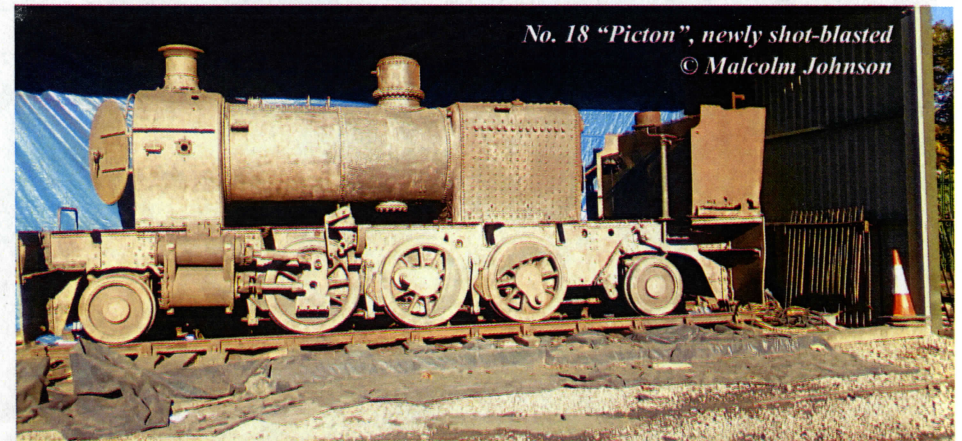
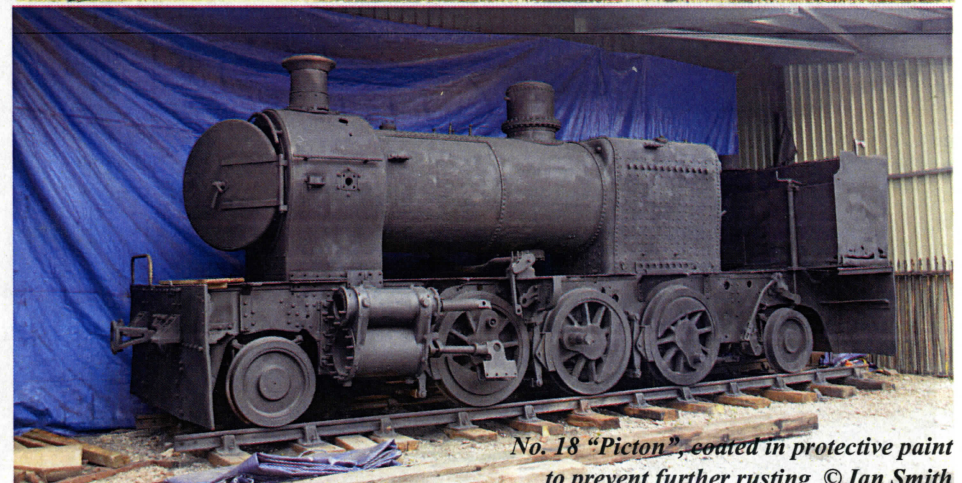




The Journal of the
Middleton Railway Trust
No. 248 OCTOBER 2020 £3.00
CORONAVIRUS 19 - COVID-19 EDITION 3
"PICTON" TRANSFORMED



*No. 18 "Picton", newly shot-blasted
© Malcolm Johnson*



*No. 18 "Picton", coated in protective paint
to prevent further rusting © Ian Smith*

Councillor Kim Groves waving off the first train on 2nd August 2020 when we tentatively re-opened after the first Lockdown.



© Tony Cowling



© Tony Cowling

The Old Run

No. 248

OCTOBER 2020

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The Editor welcomes contributions - photographs, articles, news items and letters - relating to the interests of the Trust and the operation of our and other Railways.

Items for publication, including images, are acceptable in any format and may be sent via email, post, CD or USB stick.

Opinions expressed by contributors do not necessarily reflect those of the Middleton Railway Trust Ltd. or the Middleton Railway Association.

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Our Chairman speaks:

I hope that all Trust members and readers of 'The Old Run' are keeping safe and have not been too badly inconvenienced by the latest measures aimed at curbing the recent upsurge in Covid 19 cases.

The Railway successfully opened to the public on the 2nd August 2020 – the first train being flagged off by our friend Councillor Kim Groves - and steam trains ran every Sunday in August and September excepting Heritage Day Sundays when veteran diesels were given an airing. The income from running trains has been lower than normal – a consequence of the Covid 19 restrictions – and so to keep costs down the Trust will just be running diesel hauled trains in October.

Sadly, because of the same restrictions, the Trust has very reluctantly decided to cancel the 2020 Santa Specials, which we know will be a disappointment to our visitors as well as to members of the Trust. More recently, because of the new restrictions in Leeds, the Trust has cancelled the proposed Autumn Gala.

At present we are hoping to run steam hauled 'Festive Trains' on December Sundays, and diesel hauled trains in November, but these will be dependent on the restrictions in place later this year and on projected income. Please keep an eye on our website for details of operations in November and December.

In the midst of this rather gloomy news the Trust has some very helpful news to report. A team led by Mark Calvert and including Aaron Marsden and Philip Calvert has obtained significant additional funding for the Railway: a Heritage Emergency Fund Grant and a Heritage Culture Recovery Grant. These will help defray some of the Trust's running expenses, such as cost of insurance and materials for repair work but, most importantly, they will help fund key parts of three major Trust projects which would otherwise have had to be deferred because of the impact of the Pandemic.

These grants will allow us to go ahead with:

Our Chairman speaks:

1. The upgrade of our Conference Room which will be of value to Trust members and make it more attractive to hire out to third parties – thus increasing Trust income.

2. The conversion of the recently acquired PMV into a fourth coach which will enable the Trust to have three coaches available for traffic at all times. Work has already started on the overhaul of the PMV and the materials required for the rebuild will be on site before the end of March 2021.

3. Construction of the long planned Mezzanine Floor which will enable the Trust to better tell the story of Blenkinsop, Murray and the Leeds Locomotive Building Industry. Thanks to the generosity of Anglo American, most of the steel work required for this project has already been supplied to the Railway. The grant funding will thus cover flooring, electrical work and installation of a false ceiling below the Mezzanine Floor (required for fire safety) with the Trust having to manage the installation of the Steelwork.

The terms of the Grant require that the money is spent before 31st March 2021 and it is equally important the Mezzanine Floor is installed and the Engine House restored to its usual condition by the same date so that we can welcome the new season's visitors. These are challenging commitments. Planning work has already started, strict time tables will be developed for each stage, and the trust is confident that they will be delivered.

These projects will help make the Trust more resilient. More importantly they will also help the Trust discharge its charitable mission of informing our countrymen and visitors about the pivotal role in the development of railways that was played by Blenkinsop, Murray and the Leeds locomotive building industry.

Tony Cowling, with the Museum Committee, is putting together a detailed scheme covering the manner in which the Trust will tell this story and identifying where external support may be needed to develop the necessary interpretive displays. Construction of the Mezzanine floor also gives the Trust the opportunity to redevelop the section of the museum telling the story of locomotive building. This is another project which will be taking up a lot of Tony's time in the future. Though I should not speak for him, I am sure that he finds this work far more rewarding than the very necessary job he does of poring over the Government's torrent of badly drafted Covid legislation and working out whether or not it affects the Railway.

As part of the work to improve the resilience of the Railway, Mark Calvert has been further developing the links with local training organisations who need to use a railway to help train people in basic track maintenance skills so that they are then able to apply for track maintenance jobs on the national rail network. This is a triple win for the Railway. It brings in additional income, gets some track maintenance work done for free and demonstrates that our value to the City of Leeds goes beyond that of being a tourist attraction.

One further piece of good news to report is that, as seen on our front cover, at long last 'Picton' has been shot- blasted and re-painted to make it look presentable. Robert Taggart in particular deserves a mention because of the time he has spent crawling about the nether regions of 'Picton' ensuring that all metal surfaces are properly protected. The next stage in improving the display of 'Picton' is to illuminate it – parts are to hand – and to provide an appropriate back cloth.

The new two volume history of the Railway covering the periods 1758 to 1960 (written by Sheila Bye, our Archivist) and 1960 to 2020 (written by Ian Smith, Vice Chairman) is being edited by Jenny Cowling in her usual careful and meticulous manner, ready for publication. This is no small task for a work which will come to be regarded as the definitive history of our Railway up to 2020.

Our Chairman speaks:

By Christmas we are also hoping to have a new Stock Book for sale which will include many previously unpublished pictures of our locomotives and stock plus updated text; Robert Taggart is working on this.

When I thought about writing these notes I expected them to be somewhat dour but in fact there is a huge amount to look forward to. Despite the impact of Covid 19 the Trust is continuing to move forward with its long term plans.

I have named a few individuals in these notes because they happen to be taking leading roles in a number of projects, but in truth what is being achieved by the Trust is the result of the efforts of all our Working Volunteers who continue to give freely of their time and energy to the Railway – I thank them all, they are an amazing group.

The Trust will be able to move forward with some projects but others will be affected by Covid 19. Any support you can give to the Trust via the 'Safeguarding the Future Appeal' will be very gratefully accepted.

For now, please continue to take care of yourselves and your families and friends, follow government guidelines and look out for any neighbours who may be in a less fortunate position than yourselves.

Charles W Milner, Chairman

Sheila Bye writes with a recent snippet of news:-

This note came from Anthony L Dawson B.Sc (Hons) Dip. PT M.A., a friend of my late friend John Goodchild.

He writes:

"I've been informed by my brother who has been working in the Dutch National Archives and reports that a Mr Blekinzoppe applied for a passport in March /April 1814 to travel regarding Coal Mines. A colleague is also going through the archives at Liege for anything remotely relevant. So that's something new on the Blenkinsop story."

There were a surprising number of John Blenkinsops around in the early 1800s, but this definitely sounds like the Middleton John Blenkinsop.

Looking at that period in the History, Blenkinsop began the 'outsourcing' experiment in the middle of March 1814, whereby the entire railway operation was to be carried out by Lister & Partner. Was this perhaps introduced in the hope of having things going along smoothly under their command whilst he went abroad?

If so, he perhaps decided they were not quite up to it after all, and he didn't dare leave his beautiful automated system in their hands for the few weeks it would take at that time, to get to the Netherlands and back again.

Interestingly, the Netherlands at that time included what soon afterwards became the northern part of the new country of Belgium. This included Liège, where M. Braconnier perhaps was considering building a locomotive to pull his coal trains.

Some further information about this incident may come to light in the future.

Thanks Sheila, anything else you can tell us will be very welcome. Ed.

Tram Preservation at Middleton, by Malcolm Hindes

Malcolm Johnson's photos (Old Run No. 246) suggest that his first visit to the Middleton Railway was near the end of our tramcar preservation phase. This is an episode that usually generates negative feelings, whether of regret, despair or even criticism, but is one without which the Middleton Railway now might be little more than a footnote in some history book.

The story starts ten years beforehand. Leeds in the early 1950s was an exciting place for the rail transport enthusiast. The main line network was little changed from pre-nationalisation, even pre-war, days; indeed City Station's front entrances still bore the LMS and LNER initials. In addition to the two main stations (City and Central) there were no fewer than 15 passenger stations and halts within the city boundaries, plus six goods depots and three motive power depots (editor permitting, I'll list these in a future issue). Many companies had private sidings and some even had their own internal railways, both standard and narrow gauge, worked by a variety of steam, diesel, petrol, electric and rope haulage.

And then there were The Trams. Leeds had a large and comprehensive network of electric tramway routes, and far-sighted pre-war plans to transform the system into a modern light rail network with reserved tracks and city-centre subways had been revived. New routes had opened as recently as 1949 and prototype single-deck railcars ordered. As a stop-gap measure, London's finest trams – the "Felthams", rendered surplus by the capital's hasty closure decision – had been acquired, allowing some of the older cars to be withdrawn.

This was the scene that greeted – probably attracted – the young London academic, Dr. R.F. Youell (Fred) to a lecturing post at the University of Leeds. Being a transport enthusiast, it was perhaps inevitable that he would become associated with the University Union's Railway Society (LUURS), which included a fair sprinkling of tram enthusiasts.

Sadly, the scene was not to last. A change in political control of the City Council led to a stubborn determination to be different from "that other lot". The light railway plans were dumped, replaced by a lemming-like rush to replace the electric trams with motor buses – the "Infernal Combustion Engine" as Fred termed it – dependent, of course, on imported oil and rubber. Even the Suez crisis, which saw some tram operation temporarily restored, failed to convince them of their folly.

Tram preservation as we know it today was unknown, so in an effort to save something of their host city's heritage, the LUURS decided to act. Two passenger trams were earmarked for purchase – "Horsfield" car No. 160 and "Feltham" 517, together with a works tower tram to maintain the overhead. Plans were floated to build a working tramway, reputedly alongside the University playing fields at Lawnswood. The University's reaction to this can be imagined, so the hunt was on for somewhere else to put their trams. Then the National Coal Board dropped their own bombshell, announcing closure of the bulk of the Middleton Colliery Railway, retaining just the southern part to be operated as a "long siding" by British Railways traction. This also hit several firms who had private sidings served by the NCB.

However, the resourceful Fred saw an opportunity in this problem. He approached the two firms most affected – Clayton, Son & Co. and Robinson & Birdsell – with the suggestion that the LUURS operate trains for them and possibly store their trams on a spare siding. Amazingly, the offer suited the companies, if not the University. After all, students were in Leeds to study, not to provide train services!

Tram Preservation at Middleton, by Malcolm Hindes

The solution was to create an independent body beyond the University's jurisdiction, the Middleton Railway Preservation Society, which students and private individuals alike could join. This appealed to local railway and tram enthusiasts too. An immediate extra project was the rescue of a railcar from the Swansea and Mumbles Railway, which superficially resembled the much lamented Middleton Bogie trams and might be suitable for transporting miners from Hunslet to Broom Pit. The story of that vehicle's rail journey from Wales is well covered elsewhere. It arrived just in time for the University's 1960 Rag Week, raising funds for charity and putting Middleton on the map as the first standard gauge railway to be operated by volunteers.

Coincidentally, the first trams to arrive did so that very same week – but they weren't our own! In a rare moment of conscience, Leeds City Museum had been offered "Horsfield" car No. 202 to represent a major part of the city's heritage. However the Museum didn't have anywhere to store it. Middleton to the rescue! 202 arrived by road, together with prototype railcar 601, which Fred himself had purchased, and they were offloaded at the former tramway crossing on to the Parkside headshunt, while Swansea & Mumbles 2 trundled back and forth in the background, propelled by Hunslet's diesel shunter No. 1697 which the Engine Company loaned for the purpose. This of course later became Middleton's own loco and was named "John Alcock".

The two trams took up residence in Clayton's "back road" with the infant Society's other vehicles. The next tram to arrive was another fugitive, Glasgow No. 1055 (ex Liverpool 869) which had been acquired by a Merseyside group. A problem here was that Glasgow had re-gauged the tram to their narrower 4ft. 7 $\frac{1}{4}$ in. gauge which made it prone to de-rail on standard gauge railway track. Before it could be manoeuvred into Clayton's yard, local air rifle enthusiasts made good use of it for target practice.

By now, Clayton's back road was full, so when our own trams arrived, together with privately preserved Stores Car 6 (ex Hull saloon car 96), they were relegated to storage in a field belonging to Robinson & Birdsell. This meant off-loading them in Hunslet Rugby League Club's car park then lowering them carefully down a precarious ramp of bullhead rails, loose-laid sideways on wobbly sleeper stacks with the tram wheel flanges running in the web. Sadly, before the boundary fence could be secured, the vandals returned. The move away of 1055 left a space that was soon filled by another privately-preserved tram, Sheffield No. 513.

The Tramway Museum Society's long search for a base had ended with acquisition of premises at Cliff Quarry, Crich. Inevitably, most of Middleton's tram enthusiasts went to help develop the new site, leading equally inevitably to bad feelings back home. But, of course, it had been realised that Hunslet was not the ideal area to store museum vehicles in the open!

Increasing demands on Clayton's yard led to construction of a special "tram siding" alongside Clayton's sports field. The Swansea car had already been damaged in a shunting incident before it and the two Leeds trams were moved there. Sheffield 513 went to private storage, initially in Cullingworth station goods shed. The trams remained the only place for members to relax and eat their sandwiches, although one individual made himself unpopular by insisting on using 601 as a smoking shelter. One day it caught fire, destroying one saloon and scorching the undamaged end of the Swansea & Mumbles car.

Construction of the M1 (now M621) into Leeds led to Compulsory Purchase of Clayton's sports field. However the three vehicles on the Tram Siding were considered unsafe to

Tram Preservation at Middleton, by Malcolm Hindes

move – and where to? Leeds City Museum agreed to exchange 202 for 160, allowing the Society to scrap all three, as shown in Malcolm's photos.

Of the trams in R&B's field, the tower tram (officially a "Rail Derrick") was sold to Leeds Transport Historical Society, overhauled offsite in Garforth and then donated to Crich tram museum. The surviving lower deck of 160, together with Stores Car 6, was moved to the newly-opened Leeds Industrial Museum at Armley Mills, leaving just Feltham 517. Contrary to David Hebden's recent comments, there was considerable interest in rescuing 517 and a fund was set up for the purpose. However somebody in the Middleton hierarchy demanded an asking price high enough to reimburse all the Society's costs, which proved beyond the fund's resources and sadly the car was scrapped.

Happily that was not the end of the story. Liverpool 869, Sheffield 513, the tower tram and Stores Car 6 all survive intact and restored to operation (the latter as Hull 96). The trucks (running gear) and many other components salvaged from the scrapped vehicles found a new lease of life on other trams restored from "chicken hut" condition. So, the Middleton Railway made a valuable contribution to tram preservation, even if its own attempt failed.

But would there even be a Middleton Railway today if those students hadn't started things off by trying to preserve something of the city's transport past?

Malcolm Hindes



601 and 202, HE 1697 and Swansea & Mumbles 2, Parkside, June 1960 (Rag Week)

© Malcolm Hindes

The Late Peter Stuart Excell



Peter Stuart Excell (June 1948 – 13 August 2020)

An appreciation:

Members will have read the article by Peter Excell in the July issue of the Old Run and will be sorry to hear that he died on 13th August, not long after that article had appeared in print. He had been a member of our railway for quite a bit of time, although not for nearly

as long as he had been a member of the Industrial Railway Society, which he had joined in 1963.

Professionally he was an electronic engineer, at the University of Bradford from 1971 to 2007, where he rose to be Professor of Applied Electromagnetics, and then at Glyndwr University in Wrexham, most recently as Deputy Vice-Chancellor, until he retired in 2015.

By coincidence I had worked briefly with him around 2003, on the examination of the work done by a PhD student, when he and I spent almost as much time talking about industrial railways as we did about software for sending SMS messages (which was what the student had been working on).

My next contact with him was in 2017, when an email message arrived from him enquiring whether we would be interested in the length of plateway rail that was the subject of his article. At that time he said that he was trying to de-clutter his life, having moved back to Bradford, and we were delighted to accept his offer of the donation of this length of rail. He had also contributed an article to the September 2017 Old Run on another of his interests, which was the work of Joseph Priestley.

Another part of this de-cluttering had been to cut down on membership of societies, and so not long after this he let his membership with us lapse. Then, in April of this year, another message arrived, saying that he was reversing this decision, and had re-joined. This led to him writing the most recent article, but at the same time he had said "I have had a diagnosis of cancer and my prognosis is not very good, so I don't know how long I will be able to be a member". Sadly, it was to be only a few months.

We send our sincere condolences to his wife and family; Peter will be sorely missed by all who knew him.

Tony Cowling

Moor Road Happenings

It has been a hectic three months since the last Old Run appeared and a lot has happened at the Railway, some well planned in advance and some surprises. The restrictions brought about by Covid-19 have continued to play a larger part in both what we do and how we do it. We have re-started train services, albeit on a reduced scale, largely because quite a number of people who we rely on have been self-isolating or otherwise reducing contact with others to a minimum. At the moment we are only running trains on Sundays although we are going to endeavour to run on the Wednesday of half-term. Visitor numbers have been variable but have been at least sufficient to cover the cost of fuel and make a contribution to the coffers.

LOCO NOTES

1601 MATTHEW MURRAY

As mentioned in the last Old Run, a formal steam test for the Boiler Inspector was carried out at the beginning of July and, subject to all else staying fine and satisfactory, the loco will now be available until July 2021. At the moment it is available for traffic but has not been used.

No. 6

The boiler for the loco is now back at Moor Road and installed in the frames. However, the final part of the boiler overhaul did not go according to plan. When the boiler was subjected to a preliminary hydraulic test, besides the expected minor leaks which invariably occur, a small but significant leak was detected at the 'J' pipe. This is the pipe which sits in the dome and to which the regulator is attached. It is called a 'J' pipe because it is in the shape of a letter 'J'. This necessitated its removal for further investigation and a small pinhole was identified. An initial plan was to drill a small hole at the pinhole and fit a screwed plug; a simple and not uncommon repair with castings of this type. However, the small hole soon became a larger hole and it was obvious that the flaw in the casting was much more significant. After much discussion with the boiler contractors it was decided that the pipe would be sent to Cast Iron Welding Services Ltd who would carry out a guaranteed repair at a cost that was acceptable to us.

The repair to the 'J' pipe was successful and this enabled the boiler to be both hydraulically and steam tested during the first week of July. The new smokebox was then riveted on to complete the contracted boiler repair and the boiler was returned to Moor Road on the 16th September. The crane of the delivering lorry was used to lift the boiler into the loco's frames as it was too heavy for our own 5 ton crane to lift.

Work has now started on the slow task of re-assembling the loco. New firehole doors have had to be made as the original ones appear to have gone missing. The crinolines have been made and fitted followed by the installation of the rockwool insulation. Three of the rings of boiler cladding have been made and rolled ready for fitting, leaving only the parts over the firebox to make. Fitting of new cladding sheets is always a fiddly job, especially when new as we don't have any drawings to work to and they have to be measured up and cut to go around all the various fittings. It is not until this is all done and complete that we will be able to fit the cab and tank and an end will be in sight. It will have been a long time in returning it to steam. The loco last steamed in 1975 and its overhaul first started in 2003, initially being put on hold when we started to build the Engine House in 2005.

1210 SIR BERKELEY

Cleaning and painting has continued to be the main focus during August and September.

Moor Road Happenings continued ...

The various bits of valve gear have been given this attention, as have the two cab side sheets. The outside of the frames have received their first coats of maroon paint. Further measurements of the axleboxes have been carried out to establish exactly what is required to be done to them. This has highlighted an anomaly with the axleboxes on the rear axle which will require a further measuring session to establish whether the original measurements were correct or an error has crept in.

No.11

Still nothing to report.

No.1310 (NER H)

1310 has worked a couple of the Covid-19 service days and is available for traffic if required.

1544 SLOUGH ESTATES No. 3

1544 has shared the steam services with 1310. Recurring problems with the steam brake valve have required it to be stripped down and have the spindle straightened yet again. Attention has been given to the right hand crosshead to eliminate excessive play between it and the slidebars.

SENTINEL No.54

The loco is now essentially finished other than for a few minor jobs that inevitably rear their heads once testing starts. Re-assembly following the fitting of the boiler cladding has not been a straightforward task. The water gauges had been removed for this purpose and, when re-fitted proved to be very troublesome to make steam tight where they are attached to the boiler. In all, we had four attempts to do this before a successful steam test could be recorded. This finally allowed us to test the safety valves, which have proved to be satisfactory and the last major task to cross off the list. Or so we thought. A trial run of the loco under steam showed that the right hand top exhaust valve was stuck open and most of the steam was being ejected straight up the chimney. The problem was eventually traced to a stuck cam follower, which necessitated the dismantling of the cam box in order to free it off. The reason for its seizure was a lack of lubrication, which is done by the splash from the big ends when the engine is running. Although the other cam followers didn't appear to have this problem it has been decided to increase the depth of oil in the engine sump to provide more 'splash'. The loco now just awaits a formal test of the safety valves by the boiler inspector, after which trial operations can begin.

HE 2387 BROOKES No.1

Currently on display in the Engine House. It requires some work on the injectors and attention to a leaking boiler plug in the smokebox. The lack of need for the loco and available manpower to carry out the work have been the main reasons for the lack of progress.

Fowler 42200033 HARRY

No progress with the repairs to the various gauges and the loco is currently on display in the Engine House.

Peckett 5003 AUSTIN'S No.1

Has been kept in working order and used as required. The air receivers have had an

Moor Road Happenings continued ...

inspection by the Boiler Inspector.

D2999

This loco underwent a B examination during July and a broken buffer spring was identified. The buffer was removed and dismantled and measured up for a replacement spring. This was duly ordered from the Tested Spring Company along with a spare as buying two was not significantly more expensive than buying one due to set-up costs for manufacture. It is also suspected that another buffer spring is in a dubious condition. The buffer has been overhauled and re-fitted and the loco is now back in service.

D577 MARY

The loco has been in storage in the Engine House but was used during the heritage weekends in September. Following its long period of being out of service the loco would not produce any gearbox oil pressure. This was probably due to the gear pump drying out and not creating sufficient vacuum to suck the oil out of the sump. Once it had been primed the fault disappeared.

HE 6981

Work has progressed as manpower has permitted. The radiator cover has been modified to clear the exhaust drive and a new frame made to cover the exhaust and carry the inspection door. This remains to be fitted, as does manufacture of the door. The remaining compartment doors have now been fitted, along with the minor necessary alterations to the engine bonnet framework to allow this to happen.

The three receivers associated with the compressed air system have all been removed, cleaned, hydraulically tested and formally inspected by the Boiler inspector as we had no certifying paperwork for them. Following the inspection they have been painted and presently await re-fitting.

D631 CARROLL

The loco has been in storage in the Engine House and has been little used.

L.M.S. 7051

The loco has been in storage in the Engine House but was brought into service for the Heritage weekends during September. However, the engine developed an unusual noise and was failed as a precautionary measure. From a preliminary investigation it appears that one of the cylinder head gaskets has failed. Further investigation will require workshop space for the locomotive, which is currently not available.

D1373 MD&HB No.45

Has been kept in working order and used as required. The problem with the direction selection has been investigated and traced to one of the direction selection air cylinders not properly exhausting when required to do so. Further work will be necessary to rectify this.

All other locos are stored, either on display in the Engine House or awaiting overhaul.

CARRIAGE & WAGON NOTES

PMV 2223

Agreement was reached to purchase this privately owned Southern Railway PMV currently resident on the East Lancs Railway to provide the basis for a fourth coach. Payment was made to its owner literally the day before the lockdown but the vehicle had to remain on the

Moor Road Happenings continued ...

East Lancs Railway until staff there returned to work and could move it into a position for loading. This eventually happened at the beginning of June and the van duly arrived at Moor Road on the 13th June.

Council has now agreed that this coach will be built to the same design as coach No.1867 except that improved ventilation will be provided by means of more openable windows. A start on the conversion will not really be possible until the vehicle can be brought under cover, something unlikely to happen until the LMS brake van is completed although some work has been done. However, a few necessary and preliminary jobs on the underframe have been carried out. These have included checking all the axlebox bearings and replacement of the timber backing pads for the buffers. Work on the buffers has also required the manufacture of two replacement steel pads and straightening of one of the buffer shanks. The vacuum pipes have also been removed from each end as they were of the high mounting type and would have interfered with the gangways which are fitted to all our coaches. These will be replaced with low level type fittings.

LMS BRAKE VAN No. 158760

There was a growing concern that this project had stalled due to Covid-19 and this was going to create a significant knock-on effect with our future work plans. However, work was re-started during June and much progress has been possible over the last three months thanks to the efforts of several people. All the side and end planking has now been completed, along with the bench seating. These fifteen words do not do justice to the amount of work that has been carried out in order to achieve this. We have also managed to install a desk as originally fitted but, in the absence of any suitable drawings or other information, it is a best guess as to what was there originally. Work is presently concentrated on repairing and fitting the many handrails (eighteen, I think!) and other metal fittings such as lamp brackets. Work still to do includes manufacture and fitting of the footsteps, completion of the roof and a full re-paint both inside and out. It has been agreed that the van will be painted in the livery it carried when it first arrived at the railway in 1960. We are still in discussion on whether to fit a suitable stove.

PIPE WAGON No. B740883

A new arrival on the railway (and having gained the unofficial name of Dorothy) this has come from the Llangollen Railway. Over the last twelve months the railway has scrapped two of our flat wagons due to their very poor condition, leaving us with two which had recently received attention and a re-paint. However, it was recognised that we need three such wagons for engineering purposes and it was agreed that we should acquire another if one became available. Last December we were informed that the Llangollen railway was having a clear out of surplus wagons and these were available at scrap price. We inspected three wagons and one was chosen as being in relatively good condition. The wagon concerned started life with British railways as a pipe open wagon with sides and ends but was later sold to the RNAD who removed the sides. Purchase of the wagon was much delayed by Covid-19 but it eventually arrived in mid August. Work has already commenced on tidying up this wagon so that it can enter service. What remained of the timber floor has been removed, along with the remains of the ends. This has allowed access to the frame which is now being steadily needle-gunned and painted in grey primer. One of the badly corroded angles that located the floor at the end of the vehicle has been removed and will shortly be joined by the other. New angles will be provided to replace these, along with a new timber floor.

Moor Road Happenings continued ...

PALVAN

New shelving has been installed in in this van to enable it to accommodate all our P.W. tools and equipment. It still requires a vacuum brake cylinder overhaul, which will be carried out when time permits.

HUNSLET FLAT No.1

This has recently carried a container and been in use as a tool van whilst the palvan was being rebuilt. The completion of the Palvan project has enabled that vehicle to return to use as a tool van and for the Hunslet flat to return to its former use as flat wagon for PW and other storage purposes.

PLANT AND MACHINERY

Two new Milwaukee percussion hammer drills have been obtained to replace those stolen last year. Also newly acquired are two petrol driven hand held tampers.

The JCB has been receiving some attention of late. This has primarily been concerned with cleaning down and painting, which progresses as time, manpower and weather permit. A plan is in place to move it into the Picton shelter so that the hydraulics and other parts can be overhauled and serviced.

We have had a spate of breaking tools and equipment lately. None of it wanton or due to misuse, I hasten to add. Two of our small angle grinders have failed due to being worn out. Another of our needle de-scalers has failed, this time one of the Trelawny ones which has literally broken in half. These are not cheap at nearly £400 each and what is more annoying is that it was only five years old whilst the two obtained 35 years ago are still going strong. Two of our orbital air sanders are also lying in the 'for repair' pile. If that is not enough, our MIG welder is starting to become temperamental and will probably require replacement before long.

MOOR ROAD SITE TIDINESS

The last Old Run mentioned that a concerted effort was being put in to tidying up the Moor Road site. One task outstanding at that time was the movement of the small green container to a position adjacent to the blue container. This duly happened during August and essentially completed the planned work. However, the tidying up did not last long. We have been fortunate to acquire at no cost a significant amount of steelwork declared to be redundant from the Lockwood site of the Woodsmith Mine project near Whitby and this has had to be temporarily stored in the newly vacated area available for staff parking. Hopefully not for long, though.

A final part of the project to improve site tidiness has been the shot blasting and painting of Picton. This has been an ongoing but unfilled project for over five years now and there are those who said that it would never happen. Well it has, and the loco now has a coat of matt black paint which both protects it and makes it far more presentable.

ENGINE HOUSE MEZZANINE FLOOR

For several years we have had a basic plan to install a mezzanine floor in that part of the Engine House next to the shop area. Although agreed in principle the scheme has not progressed. However, the acquisition of virtually all the steelwork necessary for its erection has moved it very much up the priority ladder. The mezzanine will basically cover the first

Moor Road Happenings & Searching for Fowlers

nine metres of the display hall, covering the entrance and the area over the boiler display as far as HENRY DE LACY II and the Fowler diesel. Stairs down from the mezzanine will connect to, or rather replace, the existing access stairs to HENRY DE LACY's cab. A lift will be provided to give disabled access. A doorway will also be provided through into the conference room which will then give a second means of exit from that room in an emergency. Additional archive storage is also planned. More information will be provided when the details are clearer.

Steve Roberts, Mechanical Engineer.

Searching for Fowlers by Jim Ballantyne; Part 1

John Fowler established his Steam Plough Works in Leeds in 1860 and was better known for the production of magnificent ploughing engines and latterly diesel shunting locos rather than steam railway locos. In fact, only some 240 steam locos were made at the works in the 20th century and nearly all of these were narrow gauge and destined for export to plantations in remote locations.

But first, please let me introduce myself! I am a pre-war model and started train-spotting just after the war. I still have my 1946 Ian Allan ABC of LMS Locomotives, or what is left of it, to prove it. At that time we lived at Mill Hill on the Midland main line and I was brought up on 2Ps, Compounds, 2Fs, 3Fs, 4Fs, plus the later LMS classes such as Crabs, 5s, 8Fs and Jubilees as well as the Garratts. As time went on and the variety of main-line locos diminished, I discovered that industrial railways offered a marvellous variety of steam motive power and I was hooked. Instead of BR sheds I visited coal mines, iron and steel works, quarries, in fact, anywhere where locos could be found, often by "rare" builders. But there was one rarity which for me became a sort of Holy Grail and that was to see a John Fowler-built steam loco.

At that time I was working for Babcock & Wilcox, the well-known boiler makers, and had the occasional opportunity to travel overseas. Such visits could be frustrating as most of the time would be spent in meetings, hotel rooms, or interminable waits at airports. However, in August 1978 I was sent on a round-the-world trip which included a company conference in Sydney and visits to sugar mills in Queensland. I had had a small input into the design of the newest boiler at Marian Mill, near Mackay in Queensland and found that they still operated a Fowler steam loco. What an opportunity and not surprisingly, it was promptly added to my list of visits!

On arrival at the mill and after the usual formalities, I excused myself for 20 minutes, followed the railway lines and found the loco shed. There were two steam locos present, an attractive 0-6-2T built by Perry 2601/1/51 and Fowler 0-4-2T 20277/35 in steam in the yard. Elation! There had been a thunderstorm overnight and cane harvesting had been temporarily interrupted otherwise the loco would have been out in the fields so I had been very lucky! The sun was very high for decent pictures but I took a couple, had a brief chat with the crew and rushed back to more mundane business matters. This loco is now in preservation in Australia in Mirani close to Marian Mill.

A couple of years later, in January 1980 to be exact, I joined a trip to India organised by the IRS, my first major overseas "bash". This included several main-line centres but also

Searching for Fowlers by Jim Ballantyne; Part 1

iron and steel works and so on as well as sugar mills. On our penultimate full day, we visited the sugar mills at Daurala and Khatauli. Daurala was first but we found that one of their locos, a Baldwin 4-6-0T, was out in the fields, a second Baldwin was awaiting a new firebox and that their Fowler 0-6-0T, JF 15991/23, named CHEETAL, had its valve gear stripped on one side. Staff recommended we return later when they would be more prepared for our visit so we visited the mill at Khatauli first. Upon our return, we found the CHEETAL had been reassembled and a special train had been prepared for us. This consisted of a couple of cane cars with all the available office chairs lined up on them! We rattled off into the cane fields but met the errant Baldwin coming the other way on the single track and thus returned to the mill. The light was not good for photographs being heavily overcast but it had been a good visit with the opportunity to travel behind a JF! CHEETAL is now, of course, here in the UK and was until recently at the Armley Mills Museum. It was moved to the West Lincs Light Railway in 2013 and according to their website, it is still there.

Jim Ballantyne - to be continued in our next issue.



Two views of
JF 15991 at
Daurala Sugar Mill.

Note the passenger
accommodation!

© J Ballantyne



JF 20277 at Marian Sugar Mill near
Mackay in Queensland, Australia..

© J Ballantyne



No. 6's Boiler returns

Wednesday 16th September 2020 was a red letter day for the Middleton Railway. The refurbished boiler for No. 6 (Percy) arrived at the railway. Several members were present to welcome it and to help seat it into the frames. Because we did not have a crane big enough to cope with the weight of the boiler, this had to be done by the crane on the delivery vehicle, which is why you will see someone not wearing Personal Protective Equipment involved in the move - it is the delivery driver, who is not part of our staff. PPE was offered to him if he would like to borrow some of ours, but he preferred not to do this.

Here are some memorable pictures of the day, taken by Chris Nicholson:



The frames sit,
patiently waiting
for the boiler to
arrive.

Page 26 shows
progress being
made on the
tank and cab.

Then the really
exciting work
can begin.

"Come a
little
closer,
we're not
far off
now."



No. 6's Boiler returns



Some minor adjustments from Richard Pike on the right, and ...



there we are - ready for the rest of the work which will enable No. 6 to run again. Not long now, just quite a lot of engineering work and some exquisite painting and it'll be back in traffic. Hooray! Doesn't it look grand!

John Roberts, member and artist, a brief resumé

John Roberts, one of our members, was born in Hunslet, Leeds, in February 1957; a centre of industry at that time. Shortly afterwards the family moved to Cross Flats, another suburb of Leeds, where he went to school. In time he attended the large Matthew Murray Comprehensive, named after the famous Leeds engineer who built steam engines like the "Salamanca" in the days when George Trevithick was pioneering his engines. His dad was a gifted mechanical engineer, who could do logarithms with his eyes closed! Some of John's earliest art-related memories were of drawing on the back of his Dad's discarded blue prints – two kinds of talent, you might say!

In his youth, John loved all things maritime; the big liners like the Mauritania and Aquitania, and later the huge Queens. His uncle would lend him his 1930s "The Wonder Book of Ships". From these he would draw highly detailed images of ships; and also, from articles in the US magazine "Life" that his uncle sent to his Dad after he had moved to Michigan, he would draw his "ideal home". Australia and cinema posters also inspired him, and he still has cuttings from many of these, some of which he would form into collages, creating his own poster.

Whenever the family went on holiday in the 1970s, John would take his sketchbook and would always be drawing. Later he would stop using pencil and use the Pelikan inks his father would get for him, and coloured artist's inks from Gadsby's art shop in Upper Briggate, Leeds. In 1968 his dad went on a business trip to Switzerland and brought back a set of oil paints and brushes. This was a quantum leap forward and his first painting using this medium was a still life of fruit, followed by a surfer on a huge wave. One of his paintings was put into an exhibition in the school hall, but it was pinched - a back-handed compliment!

In time John came across the paintings of Terence Cuneo, the very famous railway artist who always included a tiny mouse somewhere in his pictures. From his classroom window, which faced the LNER (blue engineering brick) viaduct about a quarter of a mile away, he could see the Deltics leaving Leeds City station with the London expresses and the Peak Class 44/45s on trains to the West Country, and the handsome Trans-Pennine diesel units on the tracks behind. John's elder cousin got married and his mother gave John all his train-spotting books and magazines. One of these was a brochure the "North Eastern Region of British Railways in the Service of Industry". The cover featured Terence Cuneo's painting of a Class 40 English Electric Type 4 Diesel with an industrial setting in the north-east. What had also caught his attention a couple of years previously was a Triang/Hornby model railway catalogue featuring a Class 9F on a freight train. John also remembers a view of Tyesley Depot being featured on a Triang/Hornby catalogue.

John has been much influenced by Cuneo's painting, particularly because he worked in oil, John's own preferred medium. In addition to the powerful 9F steam engine painting, the one work by Cuneo which, for John, had that "something" was the one made for the British Railways "Night Freight" poster advertising the 'Condor' express freight. The Metropolitan-Vickers Co-Bo-type 2 diesel was not the most successful diesel design, but for some reason John saw these as the 'underdog' diesel. Cuneo gave them a dignity by portraying a double-headed precursor of the container train storming out of the north-London suburbs on its long overnight journey to Glasgow via the legendary Midland Railway. Cuneo imbued this with power and romanticism. John especially liked the way

John Roberts, member and artist, a brief resumé

Cuneo included a steam engine on the left, passing into view on the southbound line.

John has done some oil painting of scenes on and around the Middleton Railway. In the days of the working pits, there had been a real sense of place about this area, sadly all swept away in the 1970s when the M1 was built, destroying the Hunslet community. John had worked on the railways, eventually as an engine driver, from 1978 to 1995, then went into education. He is fortunate that he has a constant reminder of his previous occupation in that his kitchen window overlooks the East Coast mainline just north of Wakefield Westgate station, from which he can occasionally see a vintage diesel excursion and some steam trains such as the "Scarborough Express".

John intends to bequeath his Middleton Railway paintings to the railway. They will be gratefully received *eventually* - but *there's no rush John! Keep Safe.*

Taken from an interview with Chris Wheeler about John's Art Career. Abridged by the Editor



Farmhouse at Intake

Some of John Roberts' paintings



Bridge 173



Northern November Saturday Afternoon

Some of John Roberts' Paintings



Swing Bridge (detail)

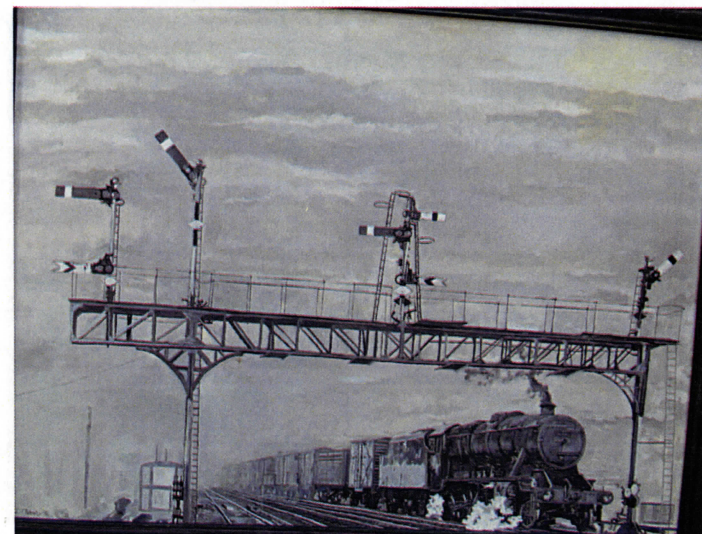


Midland Line, Hunslet

Some of John Roberts' Paintings



View towards Middleton Girder Bridges



Manchester Early Morning Goods

Some of John Roberts' Paintings



E-7 Diesels emerging from Snow Squall, USA

Royal Academy Summer Exhibition 1987 This label to be completed and attached to the appropriate work Please use block letters.		Work No. 1
Surname	ROBERTS	Mr. Mrs. Miss or Ms.
Forenames	JOHN	
Address	47 THE CHANDLERS THE CALDER 15.05.12 LS2 7ET	
Title of work	BRIDGE 173, STILTON FEN. G.N.R.	
Medium	OIL	Full Retail Price including frame and VAT if registered £ N.F.S.
Total of Edition	1	Full Retail Price unframed prints, sculpture and replicas including VAT if registered
No. available for sale	1	
Plaster to be exchanged (Reg. para 6) Sculpture only YES/NO		£

The pictures included in this article may not be reproduced in any format by any means without the express permission of the artist, John Roberts.

AN OLDE BUFFER REFLECTS

To all those born before 1940

We were born and were brought up and educated with discipline and respect for teachers; before television, before penicillin, polio shots, frozen food, Xerox, plastic, contact lenses, videos, frizbees and the Pill. We were around before radar, credit cards, split atoms, laser beams and ball point pens; before dish washers, tumble driers, electric blankets, air conditioners, drip dry clothes, photocopiers and before man walked on the moon.

We got married first and then lived together (how quaint can you be?). We thought fast food was what you ate in Lent. A "Big Mac" was an oversized raincoat and "crumpet" we had for tea. We existed before house husbands, computer dating, dual careers, and when a meaningful relationship meant getting along with cousins, and when "sheltered accommodation" was where you waited for the Tram.

Jeans were any property belonging to a girl of that name. Bunnies were little rabbits; dishes were for eating off, not for receiving signals from outer space. We used manual typewriters and carbon paper for copying.

We were here before day care centres, group homes, disposable nappies and vitamin pills. We never heard of "FM Radio", tape decks, electric typewriters, artificial hearts, word processors, yoghurt and young men wearing earrings. For us "time sharing" meant togetherness; a "chip" was a piece of wood or fried potato; hardware meant nuts and bolts and software was not a word; whilst PCs were policemen. We wound our watches daily and had no calculators, other than the brain God gave us.

Fax was what we looked up in an encyclopaedia. Before 1940 "Made in Japan" meant junk; the term "making out" referred to how you did in exams; "stud" was something that fastened a collar to a shirt and "going all the way" meant staying on the tramcar to the terminus. Pizzas, McDonalds and 'instant' coffee were unheard of. In our day cigarette smoking was fashionable; grass was mown, "coke" was kept in a coalhouse; a joint was a piece of meat you had on a Sunday and 'pot' was something you cooked in. "Rock" music was a grandmother's lullaby. 'Eldorado' was an ice cream; a 'gay' person was the life and soul of the party and nothing more, while 'aids' just meant beauty treatment or help for someone in trouble.

Divorce was a pastime only for film stars and girls thought cleavage was what a butcher did. A 'mouse' was a small animal. 'Spam' was tinned meat. 'Twitter' was bird's song. 'Cyber attack' was Star Wars fiction. 'To crash' meant falling off your bicycle. A 'backup' was what locomotives did to couple to trains. A 'tablet' was a pill and a 'web' was what spiders spun. We've survived food and clothes rationing.

Yes, we who were born before 1940 must be a hardy bunch; we survived a world war and bombings by Adolf Hitler's mob. When one thinks of the way in which the world has changed and the adjustments we have had to make - Wow! But we made it and continue to have a contented and happy life, not pressurised for non-essential material things -

AN OLDE BUFFER REFLECTS

which have built in obsolescence.

But the new generation appears incapable of creating new words on their word processors and they have to use our old, well tried ones over and over again. But it is they who must now pick up the torch from old hands and go into the "New World". God bless them! Best of luck!

Bill Hampson

Thanks for this Bill; I wasn't born pre 1940, but recognise every word you've written! Ed



A photograph taken in July 2020 showing some of the progress on the LMS Brake Van.

It has progressed a great deal further since, but this illustrates some of the work that went into it.

© Andrew Johnson



On the left, the cab and tank of No. 6, gradually gaining their top coat of green, also in July this year.

It's a good thing some people have steady hands!

It's going to look splendid when it's finished.

© Andrew Johnson

The Blue Train, by Andrew Johnson

Or should that be "le train bleu" as this is the famous French train service operated by the Compagnie Internationale des Wagons-Lits (CIWL)? Service resumed on 16th November 1920 between Paris and Menton with pre-war carriages, operated by the CIWL using the Chemins de fer de Paris à Lyon et à la Méditerranée., (PLM). The whole route was served again from Calais to the Mediterranean on 9th December 1922. The new Calais-Méditerranée Express was composed of exclusively first-class, new steel carriages (S-cars) built by Leeds Forge Company in England and the CIWL-works in Munich, with a dining car renowned for its haute cuisine five-course dinners. The "introduction ride" was made by two trains with many invitees and nearly 50 journalists, departing from Calais and Paris bound for Nice. The sleeping cars were painted blue with gold trim. This eventually led to the nickname 'Blue Train' in 1923. This name was taken over soon in English advertisements: "Summer on the French Riviera by the Blue Train"

Most noteworthy was the contract to build 40 all-steel cars for the CIWL, an order worth half a million pounds sterling to Leeds Forge. The Leeds Mercury trumpeted this news in July 1922 with the headline 'Leeds Touches a New Industry'. These were the S class of coaches with all steel bodies painted in the blue lined out in gold. Fixtures and fittings included wooden panelling and furniture by the Waring & Gillow Company of Lancaster and the restaurant car was fitted with a decorative glass panel by the renowned French manufacturer of artistic glassware, René Lalique. The fact that so many of the new steel cars were built in England probably had much to do with the influence of Dalziel and the attractive payment terms that could be achieved from the British companies, paying for the cars over a good number of years. The main reason for this change to steel was regulations by the French Railways who considered wooden cars to be insufficiently safe.

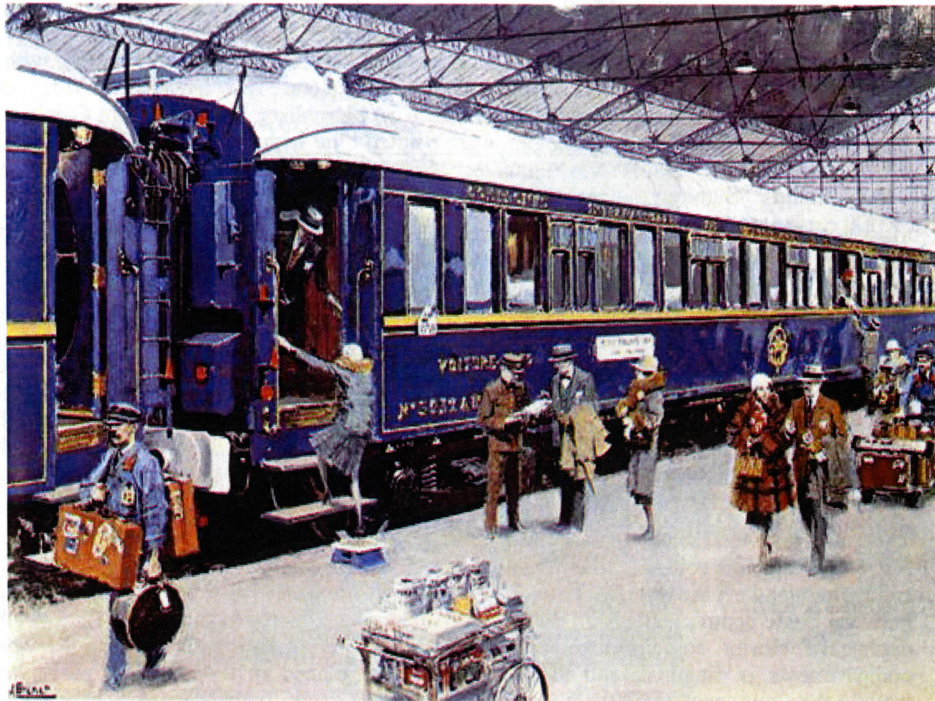
The carriages were sent to the Continent by the Harwich-Zeebrugge ferry-boat service. Since then all new rolling-stock of the company has been of all-metal construction. The following standard measurements have been adopted: overall length 76 ft 11 in, distance between bogie centres 52 ft 6 in, distance between wheel centres 8 ft 2½ in. Some of the cars have eleven compartments with two berths each. The partition between two compartments is diagonal, and the wash-stands are placed in the receding parts, thus leaving the floor space free. There are doors between each of two adjoining compartments, which fold back so that practically one large compartment can be formed. Other cars contain eight single-berth and four two-berth compartments. The "Calais-Mediterranee Express" contains ten single-berth luxury compartments. The dining cars are now generally built to seat fifty-six. During the last few years the company has introduced buffet cars for short journeys, with light refreshment bars.

Famously in the 1920s and 1930s there were the Blue Train Races, where a series of record-breaking attempts by drivers to beat the train included "Bentley Boy", Woolf Barnato,

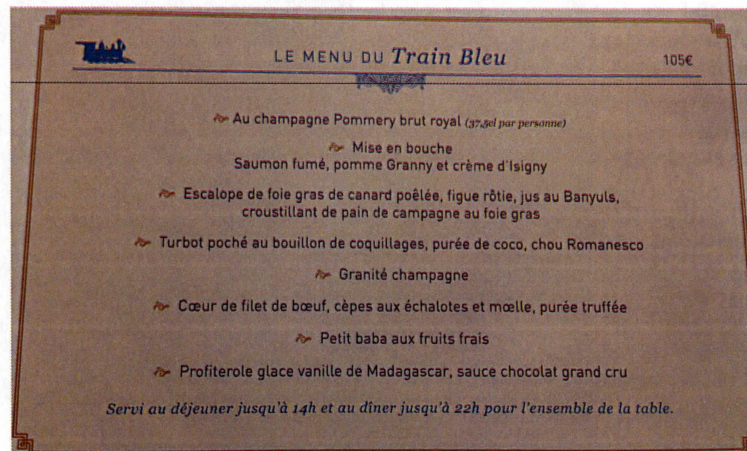
Agatha Christie was inspired by the new blue train to write "The Mystery of the Blue Train" - a work of detective fiction first published in the United Kingdom by William Collins & Sons on 29 March 1928. The novel was televised in 2006 as a special episode of the series "Agatha Christie's Poirot", and was aired by ITV on 1st January starring David Suchet as Poirot. Poirot boards Le Train Bleu, bound for the French Riviera. So does Katherine Grey, who is having her first winter out of England, after recently receiving a relatively large inheritance. On board the train Grey meets Ruth Kettering, an American heiress leaving her unhappy marriage to meet her lover. The next morning, though, Ruth is found dead in her compartment, a victim of strangulation. For more information and who

The Blue Train, by Andrew Johnson

did it, please see the book which originally cost 7/6. Later in 1934 the more well known "Murder on the Orient Express" was published from the same author, featuring another of the luxury CIWL train services.



Le Train Bleu a Paris



Letters to the Editor

Dear Editor, (from Robert Davey)

Further to the delightful photograph in the recent OLD RUN, I'd like to ask how 7051 and the Mumbles coach were coupled together, and what arrangements there were for operating the brakes.

Best wishes, Robert Davey (LT1880)

P.S. I was barely 18 months old, at the time.

I will leave one of our experts to reply to this in the next edition. I believe the answer may surprise you ... Ed.

Below is an email received from Sheila Bye, our Historian, which covers some interesting points:-

Hi Jenny, (from Sheila Bye)

Firstly, when you do another Old Run please can you include a correction about the two 1960 first train photos? I've never seen them before - I didn't take them and I don't know who actually did. Perhaps they've already been in touch with you? I only have a few photos other people passed on to me later. They don't include the ones you used in The Old Run. Lovely to see them - they're really great photos, whoever took them!

Very much enjoyed reading the on-line Old Run yesterday afternoon, especially Peter Excell's article about the mine railways in the Northowram/Shibden Dale area, where some of my ancestors were coal miners in the early 1700s. Which brings me to a point about mining in country areas like Middleton and Northowram.

Working below ground, in what would be a dark place at any time of day, a miner would almost always need to use candles. So theoretically, an independent miner could work at any time of day, for as long as he felt fit and able to work, and this would mean that (particularly in winter) he often would be going home in darkness. Middleton miners, of course, would have to work for as long as the Brandling's manager told them to work, so often they too would be going home or going to work, in darkness. Which would be a problem - there were very few streetlights anywhere at that time, and certainly not in places like Middleton Woods and the wilds of Northowram, so how did you find your way home on a dark moonless night? My coal-mining ancestors at Northowram lived in a little row of cottages known for centuries as 'Limed Houses', because the exteriors were painted with white lime - still are, in fact. The white lime would make them stand out much better on a dark night, probably better than a lantern in the window would, and this would help the collier find his way home without too much of a problem.

So, I wonder if Middleton colliers' houses were likewise limewashed in the 'good old days'? The photos of Old Belle Isle on the Leodis website do not seem to show this, but lime eventually flakes off, or is washed off by heavy rain, so could well have disappeared by the time photographers were around.

Best wishes,

Sheila

Can anyone shed any light (sorry for the pun) on Sheila's last point about the limewashed houses? And did any of our members take the photographs she mentions at the beginning? It would be good to have accurate information in our archives. Ed.

Letters to the Editor

Hello Jenny, (from Colin Foster)

I must compliment you on producing another interesting issue of our magazine under the present difficulties. It's so important to keep in touch with the railway when many of us find it impossible to pay a visit.

I was particularly taken by Richard Linkin's account of his 'Jenny Lind' model. It looks like a nicely crafted replica of an elegant locomotive.

I must comment on his statement that the difficult to model dome and safety valve trumpet were copied from similar designs on LBSCR and LSWR locomotives. I recall reading somewhere that these items with their distinctive fluting were designed by Mrs Fenton, wife of the works manager at E.B. Wilson & Co. A lady of some artistic interests who must have taken her inspiration from classical architecture where fluted columns are characteristic of Greek and Roman buildings. It certainly seems possible. They became features on locomotives built by E.B. Wilson and later Manning Wardle & Co, who took over their interests.

As for Jenny Lind, she was an opera singer, later moving on to Oratorio, very popular with English and American audiences at the time and known as 'The Swedish Nightingale'. There is a marble bust in her honour in 'Poet's Corner' in Westminster Abbey.

I hope this is of interest.

Thank you and kind regards,

Colin Foster

Thank you for this interesting information Colin. I hope you don't mind the small additions re Jenny Lind above. Ed.

Thank you for the July 'Old Run'. (from Martin Holtby)

I am sorry that I have not been over to Leeds as often as I would have wished, and as I intended when I originally joined the society. During the 'lock-down' my usual voluntary work has been 'on-hold', but my 'musculo-skeletal' condition is also deteriorating, so I really shouldn't try to take anything else on.

However, I was very pleased to note the reference in your train-spotting member's fascinating article to (LMS) 10000 which he saw in one shed. 10000 was quite wickedly scrapped by British Rail in the 1980s, one thought being that as it had been outshopped by the L.M.S. in December 1947, only days before the creation of British Railways, it was therefore disliked by the B.R. top-brass. But as the first main-line diesel loco built in Britain, it is very significant in railway history.

I am very proud to be a member of "LMS 10000, the Ivatt Diesel Recreation Society" which has planned and is beginning to work on the building of a replica. My interest started when in December 1947 my mother took me to Central Station, Manchester to see 10000 arrive on its first test run into Manchester. Ivatt was on board the loco, as was Stan Fletcher who was then development engineer with English Electric (builders of the electrical transmission gear) and who celebrated his 100th birthday just before the lock-down. Stan is the President of our society.

Kind regards, and good wishes for a successful restoration of services on the 'Old Run'.

Martin Holtby, 1972/LT

We will look forward to seeing the replica in due course, and the train spotting article will continue in the next issue. Ed.



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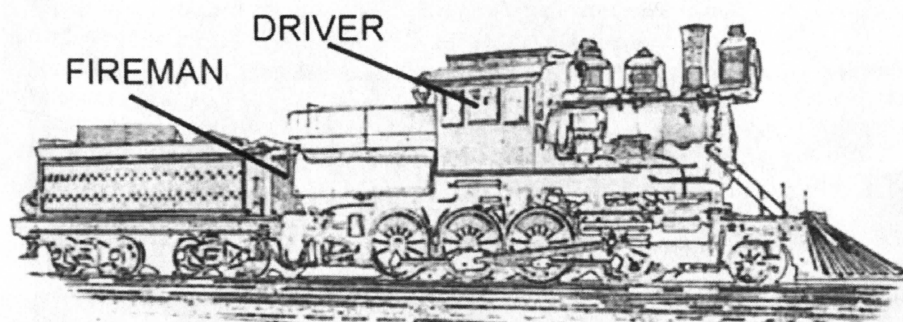
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Volunteer Liaison Officers volunteering@middletonrailway.org.uk

Young Volunteers youth@middletonrailway.org.uk



Just a few of the hazards of mask / visor wearing during these troubled times,
experienced by our railway staff and captured by our
Artist in Residence, Richard Stead.



SOCIAL DISTANCING, USA-STYLE

Contributed by Jim Ballantyne. Many thanks Jim - the more laughs we get
the better we feel!

Keep safe everyone