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The Old Run

Journal of the Middleton Railway Trust

No. 179



Autumn 2003

Leeds in Steam



Are we a theme park?
Wickham Railbus arrives at Middleton
Norwegian coach – seeing double?

It's time for another edition of our magazine, and as usual it contains a miscellany of news and views.

Having, on 11 May, seen off the Norwegian coach on its return to the land of its birth, your editor travelled to Sweden and Norway a few days later, courtesy of Great Rail Journeys of York, and enjoyed riding the rails through Lapland and the land of the midnight sun. Of special note was the sight of massive electric locomotives hauling lengthy iron ore trains to the northern most railway terminal of Narvik in Norway, for shipment throughout the world; travelling on the Flam Railway the steepest standard gauge adhesion railway in the world, with a gradient of 1 in 18 for 19km; and sampling the new tilting trains between Bergen and Oslo. See page 26 for what he discovered north of the Arctic Circle!

Can I enlist your help please? We are always very interested in what the Press have to say about the Middleton Railway. If you see any reference to the Middleton Railway in the national railway press, or in national or local newspapers, please will you send a cutting to the editor for our archives? Your help would be much appreciated, and it would be a lot cheaper than employing Press Cuttings Ltd to do the job for us. **Special thanks to those who have provided copy**, some of which has been used in this issue, and some remains on file for the future.

Howard W Bishop, Editor

Front cover photo

Centenarian Mannng, Wardle 0-6-OST No 1601, Matthew Murray, takes part in the Leeds in Steam festival on 22 June 2003, in the company of Denby Steam Cartage Co. No 7 *Denby Maiden* steam lorry, in the Moor Road car park., with *Picton* looking on hopefully in the background.

(Emmanuel Lanne)

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

Museum registration

My main task for 2003 has been the preparation of an application for the Middleton Railway to become a "Registered Museum" under the terms of Phase 2 of that scheme.

"Why do we want to do that, we're not a museum but an operating railway!" has been the response from some members.

Well, actually, we ARE a museum. Which railways in UK do you know that operate steam traction? They are all collectively called "heritage railways" because their operation is very firmly placed in the 1950's and 1960's – totally out of place in the 21st century network. Everything we do is firmly established as "heritage" and as such we are a museum in all but name. What registration will do is to "formalise" what we have been doing for years.

Registration involves us ensuring the continued preservation of our history and, for MRT will in the main focus on our documentary collections, including our extensive photo library under the able control of our Archivist/Historian, Sheila Bye.

We have to "accession" these items into the formal collection and then they will be joined by what could be described as "large objects." Some of these objects will come into the collection without problems – we have some old rail, stone sleepers and other artefacts which will come into the collection easily.

Locos and stock, though, will need to be more carefully considered. One of the constraints of registration is that the formal collection, once "accessioned" cannot be substantially altered without very careful thought. Equally, accessioned objects cannot be used as "Christmas trees" for other, working items since the removal or replacement of items from the exhibit would compromise its integrity. These are new disciplines that we will have to get used to as we go further down the road of registration.

For these reasons, MRT have formed a "Museums Sub-Committee" which will look at the locos and stock and provide a report to Council, giving reasons why an item ought to be accessioned. Council will then give a decision,

which allows them to decide if the case for "museum status" is justified or not.

There is much paperwork involved with registration and I am delighted that Sheila is joining the Sub-Committee with Howard Bishop and our Curatorial Advisor, Russell Hollowood, who normally works at the NRM. Russell has already given valuable assistance to us in our bid for registration.

The bid has been completed and was to be formally submitted to the Yorkshire Museums, Libraries & Archives Council in August, with a decision expected by October.

No doubt some of you are asking "Why bother?". A good question and it has a couple of answers.

In the first instance, the actual exercise of going through the registration process is very helpful in itself as it focuses attention on all those items we've accumulated over the years. With some objectives now in place, we can decide if we really DO need some of the things we've acquired. That will strengthen our hand when it comes to space – we can get rid of stuff! – and also allow us to concentrate on acquiring items which fulfil our collecting policy.

Another function of registration is that, as the railway matures, it allows us to concentrate on displaying what we have to the public in a manner which will prove entertaining to visitors and thus attract them and the revenue that comes from them.

Finally, and just as important, it allows access to grant aid. We are putting together a lottery bid under Steve Robert's leadership and registration will certainly assist us in getting a grant. Also, other bodies will be willing to give grant aid to registered museums, all of which will enhance the visitor experience and thus keep our railway active for many years to come.

Ian B Smith, Vice-President

From the Chairman

Ian Dobson writes;

It seems hard to believe that we're into August already! Life at Moor Road (and (and elsewhere on site) goes on with the perennial

problem of plenty of work but not enough hands to do it! Whilst we have many challenging prospects up our sleeves we still seem

to struggle to maintain the basic aims of running trains and opening the shop! It is certainly true that without several people (and it would be very dangerous to try to start naming names, but they know who they are) changing personal plans at the last minute there would have been some days this season when we could not have maintained the advertised service. Whilst there is nothing new in this, as I seem to write in a similar vein each time this piece comes round, the same shoulders that carry the load of keeping the wheels turning (or till opening) are starting to buckle under the strain somewhat!

Disregarding the fact that you are a member for a moment put yourself in the shoes of a first-time visitor to Moor Road. You arrive at 1245 and expect to find a train about to depart. You can only find a couple of people working in the shed and another two working in the yard on the track. The shop is not open and the coaches are in their stabled position up the yard. On asking about the train service you receive the response that there is no one available to run it or open the shop – would you come back the following week? No, neither would I!

Whilst this scenario has not happened – yet – at your railway it has been perilously close on more times that we should be comfortable with. The reality is of course that 'someone' would arrive on site on the morning and try to find the missing links in the chain to get the service going, usually at the inconvenience of the person called in when not rostered. So who is the 'someone'? Well, again naming names would not be fair, but whoever it is they should not have to do it, and in fairness they usually don't! It must be said though that we are now fast approaching a time when the same old faces will either retire as volunteers, get fed up and move on or, more simply, be on holiday for a couple of weeks! The point of all this rambling? We need more people to help, as ever vacancies exist in all departments, but don't leave it too long or your chosen department may be full up – unlikely, but possible!!! Simply phone the Railway and arrange to come down when I or someone else can show you round or turn up on a running day. If you are free during the week then there is usually someone around on a Wednesday and they would be

glad to see you!

Enough of this doom-laden rhetoric! What is happening that's positive? Well, as usual we are frustrated in several fields due to circumstances beyond our control. We are currently pursuing Museum registration, which will hopefully bear fruit financially to conserve our collection of locomotives, rolling stock and other items. We are also working towards an extension of the shed to bring more items under cover. A lottery application is in progress for this. The extension to the Park is in the hands of Leeds City Council Leisure Services who are still working through drafts of a management plan for the Park and surrounding areas – the drafts we have seen are supportive of the Railway's proposed extension but progress on the plans is slow! If you are a local resident perhaps you might like to ask your Councillor about it? On a positive note following some lobbying by Geoff Saunders at the Hunslet Gala we expect a visit from Hilary Benn MP shortly. He seems keen on the Railway so hopefully progress in some areas may follow his visit!

You may have heard of a proposed swimming pool as part of the South Leeds stadium complex which brings with it the need for a road from the Belle Isle direction and probably a new school. This would involve a crossing of the Railway but rest assured that we are being considered positively in this and we have already attended site meeting with the Council and HMRI.

So, in short, interesting times ahead. As usual I am grateful for your support as a member of the Trust but I can assure you that view from the working side of the fence is much more satisfying! Try it, you might like it!

Ian Dobson,
Chairman

**Deadline for the
December issue is
31 October**

The Wickham Railbus arriving at Platform 1

Graham Parkin

Recent visitors to the yard at Moor Road will no doubt have noticed the arrival of a large green coach (its actually quite hard to miss at 38 feet long!). Some of our members (enthusiasts in particular) will know what it is and have an idea of its history. Others will not have a clue but if you read on I will put you in the picture and hopefully not bore you too much!

The vehicle was built in 1958 and was originally known as the 'Elliott Track Recording Coach'. (just in case our Permanent Way Engineer is reading, it has had all its track recording equipment removed and you don't need to panic every time it moves!) It was developed by a company known as Elliott Bros (London) Ltd in conjunction with the British Transport Commission Research and Development Engineers. The equipment for track measuring was to be provided by Elliotts and they effectively were the supplier of the vehicle to British Railways. As they were manufacturers of instrumentation etc. and not railway vehicle builders the construction of the vehicle was sub-contracted to the firm of D. Wickham & Co who were based in Ware in Hertfordshire. Wickham's were probably best known for the many hundreds of permanent way trolleys that they manufactured although they built five passenger railbuses for British Railways also during 1958. The Wickham (as the Elliott vehicle is known at the line and I shall call it that from now on) was built as a follow on to the passenger railbuses and has an identical body with the exception of the doors which were sliding on the passenger versions but hinged on this. The passenger railbuses were built on a tubular steel framework and weighed in at a mere 12 tons. As the Wickham needed to be more stable it was built on a substantial under-frame which increased its weight to 24

tons. This gives you some idea of the strength of the frame. The passenger railbuses were numbered in the range SC79965 – SC79969 but as the Wickham was a Departmental vehicle it received the number DB999507.

For the technical people amongst you the Wickham is self propelled and is carried on 2 axles, one of which is powered. The engine is a Meadows six cylinder horizontal engine of type 6HDT500 and is rated at 97hp. The drive is via a Wickham patent centrifugal clutch to a R11 'Self Changing Gears' gearbox which drives the axle via a drive shaft and a Wickham reversing final drive. It would seem that a Meadows engine is quite a rarity and if anybody has any information on these then it would be of great assistance. I do have an engine manual but this only has limited information.

I do not intend to go into detail about the track recording equipment that was fitted but I will give a brief summary of how it worked. The main pieces of equipment were probes which were mounted on a framework which itself was mounted on the axleboxes. These probes were lowered by air pressure and ran on the top and inner edge of the rail and the relative movement of these was fed up to a recorder in the vehicle. These probes were able to give readings capable of determining gauge and curvature. A high speed gyroscope was also fitted which would allow vehicle movement to be taken into account when measuring and also to allow the measurement of cant to be undertaken. Measurements were presented to the onboard staff as traces on photosensitive paper from a multi channel rec-



Wickham Railbus No DB8999507 on its day of arrival at Middleton Railway makes its first foray to Middleton Park with owner/driver Graham Parkin in charge, 14 June 2003. (Emmanuel Lanne)

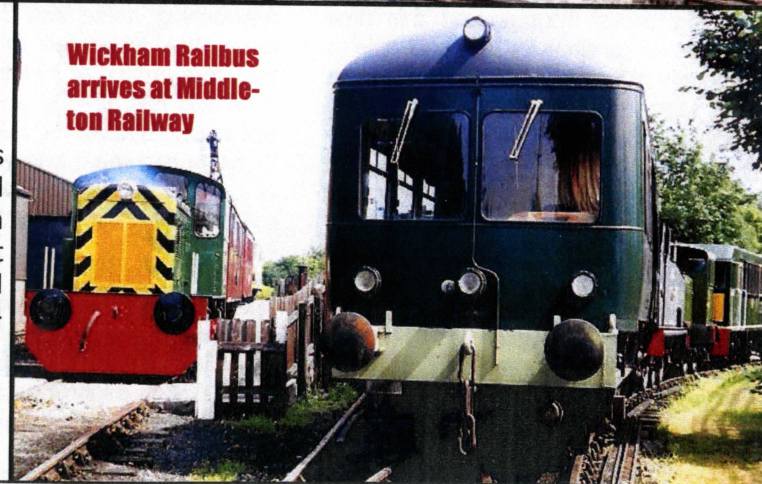


Above and right:

Wickham Railbus arrives at Middleton Railway

D19 greets newly arrived Wickham Railbus at Moor Road station, 14 June 2003.

(Ian Dobson)



order. Whilst recording the vehicle could travel at up to 30 mph and has a top speed of 55 mph when travelling between recording sites.

Little information is known about the Wickham in its early years. It presumably just got on with the job for which it was designed. From the mounds of drawings and paperwork that came with the Wickham it would appear that a substantial amount of work was carried out during 1974/1975. I have a number of drawings dated from around this time showing several proposed modifications. The most significant modification proposed was the addition of another gearbox which was to be bolted onto the front of the axle mounted final drive. This additional gearbox was to be used to reduce the top speed and make it easier to control at a slow speed. There were two proposals for this gearbox. One was to reduce the top speed to half and the other was to reduce the top speed to a third. It appears that the latter choice was selected as trials suggest that the top speed will now be around 18mph. Selection of the original gear ratio is still possible so if anybody fancies a trip at 55mph.....

The original test gear was also removed about this time so clearly the vehicle was to be given a new task. Entries in one of the vehicle log books from around this time gives clues as to what its new use was to be although it doesn't directly say what it was. It seems that the Wickham used to follow the APT (British Rail's Advanced Passenger Train) around the test track and record any changes in the track geometry particularly on curves after they had been traversed at high speeds. For this purpose a rail mounted trolley was towed behind the Wickham and equipment both on the Wickham and trolley would communicate with each other and forward this information back to staff on board. Some of the log entries also suggest that the Wickham could also be kept stationary and the trolley

reeled in to take measurements. The length of the electrical cable certainly would allow this. The rather crude towing adapter and cable reel are still fitted on the vehicle but I may be tempted to at least remove the bracket!

The Wickham was used for a number of years both on the main line and at BR Research's Old Dalby test track and it was from this location that it was sold to the East Lancs Railway in November 1997 for the sum of £1. At the same time as the Wickham was being sold, the EM2 Society were purchasing the Drewry Car from the same site. It is therefore nice to see these vehicles united once again. I was initially contacted through a work colleague earlier this year who had been tasked with finding the Wickham a new home as it was clear that it was not an ideal vehicle for the East Lancs. Apart from anything else it would not reliably operate their track circuits which gave them operating difficulties when it was used. It did see some use for training some of their drivers on the route but did little else apart from being a control centre on diesel days

I have always had a passion for DMU/railcar type vehicles as my early days working on the railways were involved in maintaining these and I was therefore more than interested in buying this. It therefore arrived at Middleton on the 11th June and has already undergone several test runs. It would be fair to say though that you can see it coming as the engine is a little smoky. Mind you I seem to recall that DMU's were rather smoky anyway.

The plan now that it is at Middleton is to fit it out with seating and use it as a self propelled vehicle. There is also the possibility that it might be capable of being fitted with vacuum brakes which would allow it to be used as a stand-in for one
(Continued on page 25)

Boardroom Jottings

Balm Road Branch

To avoid the usual "oh yes, we're running down there at the gala" panic in early September, Frankie and some willing helpers have been making great strides sorting out the top loop.

Hunslet Yard

You may have noticed a minor project called the Leeds Supertram. The depot for this is to be built in Hunslet down sidings and means someone will be ripping up perfectly good track and disposing of an open wagon and brake van carcass which may be of use to us. We are in negotiation with the relevant authorities to see what is available.

Marketing

In the footsteps of Emmanuel Lanne comes Ian Smith as the new Marketing Officer. Many thanks to Emmanuel for all his work, not always visible to the front-line volunteers. I am sure Ian will receive all the support he needs to promote the Railway in all areas.

New arrival

The long awaited Greenbat Coke Oven loco from Royston, Barnsley, arrived on 17 June 2003. This will be a purely static exhibit but as a loco built in Leeds in 1979 it brings the story of Leeds built locos as up to date as possible.

Museum registration

The application for Museum registration

tration has now been completed and should open up various grant-funding avenues. The Railway's Council will consider what items will be classed as "Museum" in due course.

Middleton Park Management Plan

Both ourselves and Wades Charity (owners of the Park) have provided feedback to the Leeds City Council and we await the next draft with interest.

Developments at South Leeds stadium, etc.

Local residents may be aware of plans for a new swimming pool, school and road in the area. This may involve crossing the Railway in some form. We are keeping a close eye on developments and have already attended a site meeting with the Council and the Railway Inspectorate.

Comings and goings

Hunslet diesel, LMS 7051 is to attend the 'first of class' diesel gala at Barrow Hill in October. It is hoped to feature the loco in the Hunslet Engine Co Leeds Civic Trust plaque unveiling in September. The National Railway Museum has requested that award-winning Manning, Wardle & Co 0-6-0ST No 1601 *Matthew Murray*, visit the NRM in 2004.

Are we a theme park?

With acknowledgments to Pete Waterman

An examination of the accounts of many heritage railways tends to indicate that at best they are only marginally profitable, and that they are heavily dependent on the running of successful Blue Engine, Santa and other special events to balance their books.

There is no doubt that Blue Engine and similar events are the lifeblood source of finance for most if not all of our preserved railways. There is nothing essentially wrong in that.

In the past we have tended to look on our preserved railways as hobbies for the dedicated railway buff. In more recent years we have moved towards viewing ourselves as tourist attractions. Perhaps we should now be seeing ourselves as "theme parks".

What we are really saying to the public is **'please come and visit our themed attraction, and provide us with the finance so that for the rest of the year we the steam enthusiasts can play trains'**. Nothing essentially wrong with that, but to achieve it we must embrace progress and learn the skills of customer care.

Perhaps fifteen or twenty years ago it was sufficient to steam a restored locomotive, stick any old coaches behind it and chuff up and down between nowhere and nowhere else. Not so now.

Preserved railways have to compete

head to head with other theme parks and attractions for a share of the visiting families' hard-earned money. **Our railways need to be clean, accessible, and safe, but most of all have family appeal.**

The steam buff may tolerate inadequate toilet facilities and paper cup tea bars: the 21st century family will not. **They want and deserve much more 'buzz for their buck'.**

Our steam railways, which are in reality working museums, create enjoyment for a great many people, paid and unpaid employment for some, and for certain keep alive in hundreds of working volunteers the skills of the past.

Youngsters of today still find fascination in recreations of the steam era. The Reverend Awdry stories are still hugely popular, the steam train in the Harry Potter series of movies delighted youngsters worldwide, so where is the problem?

Get it right, and the paying customers will come. Get it wrong, and the bank manager will come, wearing that 'I want my money back' expression, and any organisation which fails to get customer care right will have contributed to their own failure.

If main line steam is eventually discontinued, or at least drastically

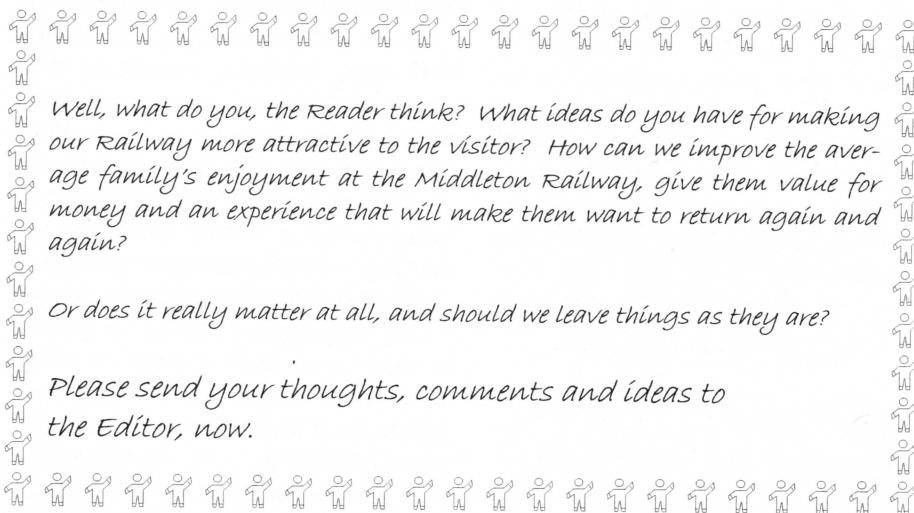
reduced—a real possibility in the not too distant future some believe—we, the preserved railways, should be ready to cash in and provide the enthusiast market with suitable alternatives.

A visit to a few of our preserved railways confirms the enormous amount of hard work and dedication which the management teams and the volunteers have lavished on their "love child". This is to be highly commended.

These efforts, however, need to be complemented by good business skills and sound financial planning if the railways are to survive in this harsh commercial world.

The rest of the world does not necessarily share our obsession with our hobby and preserving all things old! **Only by developing our family appeal will we be able to maintain our financial position and move forwards.**

So, let us at Middleton Railway look towards our new museum and interpretative centre, the extension of the main line, improvement in customer facilities, removal of unsightly "scrap" items, and possible link-up with the Leeds Supertram network—and other things with which to entertain and intrigue. **In this way we can both entertain the public and further our hobby at one and the same time.** ■

 Well, what do you, the Reader think? What ideas do you have for making our Railway more attractive to the visitor? How can we improve the average family's enjoyment at the Middleton Railway, give them value for money and an experience that will make them want to return again and again?

Or does it really matter at all, and should we leave things as they are?

Please send your thoughts, comments and ideas to the Editor, now.

**Deadline for the December issue
is 31 October 2003**

Picton peroration

David Monckton

Time flies - I can hardly believe that it is almost exactly a year since, smothered in all sorts of repellant for other things that fly, I was standing in a clearing in a sugar cane field looking at how I was wanting to fill my 'hobby time' for the next few years.

Since returning to Leeds, *Picton* has quietly found a corner of the car park to call its own and apart from sensitive removal of the terminally corroded tanks and cab for storage in a skip and a search party setting out to find bare metal on the frames little progress is visible. However, as with any ugly duckling there is some activity going on beneath the surface of the pond. To date the contents of the skip have been carefully measured and drawn before going to 'Robbies' for their particular brand of interpretation. The remaining running plate and bunker have also been recorded in anticipation of their going the same way. So when the time comes the information is readily available for fabricating replacements.

Measurement of the locomotive as it presently stands suggests that with the right driver and if it is going fast enough *Picton* can pass along the running line with only minor displacement of the platform edge but damage to the coaling stage would be more significant - the price of authenticity!

At some stage in the rebuild the decision will have to be taken as to whether to slim *Picton* down a bit (it will be feasible without major structural work to reduce the width by approximately three inches on each side, which will bring it into gauge and may contribute to the longevity of any rivet counters who venture no further than the platform).

Our friends at Armley Mills Museum are custodians of the Hunslet Engine Company Archives, and in particular all of their surviving drawings. They have so far managed to find and let me have a copy of a number of useful original drawings for *Picton* including details of the boiler and firebox and more importantly most of the missing motion components. Progress will shortly be made to put a price on their replacements to create a full set of motion. The boiler drawing shows that *Picton* was fitted with a brand new replacement boiler approximately one year before it was taken out of service in Trinidad and so on first inspection it is unusual, but probably just as expensive, in that it has corroded from the outside in rather than the other way round. A full boiler examination is not on the agenda for the time being as I find it more manageable to spread the depression over a longer period of time.

The word is also out that I am looking for suitable fittings etc. to replace those that remained in Trinidad for one reason or another and these are being purchased as they become available.

You can find anything on the web. Whilst in Trinidad I was told that the locomotive was named after one of the estates (farms) which supplied Usine Sainte Madeleine with sugar cane. On a recent journey North from Leeds along the A19 near Middlesbrough I saw a sign with the legend 'Picton 2 miles' leading me to wonder if there was any connection. On returning home I tapped the key word into my search engine to find that this *Picton* was a red herring, as was the mass murdering (50 alleged victims), pig farming Mr Pickton in Canada. However, when the words of the Duke of Wellington - 'A rough, foul mouthed a devil as ever lived' filled my screen my attention span lengthened. He was talking about Brigadier-General Thomas Picton who was apparently one of his most capable and colourful subordinates, a bluff and uncompromising Welshman, who fought with him throughout the Peninsular War until he met his end at the Battle of Waterloo.

Another website established the link, saying 'In 1806 Brigadier-General Thomas Picton, who had ruled Trinidad with a rod of iron, was brought before the Court of the King's Bench and charged with having introduced torture into the island. Discipline was his god, but became hell for Trinidad-

ians who were subjected to unspeakably cruel treatment. Despite his actions causing death, Picton was never accused of any capital crimes. In a retrial he was cleared of wrong-doing. His subsequent military career brought glory to himself and his country. He died valiantly at the Battle of Waterloo and has a monument in St Paul's Cathedral.' So there it is; the locomotive was named after a farm which was named after a former Governor of the Island. Is it only coincidence that The Reverend Awdry used this Governor's christian name for his principal character or was another more adult series of the popular books planned to be set on an island other than Sodor? ■

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## URGENTLY REQUIRED

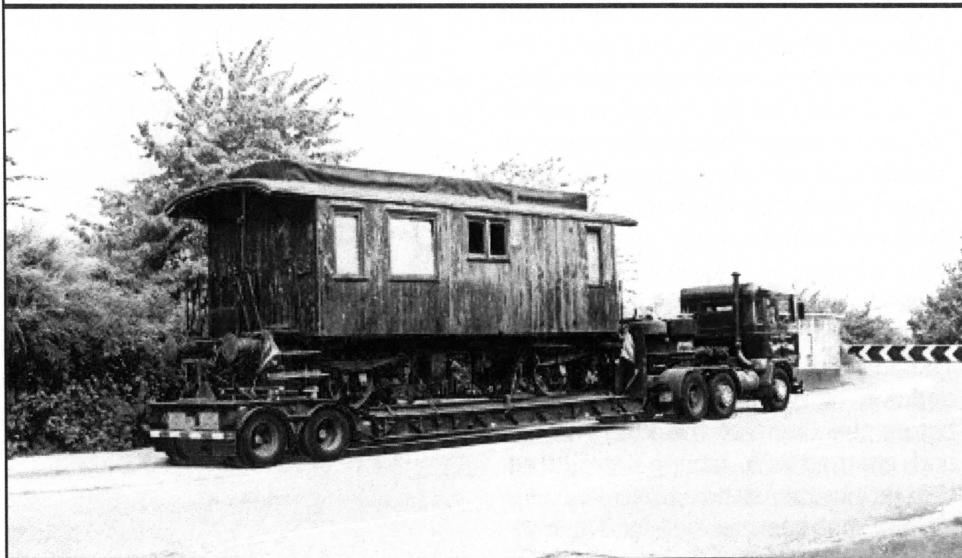
**PEOPLE TO  
MAN THE SHOP  
AND BOOKING  
OFFICE ON  
OPERATING  
DAYS**





## Farewell to the Norwegian Coach

After about 20 years at the Middleton Railway (prior to which it was at Tanfield), the Norwegian Coach farewelled on Sunday, 11 May 2003. Here it is after loading in the Moor Road car park the day before (upper), and pulling out of the lay-by on Moor Road (lower) on the first leg in its repatriation to its homeland. (See also page 26. Ed.) (Ian Dobson)



## The Booth 2 ton steam crane Emmanuel Lanne

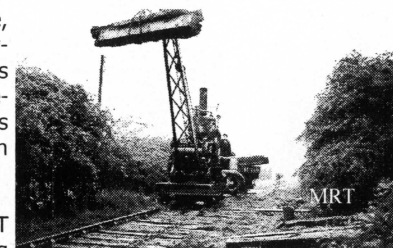
Considered by many as of secondary interest, railway steam cranes have been, in the main, abandoned by conservationists in favour of "proper" toys, locomotives. They did, in fact, survive for a much longer period to the end of steam, as did the industrial railways. This is why some can be found here and there abandoned at the end of some yards.

Years ago, when I joined the Middleton Railway, one of the first things which struck me was that in the back of the yard, two railway cranes were left alone, rusting in their glory and crying out for a better future. As the years went by, rust became thicker and thicker as did vegetation growing in, on and around them.

Two years ago, the MRT council reviewed its rolling stock management policy. The restoration list is very long. Naturally the cranes ended at the bottom of the list. It was then decided to dispose of them in the best possible way if a better future could be found. Of the two, the Isles 2 tons is of historical interest, it is one of the two remaining ones from this manufacturer. After several months of thought I offered to acquire the Booth 2 ton steam crane. Following discussions the contract was duly signed.

My aim is to restore it to a display condition and, if possible to working order, *finances and crane condition permitting*. I have no plan "T" to cover the boiler costs, but nonetheless discussions have started with a boiler manufacturer. When you visit Moor Road you will see that work has begun. The motion has been dismantled. When taken down and opened, the cylinders appeared full of a lovely orange mixture of rust, water and oil! This means reboiling! Some parts have gone missing too. A few years ago, scrap metal, especially brass was good and easy money for non-scrupulous individuals! Despite this, restoration is planned to return the crane to operating condition; hence all the bits will be worked on or rebuilt. This is my dream and strongest hope.

I wish to take this opportunity to thank everybody for their help, especially Steve Roberts who spent time drawing the missing pieces so I can have them machined by sub-contractors; not an easy task when there is no archive to help! All the manufacturer's archives are stored at either Armley Mills Museum or the Yorkshire Archives, but none of them goes that far! Support from people like Chris Nicholson and David Monckton, and others who helped to take the cylinders down are invaluable too; also from Sheila Bye who spent time digging through the Railway's archives to extract the rare information about it.



Now for a bit of history! In 1820 Messrs Smith, Balmforth and Booth established their workshop at

Rodley, near Leeds, for the manufacture of equipment for woollen mills etc. Some years later in 1847 Joseph Booth left the partnership and started manufacturing cranes at Rodley. As the years went by, his company built hand, then steam, then electric and diesel powered cranes. They manufactured all sorts of cranes up to the massive portal ones on docks. Years later the company became Clyde Booth. In 1978 it was incorporated with Thomas Smith & Sons, the successors of the sole remaining partner of the first association to form part of the NEI Cranes group.

Returning to the Booth 2 ton steam crane, this one is thought to have been built in 1879 for the Great Western railway to run on broad gauge track, which it did at Gloucester, its wheels being outside the frame in those days. Another interesting point is its boiler, which was built a few yards away from here by Clayton, Son & Co of Leeds. A very brief and unofficial visit by a boiler inspector leaves very little hope to use it in its present condition.

(Continued at foot of page 18)



# Midsummer moments

This colourful kaleidoscope gives an overview of happenings during the summer months. 1. Wickham Railbus on its first trip to Park Halt, 14.6.03: 2. Greenwood & Batley & Co coke ovens loco No 420452 co-cooned in coke at Monckton Coke & Chemical Co Ltd, Royston coke ovens plant, 14.12.02: 3. Being unloaded at Moor Road, 17.6.03, supervised by chairman Ian Dobson. Delivered new in June 1979, apart from those made by Hunslet Barclay, the last standard gauge loco to be built in Leeds, and forming an important part of our museum collection of Leeds-built locos: 4,5,& 6. Engineering train in the capable hands of Austins No. 1 Peckett, traverses the Moor Road crossing in connection with sleeper renewal in the Balm Road loop, 12..7.03: 7. Garrett Undertype road locomotive at the Leeds in Steam day, 22.6.03: 8. Ian Dobson (EM2LS & Middleton Railway) receives the "Best Propelled Vehicle" Award in the HRA Carriage & Wagon Competition 2002, in respect of Drewry Railcar DB9989012 from HRA President, Dame Margaret Weston, 7.6.03: 9. Brush/Beyer Peacock No 91 newly outshopped in BR Brunswick Green as D2999, June 2003: 10 & 11, The delightful scenes in Middleton Woods on the Middleton Railway Bluebell Walk, with Park Warden Steve Joeull in attendance, 11.5.03.

(Photographs: 1. Graham Parkin: 2,4,5,6. Ian Dobson: 3. Howard Bishop: 7. Chris Nicholson: 8. John M Crane: 9. Peter Nettleton, 10 & 11. Emmanuel Lanne)





## Dear Editor, "I must say....."

With reference to articles on railway music, readers may be interested in the "Swindon" influence in that most revered of hymnals, *Hymns Ancient and Modern*:

- a) We three **Kings** of orient are...
  - b) For all the **Saints** who from their labours rest.
  - c) Of Everlasting **Halls**...
  - d) Cometh as **Manor** from Heaven.
  - e) The rich man in his **Castle**,.....
- Congratulations on a much improved magazine.

**Dr Professor F W Hampton**  
otherwise known as "The Bishop" (ask the "oldies for an explanation!")

Newcastle-upon-Tyne

Thank you for inviting us to Middleton Railway on the 17th June 2003. We had a wonderful day.

We really liked the tunnel and the ride on the train.

Thanks for showing us the different trains and talking to us about Middleton Railway.

**The Reception Class,  
Pasture Primary School, Goole**

### Middleton on television

The showing on 22 July of Fred Dibnah's *Age of Steam*, on BBC2, whilst failing to mention the Blenkinsop/Murray contribution to the development of the steam railway locomotive, included shots of the Middleton Railway! One was of *Mirvale* on the Great Northern curve; the other of a very steamy multi-headed train in full cry, en-route to Park Halt, at one of the Railway's galas. Almost subliminal!

Thanks for another good magazine! You are keeping up the standard.

I wonder if you could publish the following query from one of our customers? He lives near the railway and often calls in and buys a book or a video. He writes, "When I left school in 1952 my first job was at New Wortley Gas Works, Wellington Road, Leeds. They had a superb working steam engine. I often wondered where it finished up when the works closed".

Perhaps one of your readers remembers the above and can identify the loco and its destiny?

**Alex Hurd, PM Video, Reepham, Lincs**

### Hello.... and welcome!

**A warm welcome to new members who have joined in recent months:**

R Hollowood, York; D Roper, Truro; Tanya Pickles, Hunslet, Leeds; C Grace, Rothwell, Leeds; Graham Cloderay, Leeds; Simon Rosenstone, Leeds; RJH Laurence, Barwick in Elmet, Leeds; CJ McLoughlin, Stourton Grange, Leeds; C Guy, Holbeck, Leeds; C Binns, Keighley; Dr JM Wilkinson, Ely, Cambs.

### The Booth 2 ton steam crane (continued from page 15)

Finally, if anyone has more information about the crane or other small railway steam cranes I would be very interested to hear from them. All of us have our passions and dreams: for me this one is becoming a reality and, as my five year old son says, I am very spoiled owning it! ■

## Henry De Lacy II



Steve Roberts

For many years, familiar sights to passengers travelling on the Midland main line north from Leeds were the two little 0-4-OSTs which shunted at Kirkstall Forge Engineering. They were always beautifully turned out, with their shining red and black paintwork and highly polished brass and copper pipes.

However, in 1968 changing circumstances caused the Forge to abandon its internal railway system, and the two locomotives (*Henry de Lacy II* and *III*) became redundant. Following an appeal by our then Chairman, the Directors of Kirkstall Forge kindly agreed to present one of the locomotives to Middleton Railway. *Henry de Lacy II* was chosen as being the better of the two.

The loco had been passed by BR to travel to Middleton under its own steam, but because of track circuiting problems (the wheelbase is too short to guarantee

operation of circuits) it formed part of a short ballast train hauled by a BR diesel. The cavalcade set off for Middleton, with *Henry* doing all the work. The journey was all the more remarkable as the BR steam ban was than at its height!

*Henry de Lacy II* was built by Hudswell, Clarke & Co Ltd in 1917 (Works No.1309) and spent all its time at Kirkstall. The locomotive had been converted to oil-firing during its time there, but this did not suit Middleton's requirements and it was quickly converted back to coal firing. It is very typical of the small 0-4-OSTs produced in large numbers by Hudswell, Clarke over a period of many years, and has 14" diameter cylinders and 3'4" diameter driving wheels. *Henry* has been out of service for many years awaiting extensive repairs and heavy overhaul. ■



# Thanks, Mr Cotterill

(more extracts from early books)

part two  
Sheila Bye

**R.L.GALLOWAY:** *The steam engine and its inventors: a historical sketch*, London, 1881

p.213-217 "On the 10th of April, 1811, a patent was granted to "John Blenkinsop, of Middleton, in the parish of Rothwell, in the county of York, coal viewer, for his invented certain mechanical means by which the conveyance of coals, minerals, and other articles, is facilitated, and the expense is rendered less than heretofore." The special object which Blenkinsop had in view was the conveyance of coals on the railway from Middleton Collieries to Leeds, a distance of about three and a half miles. The special feature of his invention consisted in the use of a *rack-rail* fixed in the centre of the railway, or forming part of the rails on one side. No form of locomotive engine is included in Blenkinsop's patent (Trevithick and Vivian's patent for the application of the high-pressure engine to propelling carriages being still in force), but the "steam engine" is mentioned as the motive power most suitable for the purpose. Blenkinsop employed the then celebrated firm of engineers, Messrs. Fenton, Murray, and Wood, of Leeds, to construct locomotive engines for him. At the suggestion of Mr. Murray, the leading spirit of the firm in engineering matters, each locomotive was provided with *two double-acting cylinders*, now first employed in the locomotive engine. This was a great improvement, a regular and steady action being obtainable from it without the use of a fly-wheel. The engine was mounted on a frame of timber with smooth wheels, and drove a pinion working in the rack-rail, thus propelling itself and the load attached to it. The application of the rack enabled a comparatively light engine to haul a heavy train of waggons, and to ascend gradients which the smooth-wheeled locomotive used by Trevithick

could not have surmounted.

As above remarked, Trevithick's patent was still in force, though, as we have seen, he had abandoned the project of steam locomotion himself. Whether the following allusion has reference to the introduction of Blenkinsop's engines, or some other engine, is not clear, but it seems to be the only trace of any connection between Trevithick and the Leeds firm. It occurs in a letter from West to Trevithick, dated September 7th, 1815, after the ill-success of the patent had led to a quarrel among the partners:-

"What right," says West, "have you to make me a debtor to you for 40% received of Wood and Murray? I hold a copy of your answer to them, saying you held no share in the patent at that time when they wrote to you respecting the engine, but recommended them to W. West, whom you sold a share to, saying Wm. West would license to erect engines on the patent. . . . I never received a single sixpence from the patent before that from Messrs. Wood and Murray; then I made a present of 1% to your children, because you refused making a charge for the drawing sent to Leeds." [*Life of Trevithick*, by F. Trevithick, Vol. 1, pp.237-8]

Blenkinsop's engines began running on the railway from Middleton Collieries to Leeds, on the 12th of August, 1812. They continued in use many years, and were the first instance of the regular employment of locomotive engines.

Regarding these engines and their performances, Blenkinsop stated that an engine with two eight-inch cylinders weighed five tons, and drew twenty-seven waggons, weighing ninety-four tons, on a dead level, at three and a half miles per hour, or fifteen tons up an ascent of two inches in the yard; when lightly loaded it travelled at ten miles an hour; did the work of sixteen horse in twelve hours; and cost 400%. [Partington on the *Steam Engine*, 2nd ed., London,

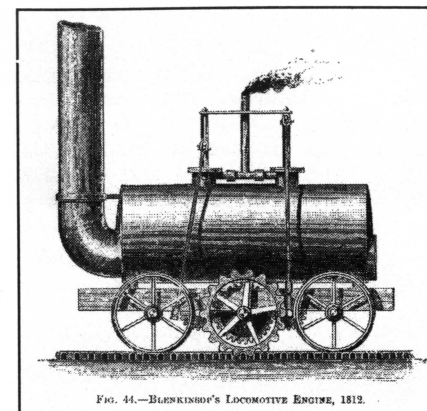
1827, p.43]

The success which attended the use of Blenkinsop's engines at Leeds gave a new impulse to steam locomotion. In the North of England especially, where a net-work of railways of considerable extent already existed between the numerous collieries and their respective "staiths" or shipping places, on the banks of the Tyne and Wear, much attention was immediately directed to the subject."

On p.214 of the book appears the drawing of the locomotive which accompanies this article.

Though it was one of the latest of the books seen at the three libraries in London, Mr. Galloway's is interesting in being the only one to mention the Trevithick/West dispute. The fact that "Wood and Murray" were expected to make the payment perhaps makes the dispute unlikely to be in connection with the high steam pressure patent payment for the Middleton locomotives, since the colliery Journals imply that the patent payments were made directly to West. The Journal for 1811 notes, on the 2nd November - "By Paid Mr W West the Patent Rights on a four Horses High Pressure of Steam Engine 40 -----". The 1812 Journal has on the 24th August "W. West for Patent Right on the 2nd Engine for High Pressure of Steam 30 -----".

The patent payment was quite expensive, ten per cent of the total cost of the first locomotive. Some two years later, Blenkinsop learned something which must have really annoyed him, namely that West was charging Matthew Murray only £10 for each 4hp *stationary* steam engine constructed by the firm! On the 18th November, 1814, Blenkinsop wrote to



John Watson at the Kenton and Coxlodge Collieries, to whom he had already sold rights for use of his own rack-rail patent:

I have received a letter from Mr. West respecting the Premium of the two last engines and as he wrote to Mr. Murray that he only charges £10 for an engine of four horse power, I think it will be desirable to pay him the £20 for the two and be done with him. I have wrote to West and stated that I did not intend to pay him any further Premium as I considered my patent was no way connected with their Grant.

The £20 payment seemingly was for two locomotives made for the Kenton and Coxlodge line, as no further Middleton payment has yet been found in the Journals, and it seems that Blenkinsop himself did indeed send nothing more to West.

**HEBERT, Luke:** *The Engineer's and Mechanic's Encyclopædia, comprehending practical illustrations of the machinery and processes employed in every description of manufacture of the British Empire, etc.* 2 vol. London, 1836.



Vol.2 p. 391 "... proposed to make the external rims of the wheels rough and uneven, by surrounding them with projecting heads of nails or bolts, or by cutting transverse grooves on them. They proposed, in cases where considerable elevations were to be ascended, to cause claws or nails to project from the surface during the ascent, so as to take hold of the road."

This is not a strange interpretation of the Blenkinsop patent, it is quoted from the patent obtained by Trevithick and Vivian several years earlier than Blenkinsop's, and Luke Hebert was not the only early writer to point this out.

**p.468** Hebert's book also mentioned a patent obtained by R.W. Brandling, brother of the owner of the Middleton estates, on 12.4.1825, for a wheel with two 'peripheries', or tyres, of different sizes, the inner to rest on a rail with the outer serving as a flange, and the outer to run on a road with the inner to keep it from sinking into the mud. Hebert says Brandling's patent was anticipated a few weeks earlier, by W.H. James. A well-known promoter of railways (including the Liverpool & Manchester), he was the Mr. James mentioned in the autobiography of John Rennie as having written to the Prince Regent in 1815, after seeing the Middleton locomotives at work.

... and finally, two entirely non-Middleton oddities, from **The Journal of Elemental Locomotion, or monthly advocate of the advantages to arise from the substitution of inanimate for animate**

**power, etc. Edited by Alexander Gordon. Nos.1-6, London, 1832-3:**

**p.173** From the Institute of Civil Engineers Digest of Proceedings on the 5th of February, 1833

**"LEEDS AND SELBY RAILWAY.-** On this railway Mr. WALKER is introducing a piece of felt between the saddles or chairs, and the stone blocks, on which they rest, with the view of preventing the wear of the stone-sleepers, which is so much the case on the Liverpool and Manchester

John Rennie made disparaging comment in his autobiography (p.240) about the Liverpool & Manchester Railway's use of stone sleepers, which gave such a relentlessly rough ride that in 1837 they had to completely relay the line with wooden sleepers. At the time of Rennie's writing, thirty years after that, "large hillocks of these stone blocks" still lay alongside both the Liverpool & Manchester and the London & Birmingham lines.

**p.194** March 1833

**"MISCELLANIES.**

**LOCOMOTIVE RUN OFF.-** On the Liverpool and Manchester railway, during the last month, some amusement has been excited by a steamer running away. One of the locomotive engines, at Liverpool, before having the train made fast to it, had been set in motion for some purpose, and being neglected for a few moments, bounded off to Manchester, where it could only be stopped by throwing a log across the rail, which fairly threw the runaway off the rails and upset it." ■

## Loco notes

Steve Roberts

The summer season always brings about a reduction in the pace of loco overhauls, due to the need to crew trains and volunteers taking well-deserved holidays.

**1601 Matthew Murray** There is little to report on this loco. It has been in regular service and has created few problems. The brake weighshaft bearings have worked loose and required tightening and the front damper bell-crank became seized on its shaft, which also happens to be the rear damper shaft, resulting in both dampers operating together. This problem was due to lack of lubrication and was soon rectified.

**2103** Available for traffic and has been used as required but is not seeing the use enjoyed in the last couple of years.

**No. 67.** Operating satisfactorily and has just required routine maintenance – packing of glands, etc. The boiler blow-down valve has started to leak slightly and this is causing the boiler to lose water over the several days often occurring between duties.

**No. 6** As labour is available, work has continued on the rebuild of this loco. The six rivets removed from the front frame stretcher have still not been replaced, as it has proved impossible to ream out the holes with the reamers that we have. The tips of these were found to foul on the valve chests, We will probably have to modify one to

complete the job. The rear coupling hook has been fitted. Some frame alignment equipment has been made up to enable the axleboxes and slide bars to be measured up and eventually set true and square to the cylinders. The bottom slide bars have now been aligned true and parallel. A start has also been made on fitting the top slide bars. Fortunately, the slide bars are in very good condition and will require no work other than cleaning up. The crossheads have been stripped down for cleaning and inspection. Unfortunately there is wear in the brass slipper blocks and they will require building up and re-machining to correct tolerances. The rear horn guides have been ground so as to make them true and parallel but this work still remains to be done on the front horn guides. Until this is done the axleboxes cannot be progressed as we do not know the dimensions to machine them to. The wheel-sets have been brought into the workshops to enable them to be cleaned up and properly measured. They are in generally good condition but the axlebox journals will require polishing up with emery cloth. Painting of the frames has con-



tinued but it has been slow progress. All this work is a necessary precursor to re-wheeling the locomotive and once this is done re-assembly should become more obvious.

**1210 Sir Berkeley.** The lottery application is still being progressed. It is proving to be a slow and painful process!

**No.11** There has been little progress on this in recent months, due to the owners work commitments and prioritising work elsewhere. The weighshaft bearing brackets have had new brass bushes fitted and these have been machined to size. The complete assembly is now ready for fitting as soon as time allows. The valve drain cocks have been removed and cleaned up and checked. Two new pins have been made for the operating linkage to these drain cocks. New spring pins have been made to replace those that had to be cut out (and thus destroyed) during the dismantling process. The wheelsets have been cleaned down to assess the condition of the journals. These have been found to be in good condition except that they appear to have a machined taper to them, a fact that is most puzzling and unusual. The axle-box bearings are all in good condition. Indeed, the rear ones look to have been renewed at some time toward the end of its operational career.

**54** Our Boiler Inspector gave the two parts of the boiler a thorough inspection during May and the necessary repairs were agreed upon. This work will now be progressed. The search

for replacement cylinders continues. We have been told that suitable patterns already exist but tracking down their whereabouts is proving to be difficult.

**1310** Much work has been carried out on this loco over the last few months as a precursor to a boiler lift and start on its overhaul. All the fittings have been removed and put into storage. The smokebox has been freed off from the frames and the majority of the tank bolts removed in readiness for their removal. Subject to a satisfactory inspection, it is hoped to send the boiler away to contractors for the necessary work to be carried out.

**BROOKES No.1 (aka THOMAS)** Is away on its summer tour of duty. It is not required at Middleton until November.

**138C** The steady task of repainting and carrying out various repairs continues and the end is now in site.

**91 (D2999)** The metamorphosis of 91 from 'Steel Company of South Wales' red into BR brunswick green as D2999 is now complete and the loco is back in service and used as required. It has been provided with replica 'Brush' plates,

**PICTON** The owner has now started the long and steady  
**(continued at foot of next page)**

## Wickham Railbus (continued from page 8)

**Maker's photograph** of DB8999507 in original form as the Elliott Track Recording Coach.



of the current coaches but the feasibility of this is yet to be determined.

Quite a considerable amount of work has already been undertaken and this has centred around removing the wooden flooring. This consisted of carpet laid on fibre board on top of the steel underfloor but due to various water leaks over the years this wood was totally rotten. A new sub-floor of plywood is currently being laid which will eventually have a lino type floor covering on top. Negotiations are currently underway to obtain some redundant seats from withdrawn DMU's which will help to maintain the 'railway' theme inside the vehicle. Some work on the engine will almost certainly be necessary at some point although this will probably not take place until the other interior work is well advanced. It does after all run reasonably well at the moment

I have already been asked several times about the final livery. It's early days yet but I favour BR green with the 'cats whiskers' warning on the front as carried by the passenger railbuses. I certainly will not be painting it in the original colours of orange and brown! I hope you have found this article interesting. As you can see this is quite an interesting vehicle and is certainly

unique.

Whatever anybody might say about the Wickham, there's one thing for sure – nobody else has got one! ■



## Loco notes (Continued from previous page)

Task of needle gunning and painting of the frame and wheels. Many hours of this task will be required over the next few months.

**7401** This Hunslet diesel has been shunted into the workshops to allow the necessary repairs to be carried out.

**5003, D577, D631, 1786 and Olive** are, as usual, all serviceable and used as required. All other locos are in store pending overhaul or repair. ■



Hello to the Norwegian Coach! (see page 14)



Having said farewell to our own on 12 May 2003, your editor could not believe his eyes when, just a few days later, he saw this pristine example deep inside the Arctic Circle at Narvik, the most northerly railway station in Norway, on 3 June 2003, and just had to photograph it! Had it arrived and been restored so soon? Well no, but here's hoping our former Norwegian Coach is restored as well as this one, now used as an advert for a scenic railtour in the Far North. (HWB)

## Mystery photograph competition



Now here's an interesting looking Hunslet built locomotive. Similar wheel arrangement *Picton*, and working on the most westerly steam line in Europe, can you name the Railway *and* identify the locomotive? The first correct answer to reach the editor will receive a video. (HWB)

## Mystery photograph competition-solution



The mystery photo in the last issue was of the Zillertalbahn in Austria taken by the Editor, Feb.2003. The first correct entry was received from Ian Smith who receives a prize of a free video.

## On the Web

Did you know that there are **over 600, yes 600, entries on the internet referring directly to the Middleton Railway?** If you don't believe it, then try a search under the heading "Middleton Railway" and you'll discover all sorts of interesting information relating to our Railway. Here are just a handful.

We all know, of course, about **our own website: [www.middletonrailway.org.uk](http://www.middletonrailway.org.uk)** which is our official website containing information on its history and preservation. With timetables, special events lists, Santa's specials on-line booking facility and photographs and notes about locomotives, as well as on-line rostering for working members.

A more esoteric website is to be found at **[www.hmso.gov.uk/si/si2002/20021188.htm](http://www.hmso.gov.uk/si/si2002/20021188.htm)** Here is the Statutory Instrument authorising the conversion of the Middleton Railway Drewry Car, entitled **The Rail Vehicle Accessibility (Middleton Railway Drewry Car) Exemption Order 2002!** This was approved by Parliament before work could be carried out converting the Drewry Railcar for passenger use.

All **Middleton Railway publications and videos** are listed and offered for purchase from our Moor Road shop on **[www.medpyhsics.leeds.ac.uk/~mip/mrt/publicns.htm](http://www.medpyhsics.leeds.ac.uk/~mip/mrt/publicns.htm)**

The excellent **City of Leeds information guide** at **[www.leeds-uk.com/places-0.htm](http://www.leeds-uk.com/places-0.htm)** offers information about the City of Leeds and our Railway, and a link to our own webpages

The **BBC website** **[www.bbc.co.uk/leeds/features/christmas/santa\\_grottos.shtml](http://www.bbc.co.uk/leeds/features/christmas/santa_grottos.shtml)**

features Santa on the move with a special train on the Middleton Railway, with fares etc. and its website **[www.bbc.co.uk/events/attractions/event.shtml?eid=7293&rid=66](http://www.bbc.co.uk/events/attractions/event.shtml?eid=7293&rid=66)** lists us under Outdoors and Attractions.

Our local **City Councillor, Stuart Bruce**, at **[www.stuartbruce.com/links.htm](http://www.stuartbruce.com/links.htm)** includes Middleton Railway in the many places of interest in and around Middleton and Hunslet.

For accommodation near Middleton Railway, a list of places to stay, with live availability and booking, log-on to **[www.aboutbritain.com/AccommodationNearMiddletonRailway.asp](http://www.aboutbritain.com/AccommodationNearMiddletonRailway.asp)** Useful to refer visitors to this site when they enquire about where to stay when visiting the Railway.

The aim of the Middleton Railway to preserve and maintain the Railway as well as collect, restore and display railway artefacts plus other items of interest is featured on **[www.museum.gov.ns.uk/links1.htm](http://www.museum.gov.ns.uk/links1.htm)** from Nova Scotia, Canada no less!

There is even a **Japanese website** featuring the Railway! It is **[www1.mat.muroran-it.ac.jp/ishigaki/hobby/rail/kaigai/England/guide/middle.html](http://www1.mat.muroran-it.ac.jp/ishigaki/hobby/rail/kaigai/England/guide/middle.html)**

**[www.railwayholidays.com](http://www.railwayholidays.com)** features **The Dalesman rail tour** which includes "our finale at the Middleton Railway, including steaming mugs of tea, before homeward bound trains from Leeds mid afternoon" on the Inside Train website. ■

## Did you see? In the press

It's good to see more mention of the Middleton Railway in the press recently.

**The Railway Magazine**, in its August issue, referred to two of our cranes being surplus to requirements and needing good

homes; fast-track overhaul of No 1310; new cylinders for the Sentinel; return to service of Brush No.91; the arrival of the Wickham Railcar; John Alcock to visit Barrow Hill October 4/5; South  
(continued on next page)



# CAN YOU HELP?

In order to maintain our services at their present level, we

## URGENTLY REQUIRE

**GUARDS, BOOKING CLERKS and HELPERS IN THE STATION SHOP,**

as well as volunteers in ALL other departments. Full training given and you can enjoy spending however much time you can give. All help will be greatly appreciated. Please contact any member of the Council (see page 31 for their details) to be included. No volunteers—no shop, no train service! Would you be happy if this were so?

### In the Press (cont. from page 27)

Devon Railway's 0-6-0PT to visit us for the September 27/28 gala; departure of the Norwegian coach.

**Steam Railway**, August issue gave prominent mention of our September Gala

weekend, its visiting loco and the likely locos operating that weekend.

**Heritage Railway**, August issue giving details of South Devon Railway's GWR 0-6-0PT No 1369's visit to the Gala, refers to the Middleton Railway as "one of Britain's leading industrial railway heritage venues".

### Coming Events

**September 27,28**  
**Gala Weekend**

**November 1,2,8,9,**  
**Day Out with Thomas**

**November 30, December**  
**6,7,13,14,20,21**  
**Santa's Special Trains**

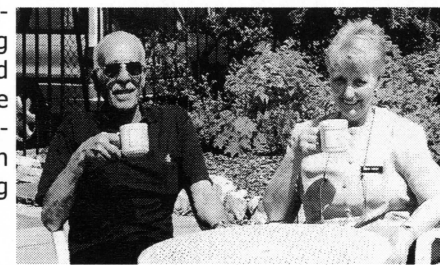
**December 12**  
**Santa's School Trains**

## Personnel personal profiles

**Ken and Joan Hardy**

Stan Holdsworth

In the Autumn of 1995 my wife Carole and I went on a holiday to Scotland. On the journey north I noticed a gentleman who, like me, had been a professional officer with Leeds City Council in the 1970s. We had been involved in setting up a Central Vehicle Maintenance Unit (CVM) for the Council's fleet of vehicles from lawn mowers through to Lord Mayor's Rolls Royce. Ken was in charge of the Unit and we usually ended up arguing about money and funding. After the CVM unit was established other than an odd fleeting meeting we lost contact.



On our journey to Scotland we passed the time of day over coffee. Joan was introduced to us and thereafter we stayed together through the five days. Never missing an opportunity I broached to Ken the possibility of becoming a member of Middleton Railway and he duly took up the challenge. Joan was asked to help in the shop since when they have both been very active workers for the Railway.

Ken and Joan work together in the shop on normal days, special events, schools days and charter days. Joan works very hard for the Railway and is greatly appreciated. She spent most of her working life in the tailoring trade and is an expert machinist (our Santa outfit bears testimony to this). Her other interests include Church work at Micklefield and the Inner Wheel Club.

Ken, on the other hand, came to the Railway to see where he could help and within a short time applied his expertise to all things mechanical, from lawnmower repairs to diagnosing faults in our diesel engines. Besides bringing Joan to help on Sundays, he would attend at the Railway on Wednesdays to cut and strim the grass and generally keep the outside areas neat and tidy. Hence the Wednesday Gang was formed.

Ken turns his hand to most things mechanical and also looks after the amplification system used for special events, when he can also be found doing a multitude of jobs from acting as train guard to crossing keeper to refuse collector to car park attendant.

Ken's other main interest is flying., an interest he shares with our President, Gerald Egan. As members of Sherburn Aero Club they regularly fly together. He also enjoys motor sports, particularly stripping engines and making them work.

Ken has often said, "If only I hadn't gone to Scotland on a railway holiday I wouldn't be at Middleton today!" I don't think he really regrets being totalling involved in all aspects of running the Middleton Railway.



## Veteran volunteer retires from regular Schools' Days service



After 42 years service, 80 years old **Dorothy Hebden** finally bowed out from active Schools' Days service on 26 June 2003. Here Schools' liaison Officer Cedric Wood presents Dorothy with a recognition of her remarkable service.

*(Peter Nettleton)*

**Schools' Liaison Officer Cedric Wood writes:** We thank Dorothy for all her sterling work over the years. Dorothy joined the Railway all those years ago in order for her son, David, then a lad, to become an active volunteer! She served for 20 years with the children and staff from local schools on Schools' Days, and will be sadly missed, but deserves a well-earned retirement! **We now need a replacement for Dorothy.** Are there any members out there who will replace her at the next Schools' Day? **Please contact Cedric on 01904 633906.**

## The Settle—Carlisle Friends

From time to time the editor receives copies of the Friends of the Settle—Carlisle Line Magazine. Having just read the latest issue, my recommendation is, consider becoming a Friend, or if not that, look to purchase a copy from one of their Sales outlets, such as on Settle Station. It is an excellent read, one that compliments our Railway and others in the North of England.

We get a mention on occasions, and all the contributions make for an excellent and informative read. We congratulate them, but look to organising your own copy, and make sure you start with the next one.

**Deadline for the next issue 31 October**

## The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

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### MEMBERSHIP SUBSCRIPTION RATES

|                                                        |         |            |
|--------------------------------------------------------|---------|------------|
| Full Trust Membership                                  | £9.00   |            |
| O.A.P. Trust Membership                                | £6.00   |            |
| Junior Membership (of M.R.A.)                          | £6.00   |            |
| Family Associates of Trust Members (in same household) | £1.00   | per person |
| Life Membership                                        | £150.00 |            |





Graham Parkin puts the finishing touches to the gleaming paintwork of newly restored 1958-built 0-4-0 Beyer-Peacock/Brush Works No. 91, now resplendent in its former British Railways Brunswick green livery as D2999, 7 June 2003  
*(Peter Nettleton)*