
Bradford, Yorkshire, BD9 5PX.

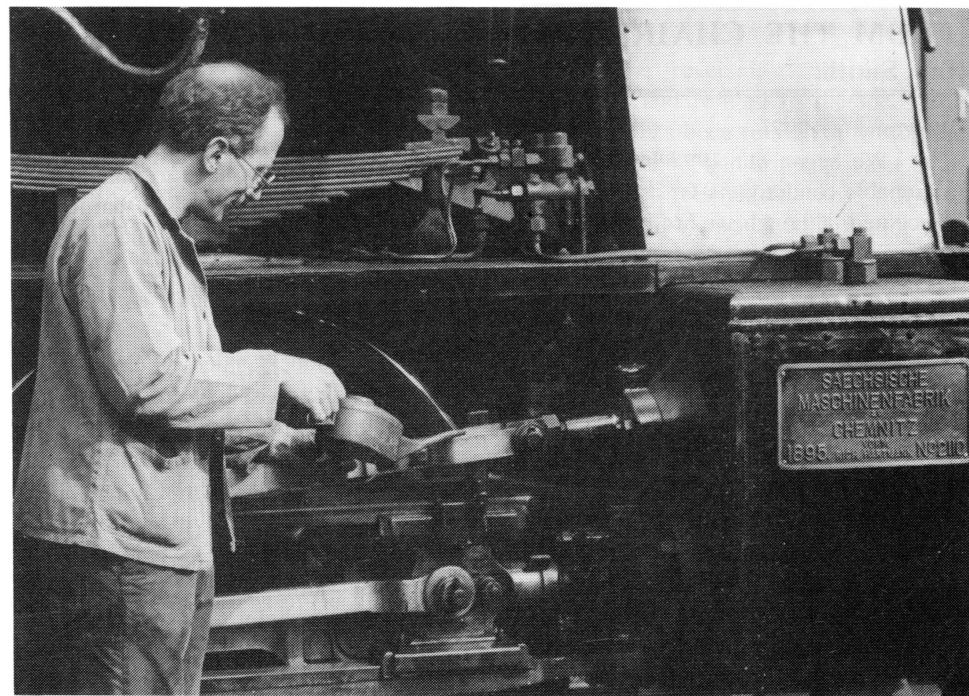
Telephone: (01274) 543574
e-mail: c.t.bye@comp.brad.ac.uk

WRITTEN CONTRIBUTIONS can be sent on paper in the normal way, or on computer diskette, or by e-mail (see above). Diskette contributions are best saved as plain text files which can then be changed, as can e-mailed contributions, to the system used for producing *The Old Run*.

EDITORIAL

I have two apologies to make for mistakes in the Winter Issue. Firstly, the minor point that, on rediscovering my video of the short programme on railway history mentioned in *The Cable Goeth*, I found that it was actually produced by a Munich studio and not an English one as stated. I should have known. Secondly, and not nearly so minor: many apologies to Dennis Caton, who was named as the painter of the reproduction of the Yorkshire *Collier* which hangs in the Ticket Office at Moor Road. Finishing off the article at greater speed than normal, I obviously did not think about it long enough to realise that this was not Dennis's artistic style at all. Once again, abject apologies to Dennis and also, of course, to the member who actually did produce the picture and who, as yet, remains unknown.

Finally, members may have realised (but were too polite to enquire about it?) that *The Old Run* which should have arrived in April did not do so. I really am extremely sorry for the non-appearance of the Spring Issue, which was due mainly to a variety of family problems and illness, and hope that members will enjoy this double size Spring/Summer Issue which has been produced to bring railway news up to date. I hope also that future issues will appear as and when they should!

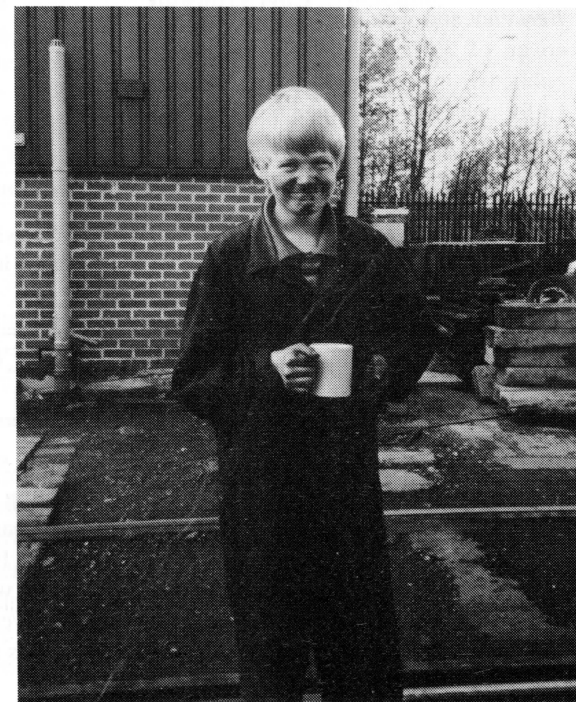


MIDDLETON PEOPLE

Above: Graham Parkin makes sure that Nr. 385's centenarian joints are well oiled, 4th August 1996.

Photo: Keith Hartley

Right: A smile and a cuppa - a young Middleton worker takes an obviously well-earned teabreak during one of the *Thomas* weekends, 4th May 1997. (Is that Richard Barry under all the oil, and how did he manage to keep his hair so clean when the rest of him most certainly was not?!)
Photo: Keith Wear



FROM THE CHAIRMAN

Ian Smith

Welcome to 1997!

We began our 1997 season in a reasonable condition as far as locos are concerned, although we are in need (as always) of more engineering staff to keep things going.

The trackwork was completed on schedule, thanks to superhuman efforts by the few regulars who turned out in all weathers to lay in the requisite number of new panels. Thanks are due to these stalwarts, without whom there would be no railway to run on this year.

One less pleasant episode to report was the complaint by a customer of derogatory remarks being made by a railway member during a charter special last year.

This particular charter used *Sir Berkeley* and was featured on the front cover of *RAILWAY WORLD* - good publicity one would have thought. Unfortunately, one member did not think so and loudly condemned the participating photographers as "Anoraks" etc.

A repeat charter in January saw another series of jibes at photographers by a railway member, leading to some adverse comments yet again from our paying customers.

Now, I am all in favour of free speech at the railway, and will respect folks' views even if I don't agree with them, but clearly some restraint has to be made - no-one should publicly deride other people at the railway and most certainly **MUST NOT** deride our customers, who pay good money to photograph the trains and have, up to

now, been more than happy to come again.

Council have made it clear that anyone who is heard publicly deriding such activities will face disciplinary action. I am sorry to have to raise this issue in *The Old Run*, but feel that it is vital we present a friendly attitude to all our customers and hope that I will not need to return to such unpleasant subjects again.

The Council, aided by President Egan (sounds almost regal, doesn't it!) are continuing to work towards our extension, with Stan Holdsworth doing sterling service, talking to Councillors and building firms alike. I hope to be able to report some positive news in the near future, although we still have a long way to go before we can achieve our ambition of running into Middleton Park.

Finally, as the season is now upon us, if you can spare the odd weekend to help with the many jobs (Shop staff, Engineering, Guarding etc.) please call the relevant officer, or myself, to volunteer - you will be most welcome, I can assure you!

[As always, officers' telephone numbers are on the inside back cover.]

LOCO NOTES

John Wilkinson

Spring is here at last and, as I am writing, the Spring Bank holiday Postman Pat event is under way.

From a loco point, the season is going well, although we are in the midst of overcoming one or two difficult repairs at the moment.

Thanks to the track gang, we have a railway to run on which is improving year on year.

You will also notice at the back of *The Old Run* that I am no longer Traffic Manager: this is due to pressure of work. However, this article does allow me the space to thank everyone for all their assistance.

1625 In traffic and proving its doubters wrong on a daily basis now. I notice from the record book that it has been in traffic, with no faults reported at the end of the day.

1882 Mirvale The boiler has recently been washed, and this loco continues to perform reliably. The leaking tubes which were experienced following its return from Lackenby have now taken up once again.

68153 Still in need of a new chimney base: otherwise ready to run.

1601 Arthur Nearly ready for the hydraulic boiler test.

67 Little progress due to other commitments.

1310 Following the manufacture and fitting of a new regulator valve, this loco has now passed hydraulic, cold and steam tests with the boiler inspector.

Despite many hours of hard and painstaking work from Peter Nettleton, Nigel Crowther and Steve Roberts, the new valve does not yet seal properly, so the front of the loco still disappears when the cylinder drain cocks are open. Further work will overcome this

problem.

The reversing scale has been repaired and refitted to the loco. The cab roof has been re-sealed, to stop the gutters leaking and dripping water on to the driver! The whistle valve will also be re-seated, and that will stop the water dripping through the cab ventilator on to the fireman!

The loco will return to traffic shortly.

385 In traffic, and has been in use over the Easter weekend.

2387 Brookes No.1 Progressing in its restoration.

D631 Restoration is moving ahead.

7051 In traffic.

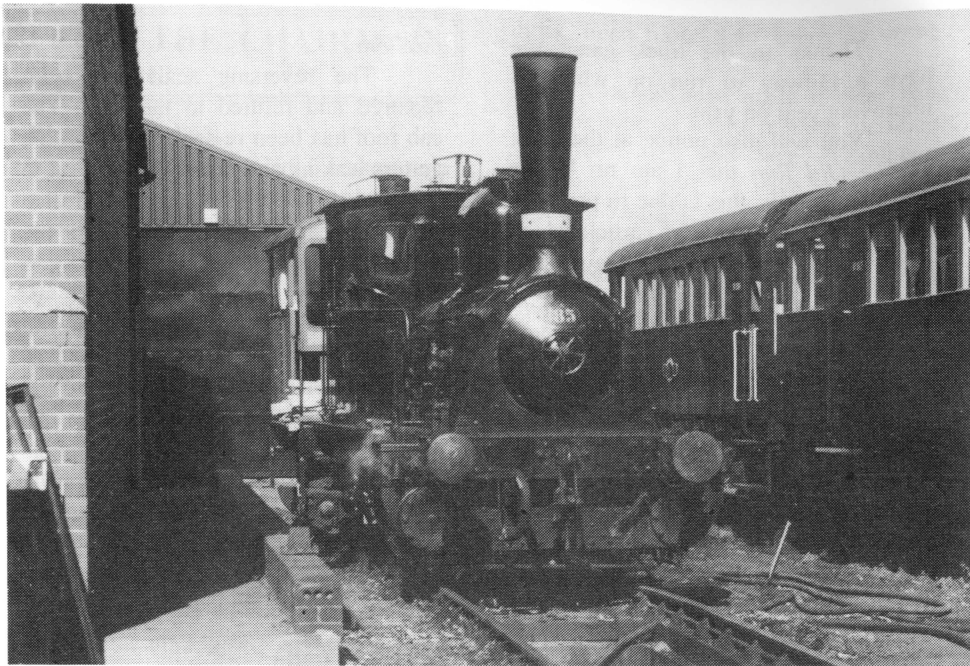
Rowntree No.3 In traffic.

Brush 91 In traffic. Has suffered from a mysterious starter problem. As with all things on 'Alf', it's a mystery, and Wizards Parkin and Nettleton have cast another spell to persuade it to cooperate.

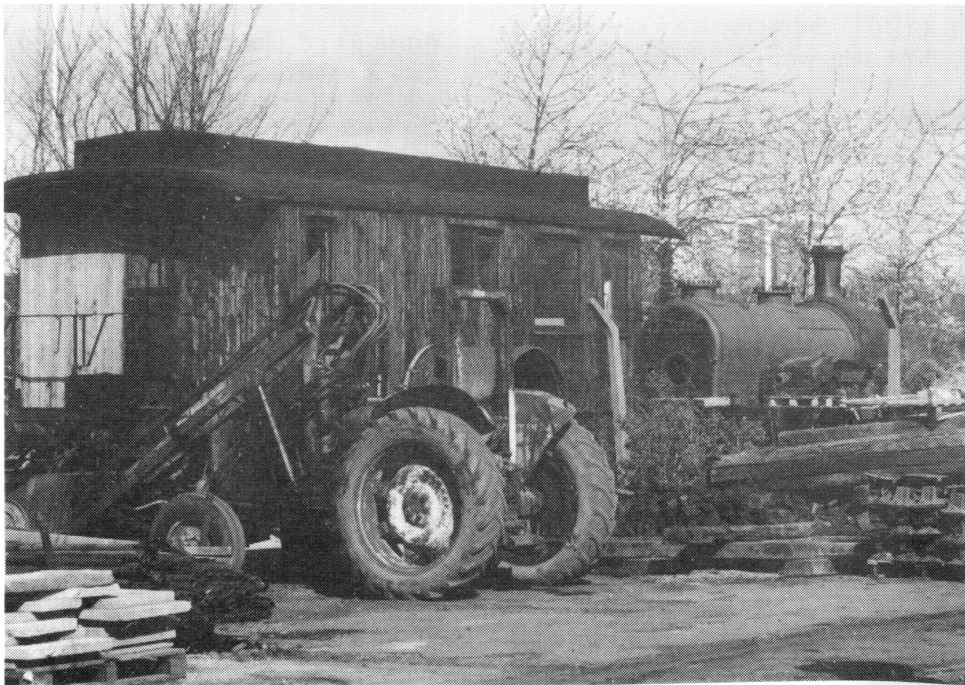
138c Peter is pressing on with his repairs and improvements.

Tractor It's still here!

Not a lot to report, which you may find strange following the winter. However, it is a reflection of the other work which has been carried out. The track laying has been successfully completed and, also, one of our passenger carriages has been repainted. By the time the next report is due, hopefully there will be plenty more to report.



Above: Nr. 385 rests in the afternoon sunshine. Below: the Norwegian coach and No.67 on the new length of track north of the shed. Both photos: Keith Hartley, 29th March 1997



Left: the crane assists a pair of Middleton workers in the marshalling of track laying components.

Immediately beyond the members stands the old container shop/ticket office on its sleeper platform, though this will not show up so well in monochrome as in the coloured original.

MOOR ROAD - MEMORY LANE

Two stages in the creation of the Moor Road Station Yard, during 1983. Both photos: Keith Hartley

Right: 2003 *John Blenkinsop* moves a wagonload of sleepers from the stockpile to the south end of the yard, passing the newly laid sidings, with the as yet undeveloped shed site in the background, immediately left of the engine cab.



NOTES & NEWS

Steve Roberts

It seems a long time since I last put fingers to the keyboard to write anything for *The Old Run*. John Wilkinson has ably filled the gap with his Loco Notes, but the Editor has kept dropping unobtrusive hints that the magazine is lacking information on all the other activities down at the line. So let's begin with

PERMANENT WAY

In what has become something of a tradition lately, the winter's P.W. work has involved the replacement of more timber sleepers with second hand concrete ones. This year we managed to relay 8½ lengths.

The original plan was to start the relaying work on the first Saturday of January, but the bad weather (snow) precluded a start as planned. We did start to lift the track on the following Saturday, but the ground was still quite hard with frost. Lifting sleepers in these conditions is not the best thing, as the (ash) ballast sticks to the sleeper, increasing its weight tremendously. We did manage to get six lengths lifted during the day, a rapid thaw easing the burden as the afternoon progressed.

During previous relaying we have spent much time levelling the trackbed manually, using shovels, as the replacement concrete sleepers were laid in. This year we decided to mechanise the task, and the following weekend we hired a JCB to level the trackbed whilst we lifted the remaining sleepers. Once this task had been completed, it was a relatively simple job to lay in the

concrete using the same, well-tried method as in previous years.

This involves pre-fabricating 20 foot panels (8 sleepers) using old rails at Moor Road. These are then transported to site on flat wagons where our crane is used to lift them into place. Once three of these panels are positioned, the short rails are removed and the original 60 foot rails placed in the chairs. We have now done this so many times that the regular P.W. team know exactly what to do, and everything generally runs smoothly. On one day we managed a record four 60 foot lengths using this method, and we even found ourselves overstaffed for the job! (Before anybody thinks that we don't need any help, let me say that this was undoubtedly a unique occasion!)

The following weekend was spent dropping new stone ballast and aligning and levelling the track. A final weekend's work saw the dedicated team using Kango hammers to tamp the ballast, and make any final adjustments before handing the line back for traffic.

Although we had materials to relay more track panels, the 8½ panels took us up to the old 'Beatwaste' crossing. This was laid in by contractors in the 1970's when land filling was taking place, and consisted of mass concrete poured around the track. Trial excavations showed that this was some 18in. deep and would require specialist equipment to remove it. As it was a case of once started the job would have to be finished, it was felt better to leave it until next year, when more time would be available.

At the present rate of progress, and subject to materials being available, the task of relaying the main line should

be complete within the next three years. By then, all our operating lines and sidings will have been relaid within the last twenty five years.

We will not be able to sit back and rest though, as some of the timber sleepers laid in by contractors when the M1 motorway was being built are starting to become life expired. At least the concrete sleepers should not require replacement in the next twenty five years!

As a matter of interest, the cost of second hand concrete sleepers has increased tremendously of late, reflecting the demand from the private railways. Our first concrete sleepers cost us £5.00 each. To obtain this latest batch, we had to pay £19 per sleeper. We would dearly love to obtain such sleepers more economically and, if anybody knows of a suitable source, we would love to hear from you.

A BALLAST WAGON

One of the harder tasks that we have to perform when carrying out our track renewal programme is the laying of new stone ballast. Once upon a time, when we were much younger and fitter, we would receive up to eight 'Grampus' wagons from B.R. filled with spent ballast, on a Tuesday. In those days we thought nothing of emptying these wagons by hand, on an evening, after a day's work, before returning them to B.R. on the Thursday.

Times change, and now we only use new stone ballast for our P.W. relaying, this being delivered by road. Whilst we can load ballast fairly easily using the tractor (or even the crane fitted with its grab) into a wagon, the only practical way we have of

discharging it has been by using shovels and manpower. To help us in this task we have long been searching for a ballast hopper wagon, but without much success.

'Necessity is the mother of invention', and our needs have been relatively well met by a slight modification to the tipper wagon that we obtained some years ago from Meadowhall Sewage treatment works. Two small holes have been made in the bottom of the skip and fitted with sliding doors. These doors are not readily visible, and the outward appearance of this unique vehicle has been maintained. These sliding doors allow a controlled discharge of ballast into the centre of the track, taking much of the effort out of the task of ballasting. We still have to spread the ballast into its final position around and under the sleeper, but this is a relatively easy task.

CARRIAGE AND WAGON

One of the main tasks each winter is repairs and painting of our coaches. These need a fair amount of maintenance to maintain them in reasonable condition, and we try to overhaul one coach each year. Such work has to be confined to the short winter closed season.

This year it has been the turn of the saloon coach, No.1873. In addition to a full external and partial internal repaint, some rotten woodwork has required replacement, principally around the windows but also involving replacement of a plywood panel at the north west corner.

There is a need to keep both coaches operational throughout the

running season and, whilst we can operate without saloon No.1873, we cannot operate a service if the brake coach (No.2084) is out of service for any reason. We are presently negotiating for the use of another P.M.V. to turn into a coach, primarily to give us a spare vehicle. Such a vehicle would have a guard's compartment and handbrake, and would be built to have a similar appearance to the existing vehicles. Using experience gained with the existing coaches, it will almost certainly be framed and externally clad with steel and not timber.

To comply with new legislation, we will now have to seek approval of any design from the Railway Inspectorate before we can commence work, and detailed design drawings will have to be produced. This is a far cry from the previous coaches, which were sketched out on scraps of paper and detailed as the work progressed!

Work continues, albeit slowly, on the 16 ton mineral wagon on loan from the National Railway Museum. The floor has been removed completely, and the body sides cut back to remove corroded platework. Quotations are now being obtained for replacement steel and, once the go ahead is received from the N.R.M., this will be ordered to allow repairs to be carried out.

THEFTS

It is saddening to report that we were subject to two break-ins recently. On the first occasion, we realised that the yard had been broken into but did not immediately realise what had been taken. It was only afterwards that we noticed that two loco springs and a

steam brake cylinder had been removed from the frames of No.67, together with other miscellaneous bits and pieces, which included three link couplings and rail chairs.

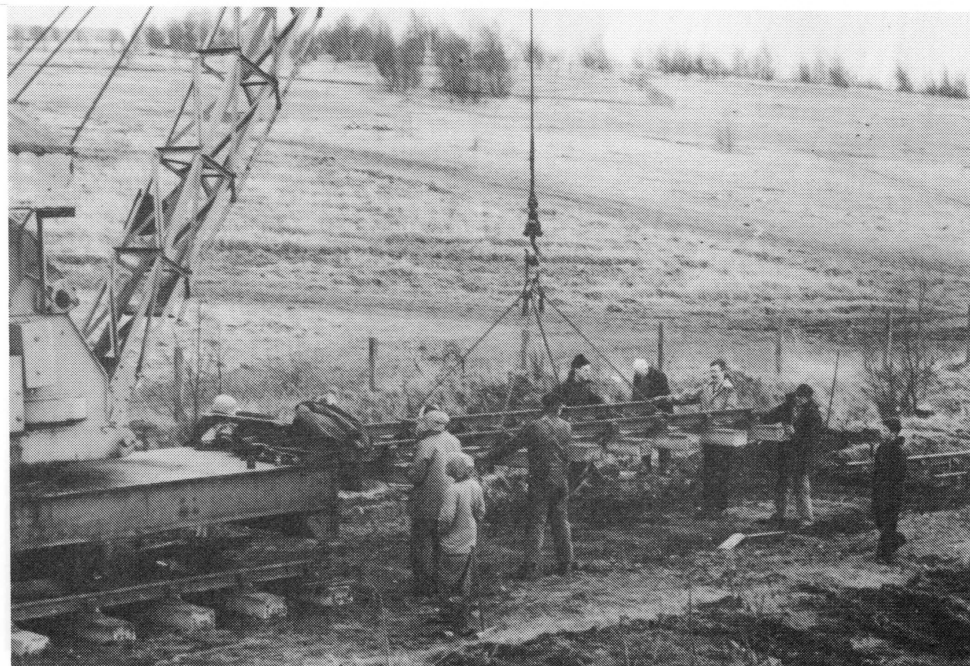
Two nights later, the same two people returned and shovelled a couple of tons of our coal stocks into sacks, which they carried away to a waiting vehicle. We know that it was the same two people and that it was a white Sherpa van, as the events were captured on a security camera belonging to a local factory. Unfortunately, the security guard, although noticing the vehicle, did not zoom in on the culprits as they were outside their boundary. We have taken steps to improve the security of equipment, but sadly there is little that we can do to prevent such incidents occurring.

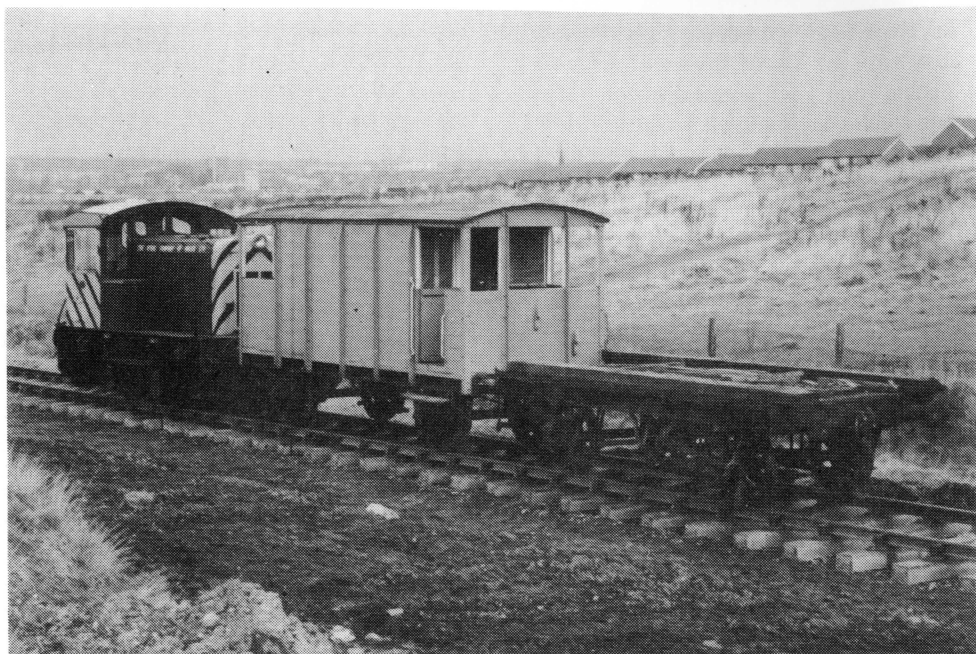
On a slightly different note, a routine inspection of the Middleton Park station trackwork, just before Easter, found that someone had tried to cut through a length of rail using oxy-acetylene cutting equipment. For reasons only known to the culprits, they had stopped with the rail only partially cut through. We were able to effect a repair by drilling the rail, and fitting fishplates to splice the partial cut.

It is of concern that we have suffered in this way as thefts of scrap, which these are, is something that we have not had for many years. Whilst we have had break-ins to the shop and workshops in the past, these have been targetted at the more obvious goods, such as shop stock and power tools. We have a vast amount of steel in the form of track and, indeed, locos, which could be the subject of a similar scrap metal raid.



Above: 'slewing' the newly laid track.
Below: lowering in the last new panel.





Above: the works train on a new section of track.

Below: the works train plus crane, and a nice clear winter's day view of the city.



Above: Is it a bird? Is it a plane? No, it's the newly relaid track being looked at with much satisfaction by the hardworking p.w. team. Below: the works train goes boldly forth etc. . . .



ACQUISITIONS

Our members continue to be a formidable acquisition team, sometimes with embarrassing results! When we started overhauling the Hudswell diesel, *Carroll*, some thought was given to the replacement of the Gardner 6LW diesel engine with a more modern power unit.

One of our members located a suitable engine that had seen use on a standby generator, and made enquiries as to its availability at a price that we could afford. This was not forthcoming, despite much pestering and pleading. It was therefore decided to overhaul the existing Gardner engine and return it to *Carroll*. This work had been completed when the member concerned was informed that it had been decided to donate the complete power unit and generator to the Railway, and that it would be delivered shortly. We are now the proud possessors of a 50 kVA diesel generator which we are presently scratching our heads as to what to do with!

Another recent acquisition has been a petrol driven chain saw. With the large number of decaying timber sleepers (about 500) that we have lying around from the past few years' relaying, it will certainly see some use. We will also have plenty of firewood!

IN THE WORKSHOP

The new workshop is now in full use, following the completion of the trackwork at the end of last year.

The back road, which is used for locos undergoing long term overhaul or repair, is currently occupied by **D631**, **2387** and **138C**. The shed road is generally used for locos requiring minor attention, or simply to provide some

covered storage.

Of the machine tools, most are now in their final position and have been powered up. However, we still have to move the Ward lathe and the two radial drilling machines from the old workshop. Acquisition of a small shaper some while ago has effectively rendered our old shaper redundant and it is available for disposal. Any offers?

We have recently benefitted from a generous donation of tools by Vickers, from their Barnbow factory. These items consist mainly of milling cutters and lathe tools, amongst which are some weird and wonderful special cutters labelled 'Centurian'. Do we now have the capabilities to build tanks?!

Whilst the workshop is in full use, it is still far from finished. As mentioned above, we still have to transfer some machine tools from the old shed, and there is also the large shaper, currently in store, to install.

The new tool cupboard requires completing, and we also need to make some spanner racks to house our vast collection of spanners and make them more accessible. Anybody who feels like taking on these tasks will be more than welcome!

COAL STAGE

It may not be realised by those who do not crew the locomotives, but we have a great problem in satisfactorily coaling our locos.

Our coal presently comes from Scotland and, for economic reasons, is delivered in 25 tonne loads. This is far more than we really would like at one time and, wherever it is dropped, it is in the way. We generally load the coal into two wagons using the tractor. This

gets rid of the vast majority in the short term, but we are still left with a fair pile on the floor. The coal is generally tipped on the concrete outside the workshop. This effectively puts it on the right hand side of our locos, whilst all the currently operational ones have their coal bunker on the left hand side. Thus, the only practical way to coal a loco, such as **385** or **1625**, is to carry the coal on to the platform in a wheelbarrow and tip it into the bunker. We have tried parking an open wagon in an adjacent siding and coaling from this, but this has not been a satisfactory solution. Similarly, a small coal pile in the 'ten foot' between the running line and loop also proved to be unsatisfactory.

In an attempt to overcome this problem we have started to construct a timber coal stage on the east side of the line, just to the north of the platform at Moor Road. Space prevents this from being a large affair and it will only hold about 5 tonnes when full. However, it should be an easy matter to keep it topped up with the tractor and keep manual handling to a minimum. The position of this coal stage is such that it will be seen by every visitor and it must be passed by them en route from the car park to the shop. It is important, therefore, that it is respectable in its final appearance and that any coal spilled is cleaned up. We must also endeavour to keep dust to a minimum.

CAR PARK IMPROVEMENTS

Our car park can hold just over forty cars. This total is very much dependent on how people park their cars, and experience has shown that, more often than not, cars are parked

very haphazardly. The edges of the car park and the surrounding landscaped embankments are ill defined, and this contributes to the problem. In an attempt to overcome this, and tidy up the car park at the same time, the edges have been lined with sleepers. This has effectively made the boundaries straight and at right angles and will, hopefully, encourage drivers to park neatly. Time will tell.

THE PRESIDENT

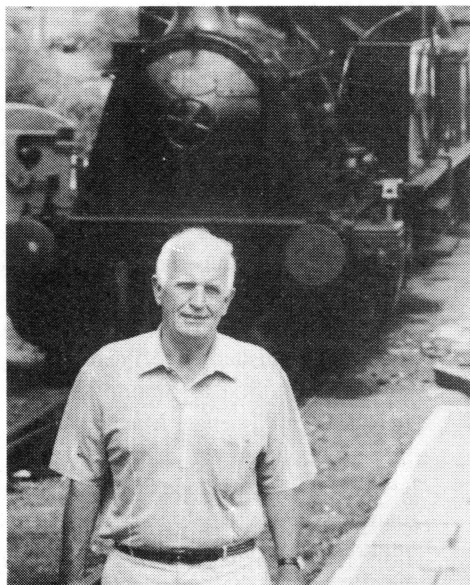
Ian Smith's mention of President Egan reminded the Editor that those members unable to get to the railway very often perhaps had not met our (fairly) new President, who can be seen in the accompanying photograph.

As Ian mentioned early last year, Gerald Egan was Area Passenger Manager at Leeds until his then recent retirement. He first joined British Railways in 1951, as a Booking Clerk at Dewsbury Wellington Road, and from then on gradually rose through the ranks, working at such places as Healey Mills and Bradford Exchange, before becoming Station Manager for the Selby Area. He subsequently held the same rank in the Hull and Bradford Areas, and finished his official working life at Leeds, first as Station Manager, then as Area Passenger Manager.

The phrase "official working life" has great significance, as President Egan has an extremely varied and busy *unofficial* working life. As well as being our President, and an elected M.R.T. Council member since the 1996 A.G.M., he is an Honorary Life Member of the Yorkshire Dales

Railway, and also somehow manages to find time to give to such activities as being Chairman of the 'Dewsbury Means Business Committee', and an official of two railway staff organisations and a cricket club, amongst many other interests. He is also a pilot at the Sherburn Aero Club, and regularly reviews newspapers on Radio Leeds.

When writing out a 'c.v.' for our Council, at the time of his appointment, Gerald ended his letter "I thank the Middleton Railway Trust for the opportunity of being President. It is an honour and I assure everyone that I shall do my best." He has already done much, and the Middleton Railway Trust was really most fortunate that such a dynamic and thoroughly pleasant gentleman agreed to become its President. Long may he reign.



M.R.T. President, Gerald Egan, with Nr.385 in the background, on 9th June 1996. Photo: Keith Hartley

COMINGS & GOINGS

Departed from Moor Road during the first week in April: Hazel and Andy Evans' *William* and its companion, the Courtauld Sentinel.

Also departed from Moor Road, this time in mid-April, was the Vintage Carriages Trust locomotive *Sir Berkeley*. This popular little engine, Manning Wardle No.1210 built in 1890, had been on loan at the Middleton Railway since last year.

Whilst its lack of cab shelter is positively spartan in mid-winter, it makes *Sir Berkeley* an extremely attractive locomotive for visitors - especially for school parties, as the crew can clearly be observed at work from the front windows of the first coach.

Sir Berkeley was due to grace the North Norfolk Railway with his presence between 28th April and 9th May (see photos elsewhere), but returned to Moor Road later in May, to stay until mid-July.

The much travelled knight will then depart for Norfolk once more, this time to the new *Mid* Norfolk Railway which, subject to H.M. Railway Inspectorate's approval, will commence steam-hauled passenger services from Dereham Station on Saturday 26th July. Initially, trains are planned to operate from there to Yaxham, about two miles distance, on Saturdays and Sundays from 26th July to 31st August ('phone 01362 690633 for further details). Nearest Railtrack stations are Wymondham and Norwich (Freephone 0500 626116 for bus times from Norwich to Dereham).

The line was first opened to freight traffic, in December 1846, with passenger traffic commencing two months later. Diesel multiple units replaced steam-hauled passenger services in September 1955, and passenger services were withdrawn completely in October 1969.

Sir Berkeley's home base, the V.C.T.'s headquarters at Ingrow on the Keighley and Worth Valley line, has recently been having considerable improvements made to the existing museum building. It now has full access for the disabled, and a workshop extension has been built on to the rear of the museum. The Museum and Transport Relics Shop are open daily throughout the year, 11.30 - 17.00.

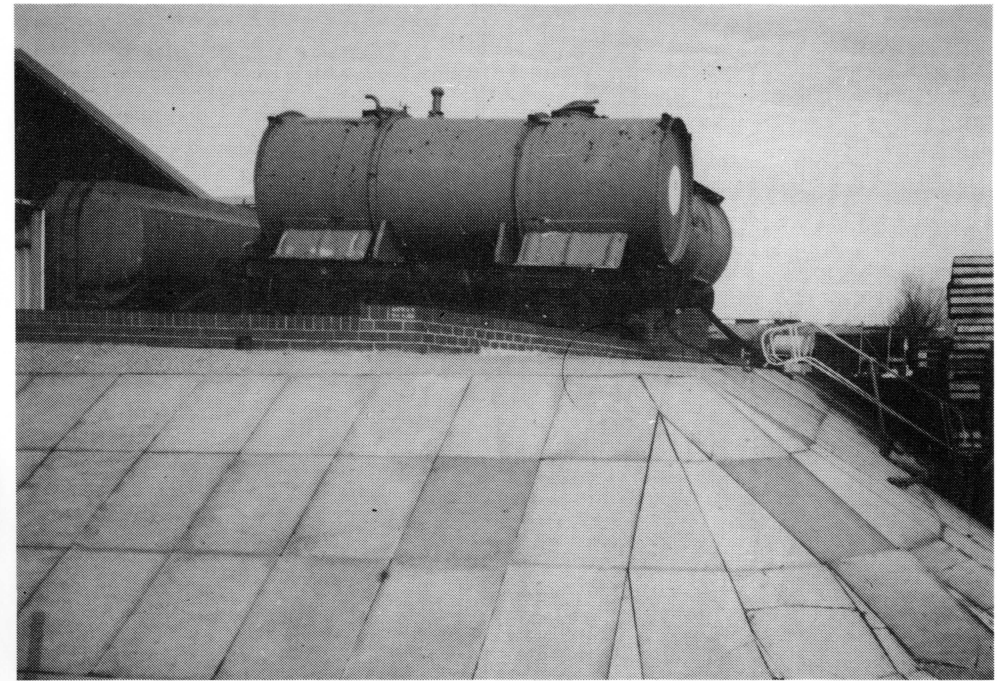
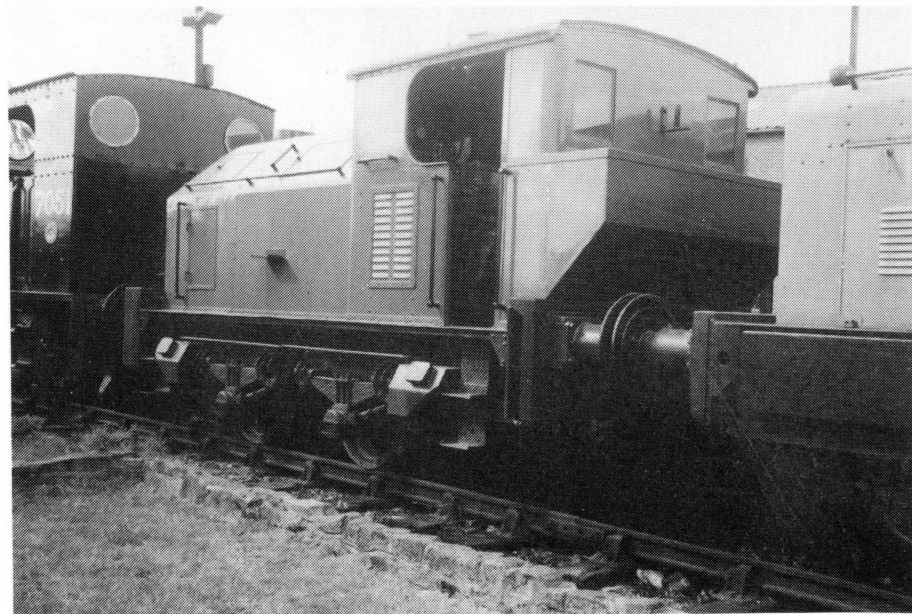


Sir Berkeley at Park Halt, at the beginning of the 1997 season, shortly before leaving for the North Norfolk Railway. For further details of this loco, see Page 21. Photo: Paul Holroyd

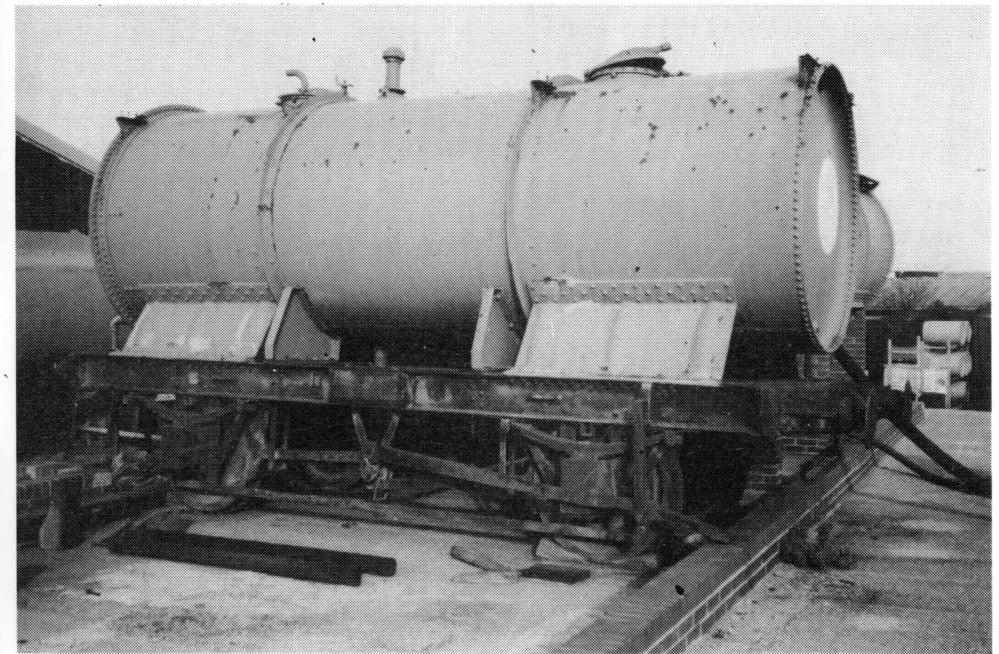
Meanwhile, back at Moor Road:- arriving on the same day as *William* and the Courtauld Sentinel departed, was tank wagon No.78651, built by the Leeds Forge Company in 1916. Though nothing as yet is known about its railway career, the wagon has been in industrial use for about the last forty years, as a storage tank for anti-freeze. This interesting and unusual local 'relic' has most kindly been offered to the Middleton Railway on permanent loan by Mr. Timothy Bates of Goodall Bates & Todd Limited, Gateshead, Tyne and Wear, who also generously paid for crange and transport of the vehicle. It will be a fine addition to the growing collection of Leeds-built railway vehicles to be seen at Moor Road.



..... and so farewell:- to the Courtauld's Sentinel (above) and *William* (below).
Both photos: Paul Holroyd

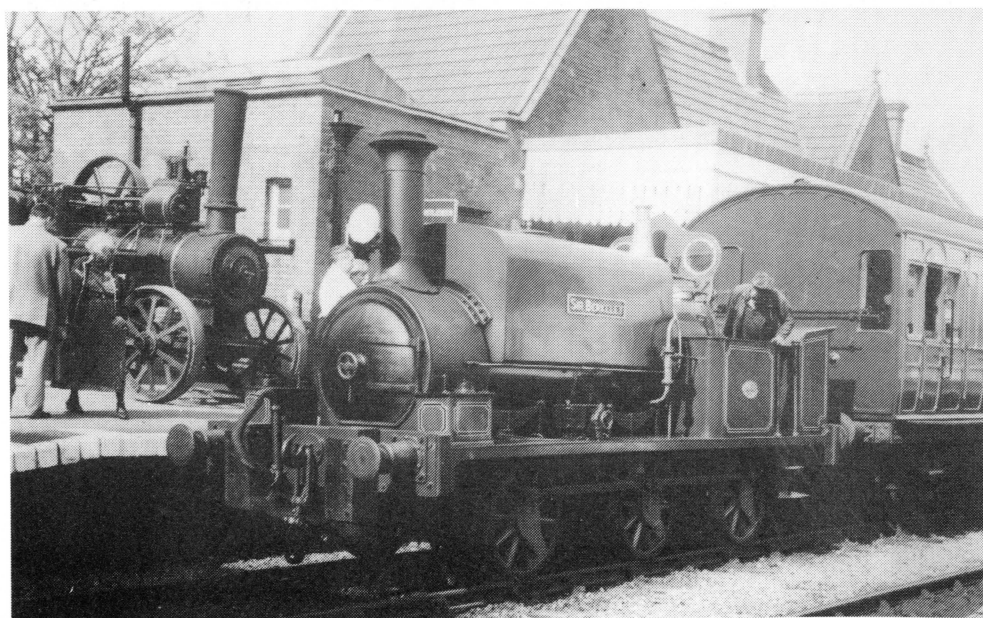


The vintage Leeds Forge Company tank wagon, pictured before removal from its former home in Gateshead. For further details of the Leeds Forge Company, see Page 21.





Sir Berkeley, with the Vintage Carriages Trust's Metropolitan Railway Brake Coach No.427, on the North Norfolk Railway, 4th May 1997: above at Sheringham, below at Weybourne. Both photos: courtesy of the Vintage Carriages Trust, Ingrow.



More about *Sir Berkeley*

The noble gent has an excellent publicity machine which keeps providing *The Old Run* Editor with details of the knight's latest exploits. The latest handout to arrive gives some interesting historical notes of *Sir Berkeley*'s career, as well as technical information, details which were not available to us when he first graced our railway.

Technical Information

weight 19 tons 18 cwt.
driving wheels 3 ft.
tractive effort 8,570 lbs.
cylinder size 12 in. x 18 in.

Sir Berkeley was built in December 1890, by Manning Wardle & Co., of the Boyne Engine Works, Hunslet, Leeds. It was supplied to Logan & Hemingway of Doncaster, becoming No.30 (and later No.10) in their fleet. The locomotive was used on railway construction works, including the Manchester, Sheffield and Lincolnshire Railway's Derby line, and later the Great Central Railway as it extended towards London Marylebone Station.

In 1935, the locomotive was sold to the Cranford Ironstone Company of Kettering, Northamptonshire, working at Pilton Quarries in Rutland and at Cranford. The *Sir Berkeley* name was bestowed on the locomotive in 1943, the nameplates having been removed from a scrapped locomotive at Crosby Pit near Scunthorpe. In May 1959, *Sir Berkeley* moved to Byfield Quarries, being bought privately for preservation in 1965.

In April 1968, *Sir Berkeley* was

featured in the BBC television series *The Railway Children*.

In 1996, the locomotive travelled to the Netherlands, visiting Stichting Museum Buurt Spoorweg, at Haaksbergen, and Het Nederlands Spoorwegmuseum, at Utrecht. *Sir Berkeley* has also visited the Midland Railway Centre, and East Anglian Railway Museum, as well as the North Norfolk Railway - as mentioned above, and the Middleton Railway.

Further information is contained in the book, *Sir Berkeley and Friends*, obtainable from the Vintage Carriages Trust, c/o The Railway Station, Haworth, Keighley, Yorkshire, BD22 8NJ. The Editor is much obliged to the V.C.T. for all the information about *Sir Berkeley* contained in this issue, and also to individual members of the V.C.T. who have sent excellent photographs for use in our magazine.

The LEEDS FORGE Co. Ltd. 1874 - 1929.

The Leeds Forge Company was set up in 1874 by Samson Fox, born at Bowling, near Bradford, in 1838. Financial backing was provided by John Scott, of Greenock and other Scottish shipbuilding interests.

The firm acquired a site of 1812 acres at Castleton Fields, Armley, Leeds, and the first sod for the works was cut on 14 June 1874. Production started on 18 August 1875, and the first products were high grade 'Yorkshire' wrought iron sections and boiler plates, and railway cranked and straight axles. In 1877, Fox patented his corrugated flue boiler, which was particularly suited to producing high pressure steam

for the triple expansion marine engines then under development. Fox sold his first small boiler in June 1877. Initially, business was slow, but leading shipbuilders adopted his new boiler, and in 1879 the Admiralty also accepted the Fox design. In 1878 steel was first purchased for boiler construction, and in 1883 two Siemens-Martin open hearth steel furnaces were installed. The demand for marine boilers increased rapidly and by 1903 the firm was employing over 1500 men.

In 1887, with the business prospering, Fox turned his attention to another project. He later took out several patents for the production of railway bogies from steel plates formed in a hydraulic press, after experimental work carried out in secret. Fox produced his first successful pressing on 7 April 1877, and took out his first patent in 1888. In order to raise further capital, the Company was restructured as a Public Company in 1889, under the title of the New Leeds Forge Co. Ltd. Further development led to the production of complete wagon frames.

Sensing that the vast American market was waiting to be tapped, Fox visited the United States to spy out the land. He found that the bogies then in use were massive assemblies with timber frames, and in 1889 he set up a plant for the Fox Solid Pressed Steel Co. at Joliet, thirty miles south west of Chicago. By 1893, Fox was employing 400 men, and had the largest hydraulic press in America, of 3000 tons capacity, which was sent over from Leeds. By 1896, the demand had increased so much that a larger plant was set up at Pittsburgh, with a press capable of pressing freight car frames

up to fifty feet long. By 1897 Fox was employing 3,000 men.

Quite independently, in 1888, Charles T. Schoen had set up a small plant at Philadelphia, with the ultimate aim of producing all steel freight box cars and gondolas, and in 1897 he received his first bulk order for 600 cars. In 1899 these two firms amalgamated to form the Pressed Steel Car Company. Schoen became President, and Fox returned to Leeds to develop a world wide export trade in pressed steel rolling stock, described in an eighty-five page catalogue. Schoen had taken out a patent for a pressed steel wheel, and a works was set up at Newlay, on the western outskirts of Leeds, to produce wheels for export. Poor trading conditions in the 1920s led to Leeds Forge being taken over by Metro-Cammell, but the depression led to the closure of both works in 1929.

Little seems to have been published on the Leeds Forge Company, and the above information has been obtained from two Papers published by Mr. George A. Newby in the Proceedings of the Newcomen Society. The first was *Behind the fire doors: Fox's corrugated furnace 1877 and the 'High Pressure' steamship* - Volume 64, 1992-3, pp.143-166. The second is *Samson Fox's American adventure and the development of the pressed steel railway vehicle* - Volume 66, 1994-5, pp.225-239. Both Papers have been extensively researched in Britain and the USA, and form an invaluable contribution to a little known aspect of our industrial history.

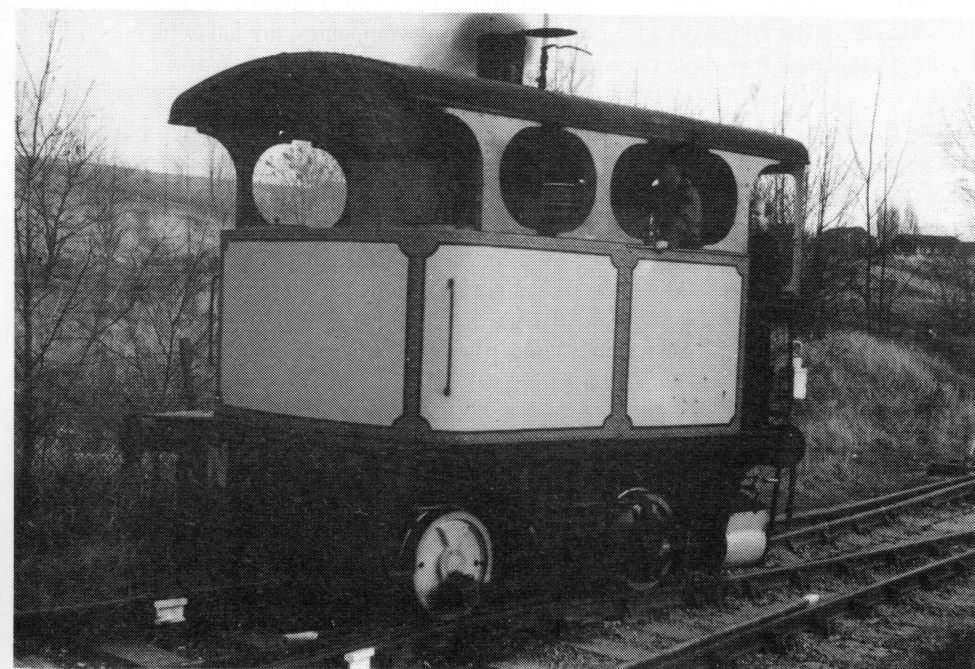
The relevant Company Archives have been deposited by Cammell, Laird in the Birmingham Reference Library.

The Editor is greatly indebted to the *Railway Magazine* for permission to print the above article.



Above: Nr.385 arrives at Moor Road, 4th May 1997. Photo: Keith Wear

Below: 1625 on the passing loop at Park Halt, early in the season. Photo: Paul Holroyd



RECENT DEPARTURES

British Rail (a purely personal eulogy!) The world changes constantly and, though change is inevitable, it isn't obligatory for one to like it. The past several months have witnessed a few sad departures, one of which was the butchering of British Rail into a variety of offcuts. The only time I've tried to use the mortal remains, they appeared to be suffering seriously from being recently severed from a central nervous system. Footsore and weary after a long day out, I was directed at the station barrier (no names, no libel action!) to a distant platform, despite the fact that an earlier train by a different route was already waiting a dozen yards away.

Over in the far outposts of the station, a train soon slid alongside the platform. It was unlabelled, and remained unheralded by either loudspeaker or overhead monitor: was I witnessing the first encounter with an Unidentified Railborne Object? A lady member of the station (Railtrack?) staff, though resplendent in a gold-braided, brass-buttoned uniform, nonetheless had no idea where the train was going and had to go ask the driver if he knew. He did, but it was not the train I wanted.

Examination of a timetable now brought to light the existence of the earlier train, two flights of steps away, almost where I'd started from. After a nice welcoming message over the intercom, the train left smartly enough, but eventually had to wait for what seemed an interminable length of time on a passing loop, for a train running late in the opposite direction (on what used to be double track).

Eventually, we moved off again, but by this time there was no hope of connecting to the last stage of my journey home. However, I do now know why, after working more than three decades for private railway companies, my father had been so enthusiastic about the whole concept of British Railways.

Hunslet Engine Company The mighty Hunslet Engine Works long ago ceased to be anything more than a shadow of its former self, but last year it finally succumbed to the same fate as the rest of the old locomotive building works along Jack Lane, and there is little left of the former large complex of workshops.

The company was founded in 1864 by John T. Leather, and was the builder of many of the locomotives now on display at our own railway. The company has been in difficulties for some years, though it made a small 'comeback' producing modern multiple units for local railway networks. Latterly, it also produced underground locomotives for mines and for constructors' use during the building of the Chunnel.

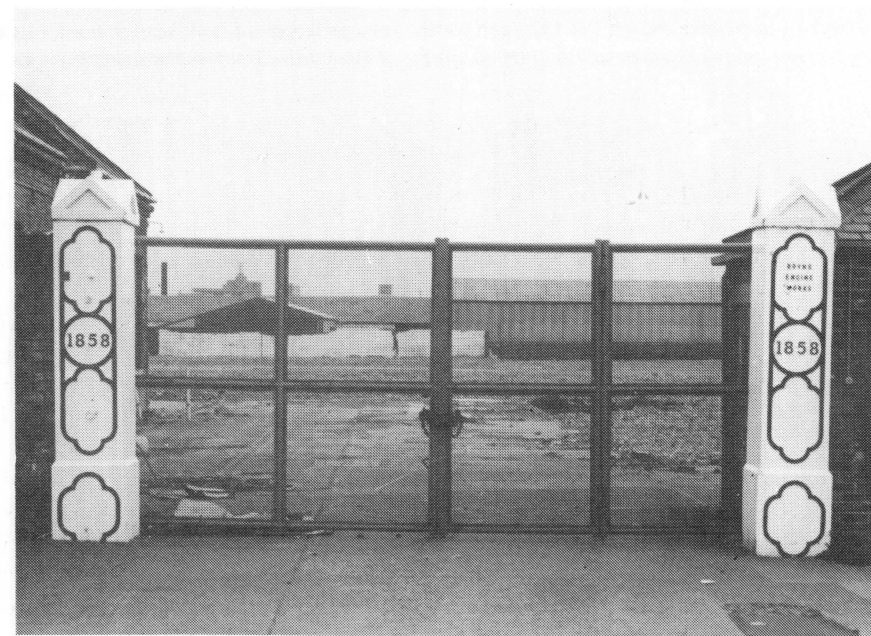
The photographs of the works on the following four pages have been provided by Chris Nicholson, some of them being taken during a tour of the works organised as part of a Middleton Railway special event (was it the Dartmouth Dawdler or an M.R.A. visit?). The white-painted gateposts dated 1858, whilst leading for many years into part of the Hunslet Engine Works, originally were the gateposts of the Boyne Engine Works of Manning, Wardle & Company, builders of *Arthur* and *Sir Berkeley* - the works being built during that year on land purchased from Lord Boyne.

R.C.T. Rolt's definitive history of the Hunslet Engine Works, *A Hunslet*

Hundred, is highly recommended to anyone wishing to know more about the company and its locomotives.

The Reverend W. Awdry The author of the books which have inspired a thousand *Thomas* events and a lot of youthful railway interest, died a few months ago. I hope to write more about Mr. Awdry in the next issue, but suffice it to say that he will be mourned and sadly missed by all who have enjoyed reading his books (and all who have enjoyed having the books read to them). Despite the fact that the railways he wrote about were beyond the personal experience of most modern children, who tend to travel around in the family car and, if they ever do take to the rails, usually do so on Intercity 125's or local Sprinter services, quite unlike trains in the Reverend Awdry's railway world, these same children still turn up in their hordes for preserved railways' *Thomas* events, and keep in motion an enormous trade in books and models etc. (Whilst helping in the Moor Road shop, I've more than once witnessed the Small Dictator deciding which of our comprehensive range of engine and other models he wants next.) The much-loved stories truly have a special 'something' which is both classless and timeless, and they will long outlive their creator.

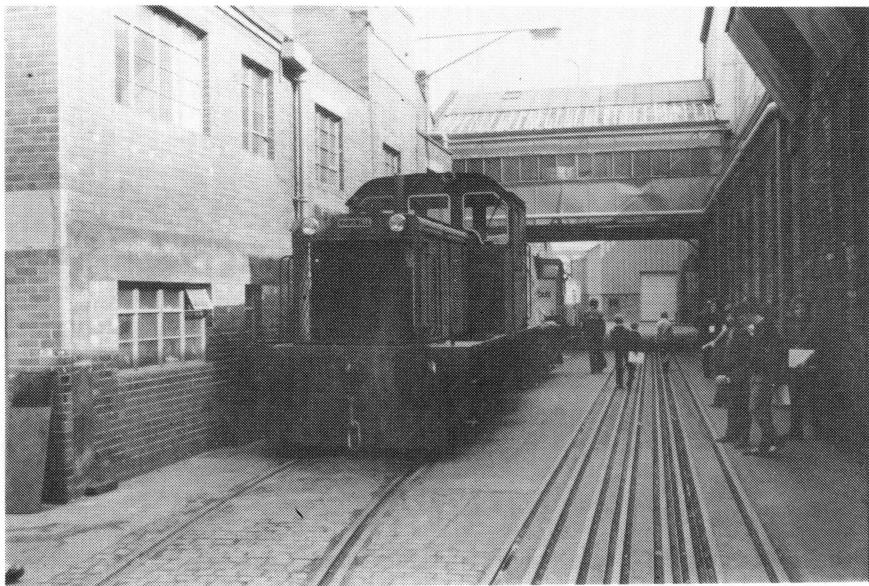
A letter has just arrived from the Reverend Awdry's son Christopher, for whom the stories were first written, asking me to pass on the information that a Memorial Service for his father is to be held at Gloucester Cathedral on Tuesday 16th September, at 2.30pm, which all members would be very welcome to attend.



The gateposts dated 1858 and which, as is recorded on the righthand post, once formed the entrance to the Boyne Engine Works of Manning, Wardle & Company.

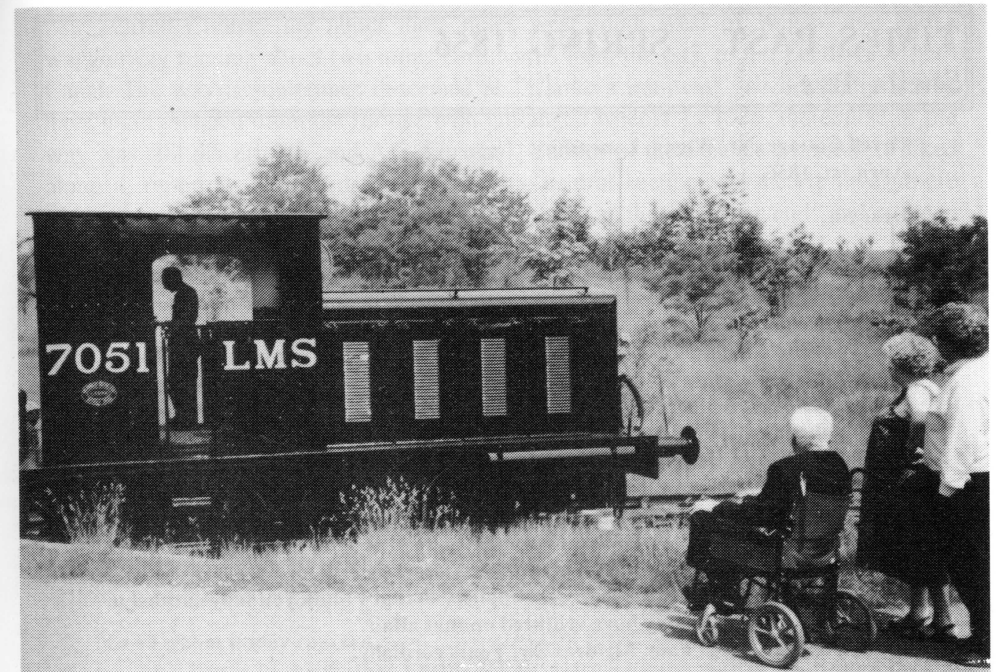


Hunslet Engine Works during the 1970's. Note the famous length of multi-gauge track in the picture below, which could accommodate all gauges of locomotive built by the company.



Above: another workshop scene in the 1970's. Below: the rear of the Hunslet Engine Company's original office building, the imposing doorway of which appears on the next page.





Above: the M.R.T.'s first Hunslet Engine Co. loco, 7051, with Vice-President Fred and family, June 1996. Photo: Keith Wear Below: *Henry de Lacy II*, a much-loved product of Hunslet's rival across the road, Hudswell Clarke's, seen here c. the 1970's. Photo: Chris Nicholson



TIMES PAST - SPRING 1856

Sheila Bye

Orrell Cottage, Nr. Wigan, Lancashire.
April 1st, 1856.

Dear Sir,

I only returned from the north of England last night, when I found your letter of the 25th ult. with not a few others, on important business is the reason of my not replying to yours ere this respecting the first application of locomotive engines in Lancashire.

I made the first in this country [county?] in 1812 and put it on an extensive colliery in my direction with full action at the beginning of 1813, which was nearly two years before Mr. Geo. Stephenson made a locomotive engine in Northumberland. The first Do Do [ditto ditto - i.e. locomotive engine] was not put into full action on the Liverpool and Manchester Railway until the years of 1829 and 1830, which was upwards of sixteen years after I made the first in this district and on being found to answer so well, and cost of saving of nearly £500 per annum compared with the use of horses, drivers, etc., so that I had other two at work before the end of 1816 and had them in use for upwards of 36 years, when I finished the colliery on which they were applied, so that I think you fully entitled to any wager (or bet) you may have ventured on that affair.

I am, My dear Sir, Yours cordially,
Robert Daglish, Senr.

Mr. Jones, Plasterer, etc., 34 Mount Pleasant, Liverpool.

P.S. Be good enough acknowledge the receipt of this at an early convenience and say whether or not it meets your views and answers your purpose.

N.B. I worked two of my locomotive engines on a cog railway by which resistance was obtained, and one of them by adhesion produced between the surface of the rail and the periphery of the driving wheels.

Having featured the Kenton and Coxlodge railway's Blenkinsop engines on more than one occasion, it seemed to be time to turn to an exploration of perhaps the greatest success story of the Murray/Blenkinsop rack locomotives: their long career hauling coal waggons from the Orrell Colliery, near Wigan.

The writer of the letter, Robert Daglish, was born in 1779, and went to Wigan in 1804 to become engineer to the Earl of Crawford and Balcarres, who owned the Haigh Hall estates which, like the Brandling family's Middleton estates, had extensive mining interests.

Sixteen years before Daglish's arrival, the Haigh Ironworks had been developed by the 6th Earl of Balcarres and his brother, Robert Lindsey, to meet the needs of his estate and mining interests. Initially, it was based on an older, water-powered, forge and it did all kinds of iron work from horseshoes right up to building winding and pumping engines for the estate's coal pits. Daglish eventually became Manager of the Haigh Ironworks and also of the Brock Mill Forge, and ultimately became Manager also of John Clarke's Orrell Colliery.

Orrell Colliery lay about three miles west south west of Wigan, and had a waggonway running about two miles northwards from the pits, to the Leeds-Liverpool Canal. The way is sometimes described as "Clarke's tramway", so originally it may have had L-shaped tramrails for use with unflanged wheels. In 1930, the course of the way was still discernible, and A.E. Forward, Curator of the Science Museum, walked along it, reporting afterwards that, whilst the central section was nearly level, there was a considerable *upwards* incline from the pit at the southern end, and a steep *downwards* incline to the canal at the northern end.

At the beginning of July 1812, *The Liverpool Mercury* printed an almost *verbatim* copy of *The Leeds Mercury's* report of the successful trial of Blenkinsop's engine, and it was perhaps on reading this that Daglish became excited by these developments at the other side of the Pennines.

He must have applied immediately for permission to use the rack rail patent, and to construct a locomotive at his own foundry from the Murray/Blenkinsop designs.

Mr. Jones, the Liverpool plasterer, apparently had entered into a wager as to what was the earliest locomotive to work in Lancashire; and the other party obviously needed to be convinced that there was locomotive life in Lancashire before the Liverpool and Manchester Railway. Daglish's letter to him, quoted at the start of the article, accompanied an 'affidavit', which read as follows:

To all whom it may concern.

This is to certify that I made the first locomotive engine in Lancashire in the year 1812 and put it into action the beginning of 1813 on the extensive colliery in my direction, belonging to the late John Clarke, Esq. in the township of Orrell near Wigan, for the conveyance of coal etc. by trains of wagons from his colliery near Orrell Mount to the Leeds and Liverpool Canal, which was upwards of sixteen years before any locomotive engines were put fairly into action on the Liverpool and Manchester Railway.

Robert Daglish, Senr. M.I.C.E.

If the information in the covering letter was correct, the locomotives must have been working until less than a decade before Mr. Jones's wager. Perhaps they had been eclipsed in the public memory by the subsequent success and fame of the Liverpool and Manchester Railway, but much earlier they had been of great local renown. In March 1822, for instance, Mr. W. Simmons of Wigan wrote to Newton's *London Journal of Arts and Sciences*, informing its readers that:

At Orrell there is a loco-motive steam engine on a rack railroad that regularly draws nine waggons of coal at the rate of two and a half miles an hour. The weight of the loaded waggons is 3 tons each (coals 2 tons and waggon 1 ton). Weight of the steam engine 7 tons including 1 ton of water. On the aforesaid railroad there are two locomotives in constant action, but it is found absolutely necessary to have three, one being kept in repair to supply the place of the other two, when one of them becomes unfit for action; which sometimes takes place, principally from the lightness and consequent weakness of the engines' boilers.

During the same year, *The Kaleidoscope*, or *Literary and Scientific Mirror*,

quoted *The Liverpool Mercury's* report of the Leeds locomotive and then continued:

The Walking Horse. The engine which conveys coals from the Orrell Pits (at Wigan) drags twenty waggons, each containing upwards of a ton. The people in the neighbourhood emphatically call it 'the Walking Horse'; and, certainly, from the description of a friend, it bears no little resemblance to a living animal. The engine, being on the high pressure principle, the superabundant steam is emitted at each stroke with a noise something similar to the hard breathing or snorting of a horse - the escaping steam representing the breath of his nostrils, and the deception altogether aided by the regular motion of the engine-beam, and the rapidity of motion which precludes minute observation. In the ascent, the rate is about four miles an hour, and, on level ground, from five to six.

The Kaleidoscope's article drew comment from a very knowledgeable source, Mr. Benjamin Hick, giving as his address "Union Foundry, Bolton". He was afterwards a partner in the celebrated Lancashire firm of Hick, Hargreaves, mill engine constructors, but had served his apprenticeship east of the Pennines - at Fenton, Murray and Wood's Steam Engine Manufactory in Holbeck. He may even have been there when Blenkinsop's engines were being constructed by that firm. *The Kaleidoscope* quoted Mr. Hick's letter in full:

Sir. - In consequence of the great inaccuracy of the concluding paragraph of your 'Scientific Records' of last week, I take the liberty to send you the following short but correct description of the machine which your friend calls 'The Walking Horse'; though with what greater correctness the resemblance to an animal can be traced in it than in the one you have described in the neighbourhood of Leeds, I am at loss to conjecture; as it is similar in principle to that, as well as many others, which are at work in different parts of the kingdom: and as the subject of Steam-engine Railways for the general conveyance of goods at present occupies so much of the public attention, particularly in this neighbourhood, it will not be uninteresting to its advocates, to be in possession of the fact, that not the slightest accident has occurred during the whole time this mode of drawing coal waggons has been adopted at the Orrell Colliery, near Wigan, where there are three travelling steam engines.* Two of these have been regularly at work for upwards of eight years; one of which is used to convey the coals up an incline railway half a mile in length, and varying in ascent from seven-eighths to one inch per yard. It draws at one time twelve waggons of fully three tons each, at the rate of three miles per hour, besides its own weight, which, when at work, is six and a half tons, and would draw ninety tons at the same speed on a level road.

Mr. Daglish at the Colliery states they occasionally run at from four to five miles per hour, and that one engine performs the work which formerly required fourteen horses.

When it arrives at the summit the waggons are disengaged, and it returns with the same number of empty ones previously brought by the other engine, which now takes them forward, down a similar incline of about the same length, towards the canal, where the coals are put into vessels. These engines are on the high pressure principle, requiring no water for condensation (the steam acting by its elasticity in proportion as it exceeds that of the atmosphere) and perform their work at three miles per hour, when the pressure is equal to thirty-two pounds per square inch. Each engine has two cylinders, eight inches diameter, with metallic

pistons that require no packing, the rods of which are attached by cross-bars and connecting rods, to cranks placed at right angles with each other, to allow the full effect of the action of one of its greatest horizontal length of lever, when the other is passing the top or bottom centre, where, of course, it can have no power in propelling the engine; no beam or flywheel is used, the shaft on which the cranks are fastened have each a small pinion working into a spur wheel on another shaft passing under the engine framing, on one end of which is a wheel, with cogs of a coarse pitch working into the cogs on one side of the railway, similar to the engraving in your last number.

I am, Sir, your most respectfully,
Benjamin Hick.

Union Foundry, Bolton. September 30, 1822.

* By having a spare engine a great convenience is obtained in allowing the boilers to be regularly cleaned, and their alternate use allows them to be kept in complete repair.

Daglish had obviously adapted the Murray/Blenkinsop design to his own requirements, as the Leeds locomotives had a working boiler pressure of 55lbs psi.

Though Benjamin Hick declared there to be no reason for calling the locomotive the Walking Horse, the local inhabitants seemed to persist in implying a likeness to a horse, and in the proceedings of the Institute of Civil Engineers, volume 66 page 561, there was a short item about Daglish and his locomotive known as "the *Yorkshire Horse*". Obviously, as locomotives had supplanted horses as a means of haulage, it was inevitable that they would acquire horse-related *noms de fume*. They were widely known, especially in America, as Iron Horses, and in Germany a steam locomotive is still affectionately referred to as a "Dampfross" - a Steam Horse.

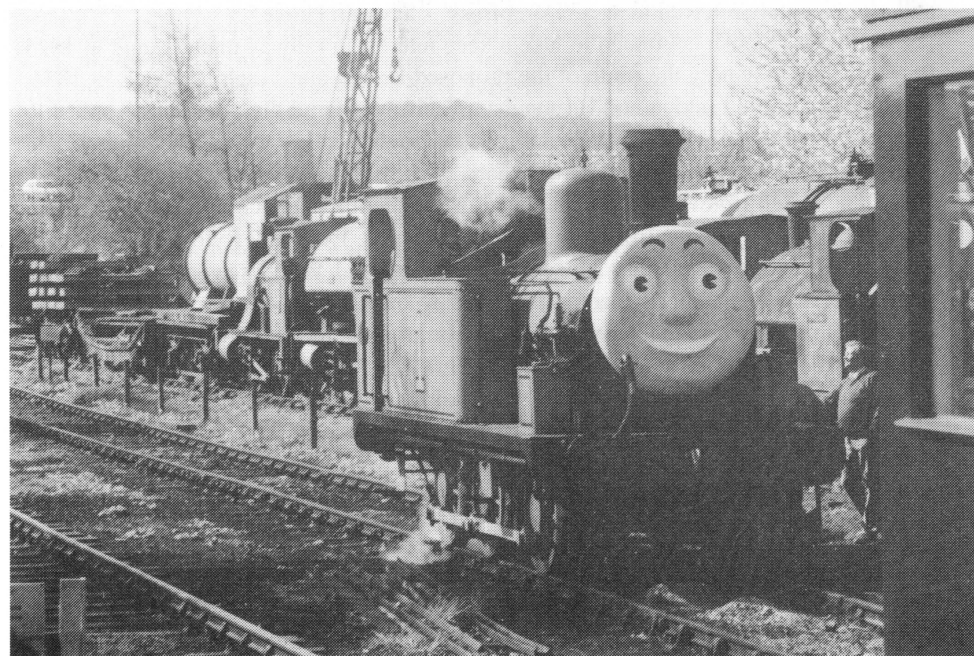
Robert Daglish continued to take a keen interest in railway matters, and in 1825 he was asked to survey the route of the proposed Bolton and Leigh Railway. In 1834, the directors of the London and Birmingham Railway offered the prize for a contest to find the best form of rail and pedestal (chair). Daglish's design was the winner, and was adopted by the London and Birmingham.

The Haigh Ironworks also continued its pioneering connection with railways. In 1835, the 7th Earl of Balcarres let the works to Messrs. Evan and Ryley, who renamed it the Haigh Foundry and, just like Fenton, Murray and Wood's works at about the same time, it recommenced locomotive building on a large scale for the burgeoning new railway companies. The Haigh Foundry built altogether nearly 120 locomotives, including the Liverpool and Manchester's *Vesuvius*, *Lightning* and *Cyclops*. Other orders were for the Great Western Railway, and for railways in France and Ireland.

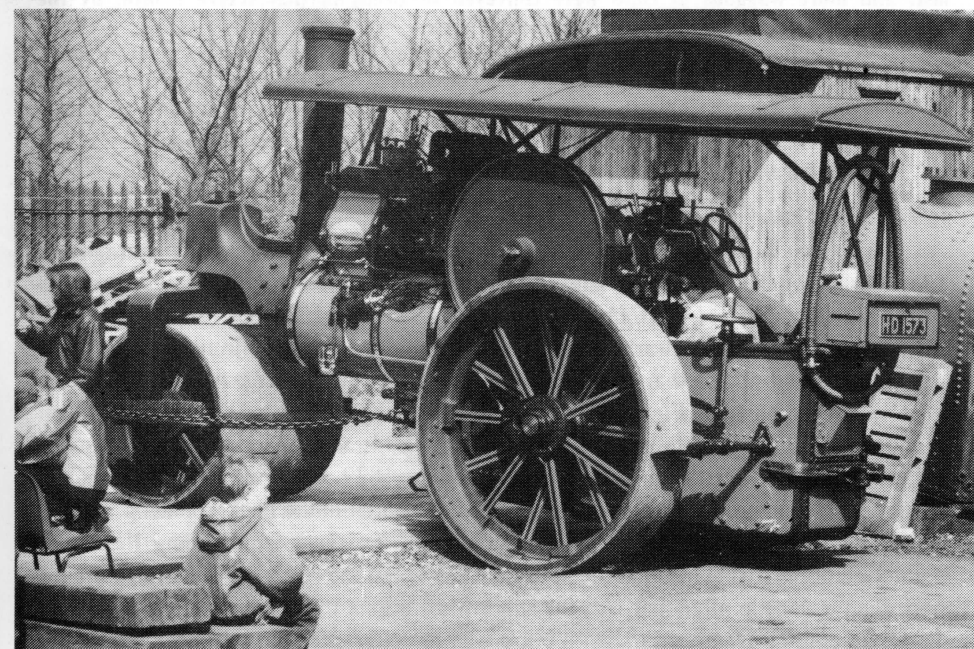
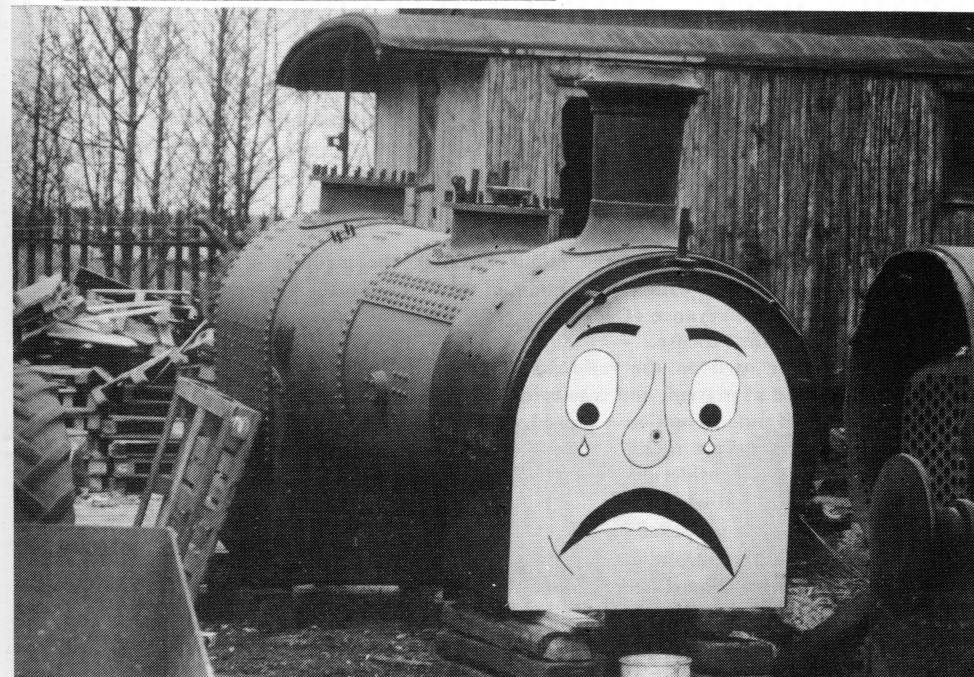
During the 1860's, not long after Robert Daglish wrote out his statement for Mr. Jones the plasterer, the firm's locomotive *Orrell* was working the Orrell Colliery traffic, just as its predecessor, Daglish's Yorkshire/Walking Horse, had done in January 1813.

Sources: *A History of Railway Locomotives Down to the End of the Year 1831*, C.F. Dendy Marshall
A Wigan Central Library special exhibition about local transport history

THE APRIL 1997 THOMAS THE TANK ENGINE EVENT



A PHOTO STUDY BY KEITH HARTLEY



TIMES PAST - SUMMER 1814, SUMMER 1812

Sheila Bye

The *Monthly Magazine*, June 1, 1814, page 394/5.

To the Editor of the *Monthly Magazine*.

Sir,

PERMIT me to lay before the public, through the medium of your very valuable publication, a sketch, with a description, of the Patent Steam Carriage, which gives great facility to the conveyance of coals, minerals, and other articles, and is attended with a material saving in the expense.

The engine used on the rail-road at Leeds is four horses power, being the most powerful one used at present, and is so constructed that by the operating aid of cranks (fixed at right angles) it puts in motion a cogged wheel, acting in teeth cast on one side of the rail-road itself, or a separate rack, by which a considerable propelling power is given to the machine; a power so considerable that when the carriage is lightly loaded it travels at the rate of 10 miles an hour, but when loaded with 30 coal-waggons, which is frequently the case, each weighing 3½ tons, it is propelled on a dead level at the rate of 3½ miles an hour.

The use of these Steam Carriages has given the greatest satisfaction, and they promise to be attended with the most beneficial effects, particularly as it is clearly ascertained that at least five-sixths of the expence of conveying goods by horses will be saved by the invention.

The Steam Carriage has been fully employed at Leeds since June 1812, and, to the satisfaction of the patentee, was not impeded even during the great falls of snow in January last; and more waggons of coals were conveyed to Leeds in that severe month, by the locomotive engine, than in any preceding one by horses.

Any gentleman wishing to see the performance of the Steam Carriage will be much gratified by visiting Middleton Colliery, Leeds, Yorkshire; Orrell Colliery, Wigan, Lancaster; or Kenton and Coxlodge Collieries, near Newcastle-upon-Tyne, where they are daily at work.

JOHN BLENKINSOP.

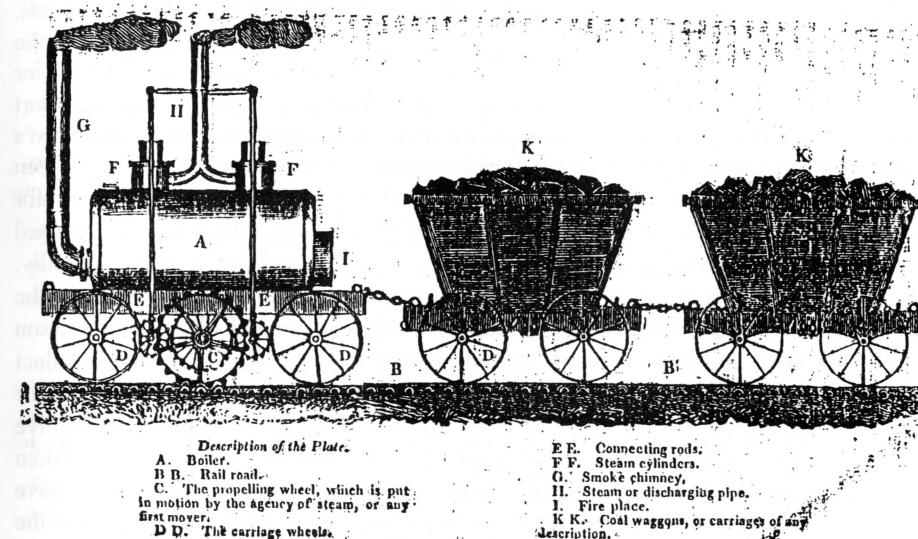
Middleton Hall, near Leeds,
March 26, 1814.

It is easy to make mistakes in a publication (as witness the frequent apologies in *The Old Run!*), and even the late C.F. Dendy Marshall made one or two in his encyclopædic *A History of Railway Locomotives Down to the End of the Year 1831*. On the subject of Middleton's Murray/Blenkinsop locomotives, he quoted from the above letter, and added that the illustration published in the magazine alongside the letter was reproduced as Figure 11 in his book. Looking at this one day about eighteen months ago, I checked a few pages back to find Fig. 11, and immediately recognised it as being merely a slice taken from the well-known c.1829 engraving of the Leeds Coal Staith with a train on the staith viaduct and Christ Church in the background.

This was obviously not the correct picture, as work on building the staith viaduct was only just starting in the spring of 1814, and the church did not appear until more than a decade after that. All the other illustrations in that section were as they should be and, as Dendy Marshall's book was the only one I could remember which

claimed to be using the *Monthly Magazine* illustration, it seemed likely that there might be a 'new' picture of our railway's first locomotive waiting to be found.

Copies of the *Monthly Magazine* are really rather rare these days, but fortunately not entirely extinct, because when I found one, there on page 394 was the hitherto undiscovered Blenkinsop locomotive picture. It is fairly safe to record that *The Old Run* is the first publication to use this illustration (reproduced below) for one hundred and eighty three years (but I am ready to be proved wrong of course!).



The engraving, as Blenkinsop explains in his letter, was based on a sketch provided by him. He appears to have supplied an unknown number of newspapers and magazines with these 'press release pictures'; I know that similar - though much more simplified - ones appeared in the *Leeds*, *Liverpool*, and *Tyne Mercury* newspapers, as well as the *Monthly Magazine*, and no doubt there were several others. The engine in George Walker's *The Collier* probably also was painted using one of Blenkinsop's press release pictures, as it bears a close resemblance to the newspaper pictures.

All of these representations show a short boiler, set between the axles and (except in *The Collier*) hovering some way above them. This latter effect presumably was to allow the engraver to show working parts which otherwise might have been masked by the frame and boiler. The locomotive has the look of a high-sprung horsedrawn carriage, or one of those expensive old-fashioned high-wheeled prams.

From c.1820 onwards, the locomotives were shown - principally by two contemporary advocates of steam railways, Nicholas Wood and Thomas Gray - as

having a longer boiler, overhanging the axles at both ends. Was this merely an either less or more accurate representation than Blenkinsop's or, perhaps, were new longer boilers fitted to the locomotives at some time in the 1810's?

These later pictures also show the boiler as appearing to be round, but in the earlier pictures the short boiler definitely appears to be *oval* in section, as portrayed most clearly in the famous technical drawing, used in a French magazine in 1815.

Horse-drawn waggons could negotiate quite tight curves in a waggonway, and it may not have been immediately possible to widen the curves for locomotive use. To be at all efficient, the locomotives had to have a boiler large enough to maintain steam for a reasonable length of journey; moreover, the boiler had to fit between the wheels, leaving enough room for the connecting rods to be positioned vertically alongside the boiler. To widen the existing way might prove expensive, as might the purchase or lease of extra land to widen a curve or to avoid it altogether, and the use of a short oval boiler might have been seen as a way of retaining both the existing waggonway's gauge and any curves outside of the Brandling estate, where change might have been expensive or downright impossible. At the beginning of the locomotives' life, for instance, the Leeds end of the line was still in Casson Close, which was approached along a narrow winding pathway between cottages and workshops. Initially, Blenkinsop may have hoped to retain this site as the Coal Staith, but not long after the first locomotive went into regular service, the remaining period of lease of Casson Close was sold, and in 1814 work started on building the impressive stone viaduct which stood alongside Kidacre Street until 1956. Obviously, what had worked well for a horse with one or two waggons in tow was not at all suitable for a locomotive hauling as many as thirty waggons. Perhaps, also, opportunities gradually were taken to increase the radius of curves in the track. In due course, Blenkinsop might have been able to have a longer, more conventional round boiler fitted to the engines: the Murray/Blenkinsop locomotives were, after all, the 'cutting edge of technology' in the 1810's, and it would be hardly surprising for there to be changes found necessary.

Blenkinsop's letter to the *Monthly Magazine* positively bristles with the great pride he had in his Patent Steam Carriages or, as he later referred to them, his Travelling Engines. This pride and enthusiasm has been mentioned more than once in *The Old Run*, and the locomotives undoubtedly were a wonder in their time. Many people came to Leeds to see them at work. Some of these visitors, like the American, William Strickland, and several German engineers, were interested in promoting steam locomotion in their own countries. Others, like the Grand Duke Nicholas of Russia, were making the Grand Tour of England, and the Middleton locomotives were one of the principal sights of the Leeds area.

Being so proud of his Patent Steam Carriages, as well as hoping to earn patent fees from prospective users of the rack motion, Blenkinsop obviously would be anxious to show them looking their very best when the 'punters' came calling. How did he do this? Quite simply, I believe that he had them black-leaded like an old-fashioned cast iron kitchen stove!

For the week ended 27th August 1817, the Middleton Pit Bills listed a payment of £6.12s5d to J. Ellershaw "for Black Lead & c for travelling Engines". It really is quite

intriguing to imagine John Blenkinsop giving his orders for the day:-

Right lads, we've got the Grand Duke coming this morning, and I want those patent steam carriages black-leading till I can see my face in them!

A great deal is known about the Murray/Blenkinsop locomotives - more than is known about most of the other early steam locomotives, but the minor detail of how they were kept rustfree and looking good is something which does not seem to have come to light before, I think. It is this sort of detail which makes history live again.

In June 1996, the Chairman and the Editor/Historian were fortunate enough to be invited to attend the inaugural meeting of what has now been established as the Early Railways Study Group, at the National Railway Museum in York. The group, dedicated to research into the history of railways in the period before c.1840, will meet at least once a year, the 1997 meeting being scheduled to be held in late September at Beamish Open Air Museum, near Durham. An international conference on Early Railways is being planned for the autumn of 1998, and will be held in Durham. It has now been announced that membership of the group is open to anyone with a serious interest in early railways, and anyone interested in knowing more about the 1997 workshop, or the 1998 international conference, should contact Jim Rees or Andy Guy at Beamish Open Air Museum, near Durham:-

e-mail - john.gall@neoam.demon.co.uk

'phone: 01207 231811.

One of the several highly interesting presentations at the 1996 workshop was given by Dieter Hopkin, Head of Library and Archives at the National Railway Museum, and (for me anyway) the *pièce de résistance* of his slide and talk presentation was the unveiling of a very recent acquisition by the Museum - a letter written in the summer of 1812, by a gentleman called Leighton Dalrymple, who had just visited Leeds and seen our railway's first locomotive at work. Such first hand accounts are always interesting to read, helping to put flesh on the dates and measurements: like I mentioned before, making history live again. However, this one is uniquely fascinating, because it includes sketches made by Mr. Dalrymple, one of which shows the locomotive with a canvas awning over it!

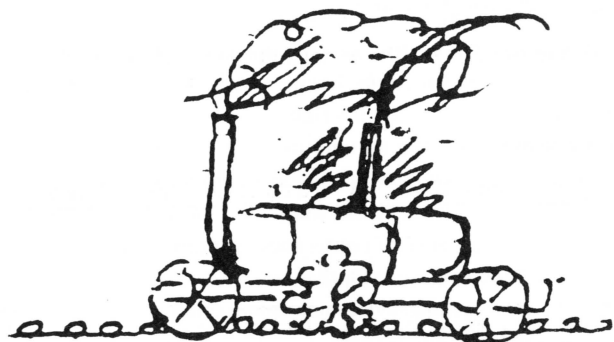
The concept of the Murray/Blenkinsop locomotives having a canvas awning, about which no-one else had written and which had appeared in no other illustrations, was so extraordinary that I wondered at first if the letter really was what it purported to be. However, further thought reminded me that, as was discussed in the first section of this article, most of the earlier illustrations, at least, were engraved using a Blenkinsop 'press release' sketch as a guide, and this would not bother to show the awning, which was, after all, nothing to do with the main structure or the mechanical parts. Indeed, to show the awning, as Mr. Dalrymple discovered, made it difficult to show the upper parts of the locomotive at all well, which was a good enough reason why later illustrators, like Wood and Gray, also failed to show it.

The illustration on the next page, and the relevant parts of the letter (which also described a visit to the Leeds Cloth Hall), appear in this magazine by generous permission of the National Railway Museum, York.

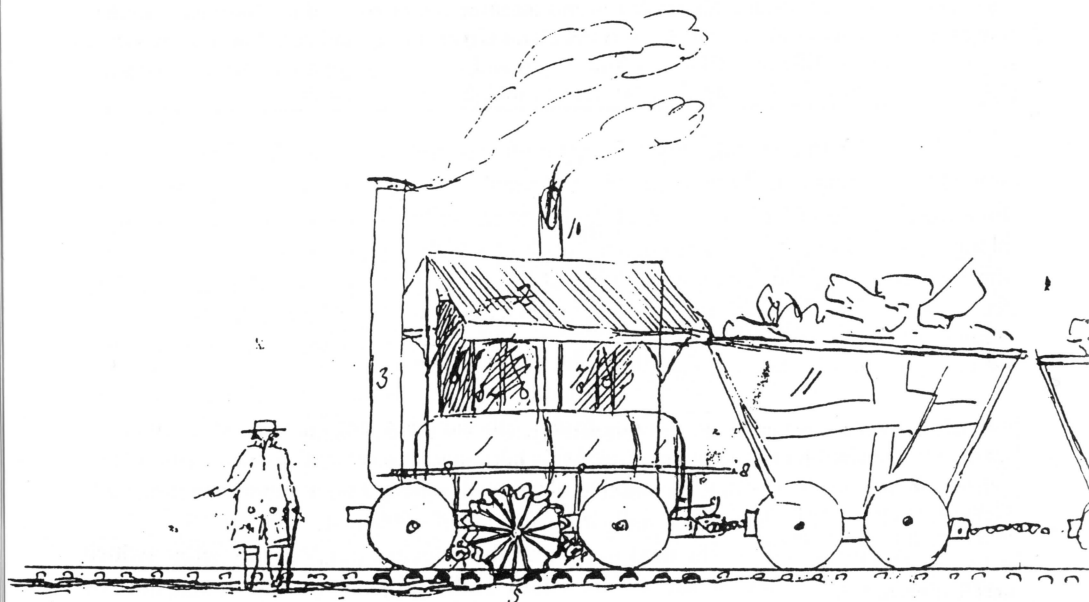
First Page of Letter

The letter begins with some general and family comments, and then continues with the following text and a small drawing - reproduced larger here than in the original:

... when I was at Leeds I saw the new invention to Draw Carts along a rail road without horses and very Curious it is: a Steam Engine sets itself in motion and goes at the rate of 6 miles the hour drawing 24 Loaded Coal Carts after it the Invention seems perfectly simple And will I dare say be attended with a Great saving of horses Labour



Second Page: Large Engine Drawing and Key



The following 'key' relates to the numbers on the larger drawing, reproduced on the opposite page:

- 1 Boiler Cast iron, like a great barrel
- 2 an Awning to keep the Iron dry from the Steam.
- 3 Chimney for the smoke
- 4 rail road on which the 4 wheels run having Cogs for the wheel 5 to fit upon
- 6 cilinder of the Steam Engine
- 7.7.7.7 parts of the Engine which I cant draw
- 8 board for the Men to stand on 6 or 8 can stand there to work the Engine or to get carried.-
- 9 the fire place.-
- 10 Chimney for the Steam,
- 11 Coal Cart weighing about a Ton 24 of which the Engine draws along 6 miles per hour.

Third Page

the thing which looks like a Barrel is a Cast Iron boiler on four Wheels, & has a fire under it to heat the water, all that part which I have drawn [done?] /// is the works of the Engine which turns the 5th wheel which has Cogs answering to the little Knobs I have try'd to discribe on the rail road. and these [those?] Cogs have sufficient force to Drag 24 Ton besides 5 Ton the weight of the Engine and water, the Chimney in front is for the Smoke and that in the middle is for the Steam, this really Curious machine can be stopped in a moment and the pace regu lated, it has been at work a fortnight with Great success and goes 4 or 5 times a day to the Coal pits a Mile & a 1/11 [1/4?] from Leeds and comes roaring a long with a string of from 10 to 25 loded Carts as much as Six horses could draw with difficulty

The letter shows that, only a fortnight after it first started work, the locomotive was already being heavily worked. Mr. Dalrymple's statement that the cogs provided for a tractive effort of 24 Tons was at the lower end of his later statement that it roared along (!) with from 10 to 25 waggons - each of which weighed over 2 tons. Two or three weeks later, the locomotive was making seven journeys to and from Hunslet Moor, as is clear from the following item which appeared in *The Leeds Mercury* on Saturday 1st August 1812 (yet another item in this article which does not appear in any of the well known railway histories!):

Mr. Blenkinsop's Machine is now in full activity. On Thursday it made seven journies each way from Hunslet-Moor to the Coal Staith and back again, and in those journies brought down 102 waggons of coals, each weighing about three tons. The journey both ways is a distance of about two miles and a half, and one of these journies was performed in fifty minutes, taking up twenty empty and bringing down twenty full waggons. - Owing to a deficiency in the rail-way some of the waggons yesterday got a wrong direction, but no serious accident occurred.

At this time, only the lower section of track was locomotive-worked. The four engines alleged to be finally in use were introduced gradually, as Fenton, Murray & Wood finished building them; they were a novel sideline to the firm's well-established main business of building stationary steam engines and textile machinery, and had to compete for attention also with Murray's work on an experimental steam boat. Eventually, two locomotives are thought to have worked the Hunslet Moor (perhaps near the Engine Inn) to Leeds Coal Staith section, and two others worked the section from the pit waggons ways 'marshalling point' to the top of the Old Run incline.

But now back to the canvas awning drawn and described by Leighton Dalrymple. Spending some spare time in Leeds Local History Library only a few days after the York meeting, I looked at one of the microfilms of the Middleton Pit Bills books and noticed the following item, from the week ending 1st November 1826:

J Greaves	Canvas for travelling Engine	. 7 .
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Only a few months later, in April 1827, £1. 3. 6d was paid for "Canvas for Cart Cover" so, unless the latter item was for a substantially better quality of canvas, the cart canvas must have been more than three times the size of the canvas bought for the locomotive, which only cost 7 shillings. A piece only one third the size of that used for sheeting over a cart would certainly have been of no use as an all-over cover for one of the locomotives. It certainly is tempting to conclude that this piece was bought to make a new awning for one of the engines. Oh for a time machine, to be able to go and check such things firsthand!

Sources: *The Leeds Mercury*, 1st August 1812.

The Monthly Magazine, June 1814.

Middleton Colliery Pit Bills books, West Yorkshire Archives Leeds, also in microfilm form at Leeds Central Library Local History Library.

The Leighton Dalrymple letter, for the use of which I am extremely grateful to the National Railway Museum, York. [Their Archive catalogue number: Dalrymple MSS 1996 - 7068.]

The National Railway Museum is truly a railway treasure-house and is open daily, except from 24th to 26th December. There are many special displays, exhibitions and events during the course of the year - for instance, the last time I was there *Union of South Africa* arrived in full steam, to use the museum's turntable. For further information 'phone 01904 621261, or look in the Moor Road shop or your local tourist office for the Museum's leaflet.

and finally

A VERY WARM WELCOME

to the following members who have joined or rejoined the Middleton Railway Trust since preparation of the Autumn 1996 issue:

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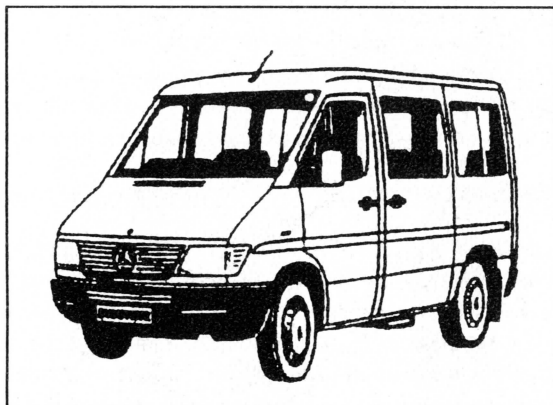
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