



**The Journal of the  
Middleton Railway Trust  
No. 239 June 2018 £3.00**



**Matthew Murray No. 4 enjoying the unaccustomed  
spring sunshine on 6th May 2018,  
one of our Bluebell Walk days.**

**© Ross Needham**

# Introduction

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## **The Old Run No. 239 June 2018**

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Grateful thanks are extended to all those who have provided copy and images for this issue.

*The Old Run is published quarterly by The Middleton Railway Trust Ltd. Publication dates are 15th March, 15th June, 15th September and 15th December, with deadlines of 15th February, 15th May, 15th August and 15th November respectively.*

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

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## **On the Platform Jenny Cowling**

**Stop Press:** Our new President is **Rt. Hon. Hilary Benn, MP**. We are delighted that he has accepted our invitation to take up this post and look forward to his presence with us whenever possible.

The second piece of news is that our new Chairman, following our AGM on 14th June, is Charles Milner, and we start work with him on 21st June at our next Council meeting.

A lot of work has gone into the "Last Coals to Leeds" event to be held in September this year. A book, beautifully illustrated by our own Richard Stead, has been written (by people too shy to be named but members of our railway) giving the history of the Broom Pit (which replaced the old Dayhole Pit), which would have been 150 years old this year. This book will be given to Primary School children in South Leeds to help them to understand their history and the importance of the work done by their forefathers. Many other things are being arranged to commemorate the Pit, and if you have any tales to tell we would be very grateful to hear from you via

**coal@middletonrailway.org.uk**

or you could leave a note with your name and phone number at the Ticket Office and someone from the Events Committee will contact you.

We are always keen to welcome more volunteers to help with the many and varied tasks we need to do to keep our railway going. You may feel you have nothing appropriate to offer, but you'd be wrong! We have a huge variety of jobs available, which are just waiting for someone like you to come and do them. Come down and find out. You'll be very pleasantly surprised!

I have had the privilege of being the Chairman of our Railway for the past three years. I have always said that I would serve for no more than this period of time and thus this will be my last contribution for this column in the Old Run.

Over the last years we have seen many changes to our Railway. These include the erection of the Picton Shelter along with the completion of Brooks No. 1. The running shed, which is scheduled to be officially opened this summer, is now in service. Less tangible changes have been made to volunteering which include the recruitment and selection of people offering their services, the recognition of Working Members and the safeguarding of volunteers and visitors. A young volunteers group has been established and continues to flourish. Recently council added a new disciplinary policy which brings our Railway into line with the latest employment legislation. These developments are still evolving.

Two or three members, over a number of pints of beer, decided that the whole structure of our Railway needed to be reviewed. Now sober they have found this to be a major challenge! However Council has supported their aims and has set up a working group which will report back in the fullness of time with their recommendations. The Events and Marketing group has made great efforts over the last few years and their hard work in attracting more visitors is now bearing fruit, to the extent that

recently some trains have been full, leaving people standing on the platform to await the next service. One future aim is to construct a fourth coach. Our museum has recently been graced with a railway clock made by Potts of Leeds. There is a real need for a dedicated team of people to develop and look after our displays.

Resources are constantly being expended to preserve our assets such as locomotives and coaches. These will include replacing the time expired fence along the footpath and the construction of a carriage shed. Our main aim of linking the visitor centres at Moor Road and Middleton Park still remains to be fulfilled. Did you know that we already have a stock of rail which could be used for this project? See the photograph below  
(© M R Johnson).

Finally I would like to thank those of you who voted for me to be your Chairman. Did you get 'value for money'?

Malcolm R. Johnson, May 2018



## ERRATUM

In the article 'Bad Chimney Days' I wrongly attributed the allocation of the British Railways locomotives which shunted Staveley Iron works to Canklow Shed, when they were actually allocated to Barrow Hill Shed.

This error was kindly pointed out by Howard Bishop, a former editor of 'The Old Run'

In his email he wrote "I lived for the first 21 years in Brimington, near the Staveley Works., before going off to study and then work elsewhere. My father worked all his life with the Great Central Railway from 1916 at Staveley Works station, then transferring to the Midland Railway/LMS/BR at Barrow Hill (Staveley) shed in the early 1920s, which became Shed Code 18D from nationalisation under BR in 1948. There was a whole fleet of 0-6-0Ts based at Barrow Hill (Staveley) shed that were permanently provided by that shed to Staveley Works, returning to Barrow Hill shed for maintenance as required. I am pretty positive that Canklow shed was not involved. I recall seeing them listed in Ian Allan's ABC of locomotives at that time as shedded at Barrow Hill (18D). Staveley Works also had some industrial saddle tanks that they used for pushing trucks of spoil up a very steep incline, for tipping on the area between the former Great Central line and the former Midland Railway lines and they made an impressive sight when in action. I remember my father regaling me with stories about the 1F 0-6-0Ts and the escapades the Staveley Works footplate men and shunters got up to"

Howard also included in his e-mail a remembrance of 'No. 11', now under

overhaul in the MRT's workshop, "in action pushing wagons under a very low bridge at Pye Bridge"

It is worth noting that 'No. 11' was almost certainly the last cab-less steam engine to remain in commercial service in the United Kingdom and I am not aware of any photographs or references to any cab-less steam engine at work anywhere in the world after 'No. 11' was retired from service – a remarkable claim to fame.

**Charles Milner**

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## Ex MD&HB Hudswell-Clarke No. 42 found in Trinidad

The recent arrival of Ex Mersey Docks and Harbour Board (MD&HB) No. 45 at the Middleton Railway from the East Somerset Railway has encouraged me to write this short article.

Members may be surprised to learn that sister engine, Ex MD & HB No. 42, Hudswell Clarke 0-6-0 DH D1268/1962, can still be found on the Caribbean Island of Trinidad.

Sadly, the engine is now languishing off the rails on a concrete base in a compound belonging to a transportation company in the central part of the island.

I was born in Trinidad; my Grandfather was posted there in the late 1940s as Police Commissioner. Having lived on the island for many years, and being a railway enthusiast, I spent some of my spare time in the -80s and 90s witnessing the final days of the railway system. During that period No.42 worked for the sugar industry.

In 2013 I visited the East Somerset

Railway at Cranmore through the invitation of Colin Girle and Terry Deacon. I was attracted there to meet sister engine Ex MD&HB No.45 in her original livery. My only affiliation with this type of engine had been experienced in Trinidad with sister engine No.42, operating as D11 for the National Sugar Company, Caroni (1975) Ltd. which carried a dark green livery.

Upon arriving at Cranmore, I was struck by the dedication and enthusiasm with which No.45 had been restored and maintained. I spent the afternoon with Colin and Terry exchanging stories about the preservation of No.45 and of No.42s Trinidad exploits which I had photographed over the years. We took No.45 out for a spin.

No.42 worked in Trinidad for Caroni (1975) Limited, until 1998 when the railway transport division was discontinued.

In 2002 No.42 was purchased locally in Trinidad by a private individual as part of a mobile amusement park. This venture failed, and the engine was caught up in a payment dispute between the owner and the transportation company, who hold her to this day.

Here is a brief history of the HC 260 hp Locomotive and connection with Trinidad:

A total of eight 260 hp 0-6-0 DH engines, delivered in two batches of four each, were built by Hudswell-Clarke for the Mersey Docks and Harbour Board (MD&HB) in the 1960s.

The first set, numbered 39 to 42, were all built in 1962. The second batch was built between 1965 and

1966 and numbered 45 to 48.

The second set differed very slightly from the first by the inclusion of roller bearing axle boxes and flameproof electrics.

The MD&HB closed in 1973 and all eight locos were sold and dispersed to various new owners, including Tate and Lyle, for export to Trinidad.

No 42, which became Caroni D11, was exported to Trinidad in 1975 after she had been fully overhauled by The Hunslet Engine Company of Leeds. For this reason, she still carries Hunslet maker's plates (HE 7485/1974-5).

No.42 was the only engine of this type on the island and despite being non-standard at 260 hp she was the most powerful diesel locomotive on the sugar system. This proved very useful in hauling heavy trains over the steeply graded terrain found on the company's southern division.

Interestingly, another Middleton locomotive No.18, 'PICTON', was acquired by the Usine Ste. Madeleine Sugar Company in 1927, for hauling cane traffic along the very same steeply graded section of line. 'PICTON' was repatriated in 2002.

Only a few years ago there was an opportunity to preserve a Hudswell-Clarke steam locomotive from Trinidad. Unfortunately, No. 15, 'PAMELA' (HC 819/1907), which also worked at Usine Ste Madeleine sugar mill until the late 1950s, was scrapped and cut up in 2002. 'PAMELA' was stored in a field directly behind 'PICTON' in 1956, in a line-up of five steam locomotives, where she remained for over 45 years. Her maker's plates are all that survive today.

## Trinidad continued

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Also of interest regarding Trinidad, is that Hudswell-Clarke & Co. Ltd., established by William Hudswell and John Clarke at Leeds in 1860, is linked through these gentlemen who were both previously employed by the firm of Kitson & Co.

Kitson built 17 of the early 4-4-0 tank locomotives for the Trinidad Government Railways (TGR) between 1873 and 1907. One of these engines can be found plinthed in Trinidad and has recently undergone a handsome cosmetic restoration by the Borough of San Fernando.

Between the Estate railways and the TGR, Trinidad had more Leeds built locomotives than from any other part of the world. The TGR closed in 1968.

It may be of interest to British enthusiasts that MD&HB engine No.42 was one of two engines, along with MD&HB No.1 (0-6-0ST Avonside 1465/1904) which took part in a rail tour of the Mersey Docks by Liverpool University Public Transport Society on 8 May 1965. At the time No.42 was the latest diesel engine on the MD&HB system, No.1 was of course the oldest. Video footage of this tour is in existence and available commercially on DVD.

Today No. 42 in Trinidad and No. 45 (recently arrived at The Middleton from the East Somerset Railway) are the only known engines from the original batch of eight MD&HB HC 0-6-0 DM locomotives to survive. These surviving engines represent examples from both batches originally supplied to the MD&HB.

While working at the Mersey Docks and Harbour Board, No. 42 would have shunted sugar and other products from Trinidad arriving

at Liverpool. Years later, as Caroni D11, the locomotive would have worked the cane fields of south Trinidad harvesting the very same sugar which found its way to the UK arriving at the same place where the engine first worked.

A better story could not be scripted in the life of an engine which surely must be retained as a symbol of the once mighty Sugar industry of Trinidad and its Colonial legacy.

It is hoped that No.42 may also find its way one day into preservation. Until that time, I am delighted that No.45 is now resident at the Middleton Railway along with No.18 'PICTON' which gives me two extra reasons to visit Moor Road.

**Update sent 12th April 2018:** I returned last week from Trinidad and the following is an update on Ex MD&HB No.42. I have been able to get in touch with the current owners and we are currently in discussion about possible future preservation plans.

If we are able to negotiate successfully, I have been able to secure funding for the move and a new location, out of the elements, where the engine may be restored. It is still very early days but this is the direction in which I would like things to go.

**Glen Beadon**



## The Young Ones

No, this isn't a series about a rather dated sitcom involving unruly teenagers who are dysfunctional, untidy and impolite, though some of these character traits exist amongst the volunteer body as a whole, no doubt (especially the untidy bit!).

I hope to keep the membership up to date with the activities of the youth group which I have the unenviable task of co-ordinating, ably supported by several other volunteers including Mark Calvert who has promised to help make them civil...engineers. The team now fairly regularly consists of five younger members (Kenny, Mads, Edward, Alex and William) 14 years and up who have carried out a variety of tasks, some more obvious than others, around the railway. This picture shows some of them hard at work cleaning 1601 'Matthew Murray' in front of the Engine House as part of our Community Day.



© John Linkins

As well as setting up a display of items pertaining to volunteering at the railway and a chance to chat to visitors about their experiences thus far, the boys had some practical tasks to undertake as well. We had 1601 in light steam to give a little

more interest to our visitors and allow the boys some experience in how to prepare and light-up a steam locomotive. After this had taken place, with some more safety tips on working around hot locomotives, they then set about cleaning and polishing the loco, which was of great help to the crew the next day. Indeed 2 weeks later when I was on it, noticing it was still in excellent order, I commented to the boys on what a good job they had done. On top of this Alex and William began work on re-painting the platform shelter which, along with the fencing, has seen some considerable improvements in



© John Linkins

the last 6 months. Accompanied by the colourful planting and new bins I believe the whole platform area is now very inviting to our visitors. I intend to keep the team on top of the maintenance of this area on a regular basis as well as keeping the running shed and other areas in a safe and tidy environment.

The major focus for the youth team this summer will be the restoration work on the Middleton Colliery wagon which was last restored a decade ago (how time flies!). This was also done by a younger group of volunteers in 2008 and I am

# The Young Ones continued

incredibly proud that the skills I learnt and passion for wagon restoration I developed can be passed on to the next generation coming through our ranks. The next picture shows the team cleaning up and needle gunning the metalwork. They also sanded up the paintwork and painted up to primer



one end of the wagon. This seems like a simple job but with other minor activities getting in the way or distracting us it is most of a day's work to do this just on one end.

During the next working party, we were again blessed with fine weather and I worked with Edward to set up some tracings of the lettering for when the wagon is re-painted. This was originally drawn out and applied by hand by someone with much greater skills than mine and I am hoping to



reduce the complexity of the process this time around! Edward proved very adept at this work and as can be seen in the picture had quite a job on his hands. The next picture shows the

completed tracings which have now been put in safe storage for later use. I do hope to give the team an



opportunity to try their hand at some basic signwriting at some point, as it is a skill that is all but lost now.

The visible parts of the frames are not the only parts to be tackled, and underneath some considerable cleaning down has taken place in order that the inside of the frames may be given a coat of bitumastic paint, not an easy job working in a cramped and dark environment, so we take it in turns to work on this, or in the open air on the main body of the wagon. Progress is steady and I am taking care to teach the boys the importance of proper preparation before painting so that the wagon will last a further 10 years before needing attention. You will notice from the photos that an important part of what we are teaching them is the correct use of safety equipment such as ear and eye protection.

Aside from the wagon some smaller jobs have been carried out. For example, I worked with Alex to replace the vacuum hose on 'Matthew Murray' which had become very worn over time and begun to leak. Kenny was also at work machining and drilling

## The Young Ones continued

new pins for the wagon's brake gear which has some additional mechanical work required before it returns to traffic in the Autumn



© John Linkins

(including new springs). Finally, Edward removed the air tank inspection covers on Carroll to allow the boiler inspector to see inside on his scheduled visit. All in all, I am very pleased with how the team are shaping up and what we are achieving. All their work is recorded in a Log Book and two of the boys are using this as evidence for the Duke of Edinburgh Award, as previously mentioned. I hope to keep you regularly updated with what we have been doing and would ask that anyone who would like to help support the group in a supervisory role please make yourselves known, we always need more hands on deck (or should that be footplate?!). Likewise, if you know a young person who might like to join our ranks then please do let me know and we will gladly arrange a meeting to tell them a bit more about what we do.

**John Linkins**

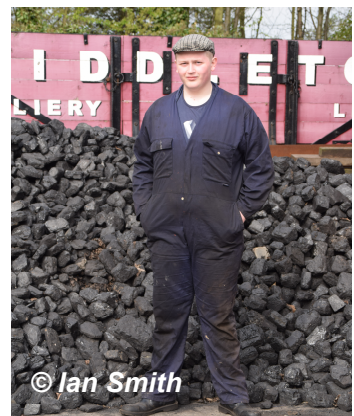
### Kenny's views on Volunteering with the Middleton Railway

Volunteering at the MRT has been the greatest choice I've made up to now. . My knowledge has grown massively. The workshop sessions have taught me a lot about how to maintain the railway and its locos, such as permanentway work, loco restoration etc..

The workshop sessions with John Linkins have been really useful for my future, both inside and outside of the railway. One of the main projects going on in the workshop just now is the Middleton Wagon, currently being restored. It is a big project "For us young 'uns". As well as restoration work, we have been doing permanent way work in the yard, ballasting the points near the coal stage (which very rarely went over first time). They are working a lot better now.

My experience so far with the MRT has been the best experience yet. I've enjoyed it very much. I thank the railway for taking me on as a Volunteer. The other Volunteers at the railway are easy to get along with and we get the job done; I think that it's important to have friends in the workplace.

**This is Kenny, ready for action in front of the Wagon and coal pile!**



© Ian Smith

**TAZARA****a slow train from China**

Zambia is a landlocked country in the middle of Southern Africa: population 14 million. The country is a large copper mine, but getting the exports out has always been difficult. A railway to the sea, through German East-Africa (Tanganyika – now Tanzania), was envisaged by Cecil Rhodes in the 19th Century. It was part of his ambitious plan to link all the countries under British influence with a Cape-Cairo railway. Rhodes' complete plan never materialised although it marched up through Southern Rhodesia (Zimbabwe) and up to the River Zambezi at Victoria Falls. A bridge over the Zambezi was needed. It was built by The Cleveland Bridge and Engineering Company and assembled in their Darlington yard before being shipped out to Rhodesia. Rhodes died in 1902 before the bridge was completed but not before work on the railway line on the Zambian (Northern Rhodesian) side had already been started. The bridge was completed in 1905 and the railway line reached the Rhodesian Copper Belt by 1909. A route through Tanganyika was surveyed but the line went no further. After the First World War, the German colony was handed to Britain and the project to build the railway to the sea again raised its head but it was never considered financially viable.

Northern Rhodesia gained independence in 1964 as Zambia, and the project was once again on the agenda because Zambian exports had to go through white-minority controlled, apartheid regimes. Western countries would not provide the finance because it was still not considered viable and Zambia and Tanzania (the new name for Tanganyika/Zanzibar) eventually turned to China. China offered to build the railway, which would be handed over free to Zambia and Tanzania on completion. Construction began in 1970 and was completed two years early in 1975.

The Tazara railway (also called the Uhuru Railway, Swahili for Freedom Railway) runs 1,160 miles from New Kapiri Mposhi in Zambia to Dar es Salaam in Tanzania. It doesn't physically link with the Zambian system, terminating a short distance from that line in the same town. The line is single track, 3ft 6in gauge. This is known as 'Cape gauge' and is the same as the Zambian and South African gauge.

The Tazara railway has never been profitable and the Chinese have bailed it out several times. The Chinese would 'lose face' if the Tazara failed. Alternative lines opened following political changes. The independence of Namibia reduced Tazara freight traffic. The Americans, concerned at the Chinese influence in Africa, built the Tan-

## Adventure in Zambia continued

Zam road, alongside the railway. This further ate into the railway's profitability, although the road journey is somewhat suicidal. The last major upgrade was in 2015 when the Chinese handed over new locos and carriages in an attempt to revitalise the railway.



The problems on the railway were evident from the beginning. There were never enough spares, either spare locomotives themselves or spare parts in general. There were not enough trained engineers to maintain the line and break-downs were regular. Projects to train African engineers in Beijing were beset with problems.

Just as the line does not connect directly with the Zambian domestic line it is not surprising that the Zambian domestic timetable does not connect up with the Tazara timetable. A sensible link cannot be made from Lusaka by train as you are bound to be hours or a day or two out. Today on the Tazara line there are only two passenger trains a week in each direction. From the Zambian end the trains run on Tuesday and Thursday. The Tuesday train is the fast train, only in the sense that it has fewer stops. This qualifies it to be described as 'express'. There is a speed limit of 105km/h (67miles/h) stencilled on the locos so you should not be in a hurry!

The Tuesday train from Kapiri Mposhi leaves at 16.00 h, if you believe the timetables on all the various websites. EVERY website has got it wrong. At the time of writing, six months after this journey, the official timetable



## **Adventure in Zambia continued**

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still had the departure time at 16.00 h. Sometime in 2017 the Tuesday train changed to 14.15 and the only clue is a felt tip pen note on the ticket office window. 16.00 h or 14.15, the journey still takes 42 hours 12 minutes to Dar es Salaam according to the timetable, which equates to at least 50 Zambian hours!!!

The change of schedule from 16.00 h to 14.15 could have spelt disaster to this project. I relied on the websites. My bus rolled in to Kapiri Mposhi at 15.00 and I would have missed the train except that, unsurprisingly, the loco had broken down and was in the workshops a mile away. The ticket office was closed and it was only by catching someone's eye and giving the exact money of 330 Kwacha that I could get a ticket (£30). The loco had to be repaired as there was no spare loco within a thousand miles. At 21.00 h it was eventually hooked up and we were off into the night. There is one thing to be said for the shortage of spares.

The Chinese coaches are similar to the coaches on the long distance routes in China (before the era of their bullet trains). There are three classes. 1st class has sleeping compartments for four people with two bunks on each side. The difference is that in China there are no doors on the compartments whereas Zambia provides some privacy. 2nd class has three bunks on each side which leads to a problem at bed time. The middle bunk has to be folded down, chopping off the head room. You all have to agree to go to bed at the same time. Unlike in China, the compartments are segregated, men and women. Then there is 3rd class where you have a seat for 50 hours and this has by far the largest number of passengers. The 1st class fare is only £30 and the privilege of sitting up for two days is £20. (1/6th penny per/ mile)

The train has full dining facilities. Chicken and chips are always available as is omelette and sausage for breakfast. The staple food in Zambia is nshima which is made from maize meal. It looks and feels like mashed potato. It is available at every meal everywhere in Zambia. It is eaten with the fingers after playing with it for half a minute. Dollops of it are used to pick up the rest of the meal although I never fathomed out how it works . You have to be Zambian to like it.

The train travels through an awful lot of 'bush'. There are National Wildlife Parks but animals refused to put in an appearance. It is fair to say that the journey is rather boring. The stations provide a break when there is always a bustle of people. At Kasoma there is a major halt as freight wagons are uncoupled and others coupled up for the rest of the journey. The next major stop is at the border where passports or ID cards are checked. When we had the debate in the

## Adventure in Zambia continued

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UK over ID cards, a major stumbling block was said to be the cost. Photo ID cards seem to be no problem in Africa and they must be carried at all times.

At the border you discover that many things are cheaper in Zambia and other things cheaper in Tanzania. A young lady makes the journey to the border and back every month to buy several 100kg sacks of maize. Sweet potatoes seem to be going the other way.

Like on the Settle-Carlisle line, where you cannot appreciate the Ribble Head Viaduct when you are on it, on this line you can't appreciate the monumental effort that went into building the Tazara viaducts. 12 Chinese surveyors travelled for nine months on foot from Dar es Salaam to Mbeya, in the Southern Highlands of Tanzania, to choose and align the railway's route. The route chosen was not far from that proposed by the British in 1949. 50,000 Chinese personnel were sent between 1965 and 1976 and in the peak year of 1972 there were 13,500 Chinese and 38,000 African workers on the project.



A large proportion of Chinese assistance was provided by the Railway Engineering Corps, then part of the People's Liberation Army. Chinese personnel sent to Africa were selected for political dependability, moral probity, technical expertise and personal fitness, and underwent as long as two months of training. Chinese engineers lived and worked according to the same standards as their African counterparts. Construction camps were set up at 40-mile intervals, being relocated as the work progressed. Papaya and banana trees were grown to

## Adventure in Zambia continued

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provide shade and food, and workers tended vegetable gardens in the camps in off-duty hours. There are relics of these camps along the line with a pile of rail, a few wheeled axles and an abandoned building.



The work involved moving 330,000 tons of steel rail, 89 million cubic meters of earth and rock, and the construction of 93 stations, 320 bridges, 22 tunnels and 2,225 culverts. The bridge across the Mpanga River is 160 feet (49 m) high, and the Irangi Number Tunnel is 1.5 miles (2.4 km) long. The section from Mlimba to Makambako in Tanzania crosses mountains and steep valleys. Almost 30 percent of the bridges, tunnels, viaducts, and earthworks of the entire route are located in a 10-mile (16 km) stretch of this section. Total costs were about US \$500 million, making it the largest single item foreign-aid project ever undertaken by China.

Virtually all building materials, equipment, and significant amounts of food and medical supplies were shipped in from China, including ambulance vans for the sick and injured. Over 160 workers, including 64 Chinese nationals, died in construction accidents.

Braving rain, sun and wind, the workers laid the track through some of Africa's wildest and most rugged landscapes. One Chinese worker recalled that his team was trapped in the wilderness for a week after floods and landslides washed away the only connecting road. "We lived in fear of lions and hyenas."

The project pressed forward despite the enormous political upheaval

## Adventure in Zambia continued

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and economic dislocation in China caused by the Cultural Revolution, during which most domestic railway building projects were halted or delayed as vast numbers of government officials were purged.

Key political figures were purged in China and Tanzania but the project continued.

After 50 boring hours the train rolled into Dar es Salaam, in the darkness and late, as it probably always is. Fortunately I was staying with the First Secretary at the Zambian Embassy in a rather comfortable house and I soon recovered.



The plane back was somewhat quicker.

**David Cook**



***All Photographs © David Cook***

# **A Memorial to Susan Youell, with family**



## **SUSAN YUELL 1931 - 2017**

On Wednesday 28th March, the railway held a memorial event to say farewell to Susan Youell, wife of founder Fred Youell, who passed away in June 2017.

The event began with a train journey to Middleton Park and back, hauled by Hudswell Clarke 0-4-0 DM "MARY", driven by owner Brian Hall. Mary was Susan's middle name and thus was a perfect choice to haul the special. On return to Moor Road, a new memorial plaque was unveiled. There had been a memorial plaque to Fred Youell for many years, but it was thought that it should be amended to include Susan as she worked tirelessly for the railway in its early years and was always a firm supporter of our activities until her death in June last year.

I began proceedings with a short speech about Susan's contribution to the railway, including some

anecdotes of her working with Fred. This was followed by our guest, former ARPS and HRA Chairman, David Morgan, who paid tribute to Susan's work for the infant ARPS and then HRA.

Susan was very much a "character" in her own right and one of the few people who could keep Fred under control, and this was reflected in both speeches. Finally, her son, Matthew, gave a short speech and unveiled the plaque on behalf of the family.

The event was well attended by family and friends. Former MRT Traffic Manager and KWVR Chairman, Graham Mitchell, attended, along with Ben Wade, another former MRT member. A number of friends from the preservation world attended, as did a former OLD RUN editor, Mervyn Leah. The family expressed their thanks for the event, which was both a suitable memorial to Susan and also a fun filled event, just as she would have wished.

We should also thank the working members of the railway who worked hard to ensure the line was open and we had two fully operational coaches available – your work was greatly appreciated by the participants who went away with favourable impressions of our railway.

**Ian Smith**

**Photographs © Ian Smith**

**and many friends, on 28th March 2018**



The picture above shows the guests who attended this memorial event, standing beside "Mary".

The picture to the right shows the family, Susan's brother, Robert Atherley, together with her children, Harriet, Sarah and Mathew.



## MOOR ROAD HAPPENINGS

### LOCO NOTES

We managed to start the 2018 operating season with a good complement of locomotives available, both steam and diesel. However, for various reasons which will be explained, we have been a bit hand to mouth with our steam locomotives during May. Hopefully, things are now back to a more solid base.

#### 1601 MATTHEW MURRAY

Little work considered necessary on this loco over the winter, other than a boiler washout and preparation for the boiler inspector. The loco duly passed its 'thorough' and 'in steam' examinations and was available for traffic at the start of the season. The loco was used over the May day weekend and it became apparent that the fireman's side injector was wasting a lot of water when in use. We had a spare injector which was put to use but this was even worse! The original injector was stripped and cleaned by pickling in phosphoric acid before being tried again. This seems to have been more successful but it is still not perfect.

There had been some minor tube leakage in the firebox. Expanding of these and re-beading has cured the problem. At least for the time being.

The safety valves were also reported as blowing early (at 125 psi) when compared with the pressure gauge. The latter had

been checked by the boiler inspector against his gauge but when checked on our deadweight tester was found to be slightly out. This was re-calibrated and the safety valves adjusted slightly so that they were starting to lift at 135 psi, this being necessary to prevent accumulation over the working pressure of 140 psi.

During May we had an urgent request from the Elsecar Steam Railway for the loan of a locomotive and it was agreed that 1601 could be released for this purpose. The loco left Moor Road on the 16th May for an extended period.

#### No.6

Following its resumption, work has progressed at a reasonable pace on this loco. Both the big end and all the coupling rod brasses have now been white-metalled and machined to fit on their respective crankpins. The rods have all been cleaned down and painted signal red, although at the time of writing, these remain to be fitted. Having completed the overhaul of the rod bearings, attention has turned to the pistons and crossheads. The piston rings were found to be quite well worn and it was decided to replace them. The new rings have been machined in-house utilizing a cast iron pot already to hand from previous piston ring work on MSC 67. The pistons themselves, along with the piston rods were found to be reasonable but it was decided to skim out the ring grooves to remove slight wear.

The piston glands and neck rings

were all found to be quite badly worn and thus a sloppy fit on the piston rods. The glands have had new bushes inserted and new neck rings have been made. At some time the glands have been modified to accept white-metal packings but, as these were in poor condition, it has been decided to revert to a conventional soft gland packing.

The slide bars have been carefully aligned to be parallel with the cylinder bores and the bottom bars have been shimmed to suit the crossheads and bolted up. The crosshead slippers were all in poor condition. Consideration was given to having new ones cast as we have a pattern, but it has been decided to white-metal the originals and machine to size. This is the current ongoing task.

The boiler has had a formal inspection by the boiler inspector. It was informally examined earlier by our previous inspector and, whilst the necessary repairs were agreed, no documents were completed. We now have a full report on the work that will have to be carried out. A specification for this is being drawn up prior to inviting tenders for the work.

### **1210 SIR BERKELEY**

Work on the overhaul of the loco has been somewhat slower than originally intended due to the need to carry out other work with higher priority. All the various items have been stripped from the boiler and it has largely been freed from the chassis ready for lifting. However, Manning Wardle fitted

compensation springing to their Class L locomotives and the front spring hanger bolts were also used to hold the boiler in place at the smokebox. These bolts cannot be removed without jacking the loco up and relieving the load on the springs. Because the springing is compensated, this affects not only the front springs and wheels but also the middle ones, making subsequent move-ment of the loco more of a problem. It also requires pit space to undertake the work so it is held up until such time as the pit is available for a prolonged period.

### **No.11**

No progress to report

### **No.1310 (NER Class H)**

The loco passed its 'thorough' and 'in-steam' boiler examinations with no real problems. The one thing that the inspector required was the re-cutting of the washout plug holes in the boiler backhead. These are LNER standard 1 in 9 taper threads and we did not have suitable taps for this. Our friends at the North York Moors Railway offered the loan of suitable taps and the work has now been done. New washout plugs have also been provided to suit the slightly enlarged holes. We have now had some taps of our own manufactured as, although these are LNER standard they are really quite rare as most LNER locomotives now have BR standard plugs, which are quite different.

The loco is currently available for traffic and was used over the Spring Bank Holiday weekend.

### 1544 SLOUGH ESTATES No.3

The pressure gauge shut off valve referred to in the last Old Run has been replaced with a new one. The boiler has received its annual 'thorough' and 'in steam' examination. This was a theoretical success. I say theoretical, because the Inspector gave it a tick of satisfaction and then went on to examine another boiler. However, within minutes of this, a steam leak appeared at the smokebox end of the boiler. The exact source of this could not readily be determined and, at first, it was suggested that this could be a leak from the tank dripping onto the boiler and flashing off to steam. A steam test with an empty tank soon confirmed that this was not the case. The only course of action was to remove the tank for further investigation, which is not a five minute job, requiring the removal of various peripheral equipment such as injectors, and took several days of volunteer effort to accomplish. Once the tank was removed, the boiler was put into steam once more and the source of the leak was soon apparent, being the seam between the angle ring and the smokebox tubeplate. The condition of the angle ring in this area tends to indicate that it has been a problem in past times. Five minutes with a hammer and caulking chisel soon stopped the leak. The boiler was taken up to full pressure in the presence of the Boiler Inspector and given a nod of approval. The tank has now been replaced and the loco re-assembled.

Whilst working on removing the tank it became obvious that the elbow

fitting where the blower pipe enters the smokebox was badly corroded. The corroded part was cut off and a new piece made and screwed and brazed into the fitting to effect a sound repair. The opportunity has also been taken to overhaul the injector water control valve, which was prone to leakage unless tightened up, when it became unmovable.

The loco is now available for traffic.

### SENTINEL 54

Although progress has continued, there is little to report. The loco has been moved into the Engine House for display, as workshop space is presently at a premium and we can only work on so much at one time. In any case, the loco is not really needed at this time whilst we have four operational steam locomotives.

Perhaps we should start referring to the loco as 68153 as this number has now been applied to the loco, along with the early style British Railways crest, it being considered that, as it was on display, it would be better if it presented a more finished appearance. All the outstanding work is in the cab so there is little obvious that it is not yet complete.

The safety valves are still putting up a valiant fight in not wanting to work satisfactorily. However, we are now down to only one of the two valves leaking slightly at full pressure so the end is in sight (touch wood!) The frames for the front windows have now been completed. This still leaves the side and rear windows so there is still a lot to do.

### **HE 2387 BROOKES No.1**

After the necessary boiler inspections the loco was in use at the start of the season. Although the pressure gauge had recently been checked as part of that inspection, after a few days in traffic a discrepancy became apparent between the operating pressure of the safety valves and the pressure gauge. The gauge was changed for a new one and all was satisfactory.

The Buckinghamshire Railway Centre had requested the loan of this loco for the month of May. We were keen to ensure that it was in tip top condition when it went away. Leakage from the combination injectors is a perennial problem and much time was spent in ensuring the various valves were tight before the loco went away on hire. It was concerning, then, to see photographs posted on the Internet showing a significant leak from the left hand injector and hear that the injector had been giving problems. The loco returned to Middleton on the 23rd May and our attention was immediately turned to re-cutting the various valve seats prior to a steam test and a re-entry into traffic. However, despite this attention, the injector is refusing to work and, at the time of writing, the reason has not been ascertained.

### **FOWLER 4220033 HARRY**

Little work has been done on the loco following the vandalism previously reported. The cab window frames have now been sent away so that the glass can be cut and fitted. A snip at £164 for the

job. For the present, the loco remains on display in the Engine House

### **PECKETT 5003 AUSTIN'S No.1**

Available for traffic and used as required. The fuel pump could do with a service/overhaul as the engine is having to be run at a fast idle speed to prevent it stalling when first gear is engaged.

### **D2999**

Available for traffic and used as required.

### **D577 MARY**

Available for traffic and used as required for the Saturday passenger service.

### **D631 CARROLL**

Available if required but generally on display in the Engine House. The loco's air receivers were recently examined by the Boiler Inspector, and all found to be satisfactory.

### **HUNSLET 6981**

Work has continued on this loco as volunteer availability permits. The left hand rear engine mounting has been replaced as the original had failed. A vacuum exhauster has been extracted from storage and positioned on the loco so that the overall layout of equipment and pipework can be worked out. This has required the removal of the radiator front panel and radiator itself. Removal of the panel revealed that the radiator was not in the best of conditions so some repairs will probably be necessary.

## Loco Notes continued

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The water make up tank for the gas conditioner system has been removed as this is essentially redundant. However, its removal has had a detrimental effect on the engine bonnet cover which has warped quite badly. We are trying to straighten this but it might be easier to have it manufactured anew.

### **LMS 7051**

Available if required but generally on display in the Engine House.

### **D1373 No.45**

The locomotive has been in use as required. We are still doing battle with the low torque converter oil pressure. Having changed the charge pump with no benefit, we have turned our attention to the filters. These have been changed, but whilst there has been some improvement, the pressure achieved at idling is still well below specification.

Although the locomotive came to Middleton with no bench seat, there was evidence that one had originally been fitted. Re-instatement of this was considered to be a good idea as there was nowhere to place any items except on the control desk or on the floor. This seat has now been made, although it still requires to be fitted.

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

### **CARRIAGE & WAGON NOTES**

#### **LMS BRAKE VAN No. 158760**

All the cast iron weights have now

been re-fitted to the chassis following cleaning and painting of them and the securing wedge blocks have also been fitted. Completion of this work has enabled the body to be re-united with the chassis, this being carried out using our 5 ton crane. The body has now been permanently fitted to the chassis. A quote for the provision of the required BSW bolts for this was hugely expensive, so we have cut down and machined up some existing oversize bolts to do the job.

Since fitting the body, much detail work has been carried out although there is little obvious progress to record. The handbrake column is perhaps an exception to this and has recently been fitted.

### **LNER BALLAST BRAKE**

This van suffered from the vandalism attack over the Christmas break with eight windows being broken. An attempt to set fire to it was fortunately unsuccessful although some timber was charred. The van has been out of service since but there is a need to have it available for passenger service, if required. The windows have now been replaced along with the charred timber and the interior has had a partial repaint. The vehicle should be available for traffic by the time you read this.

### **COACHES**

Following inspection and adjustment of the brakes, coaches 1074 and 2084 have been in traffic from the start of the season. We had reverted to keeping the

coaches alongside the Engine House, their stabling point for the last ten years but, following yet another attack of vandalism, the decision has been made to keep them in the compound despite the operational problems this causes. The vandals took a screwdriver to the seats of coach 1074, damaging three of them. Fortunately, the damage was noted in sufficient time for it to be repaired, helped by the fact that we had already cut and varnished all the seat laths for the ongoing rebuild of coach 1867 so there was little work to do to rectify things.

The main focus of attention has continued to be the rebuild of coach 1867. The new roof canvas was fitted whilst the coach was in the Engine House. This is the first time that we have canvassed a vehicle roof so there was a bit of a learning curve but we are pleased with our attempts. The floor has also been fitted. After some debate

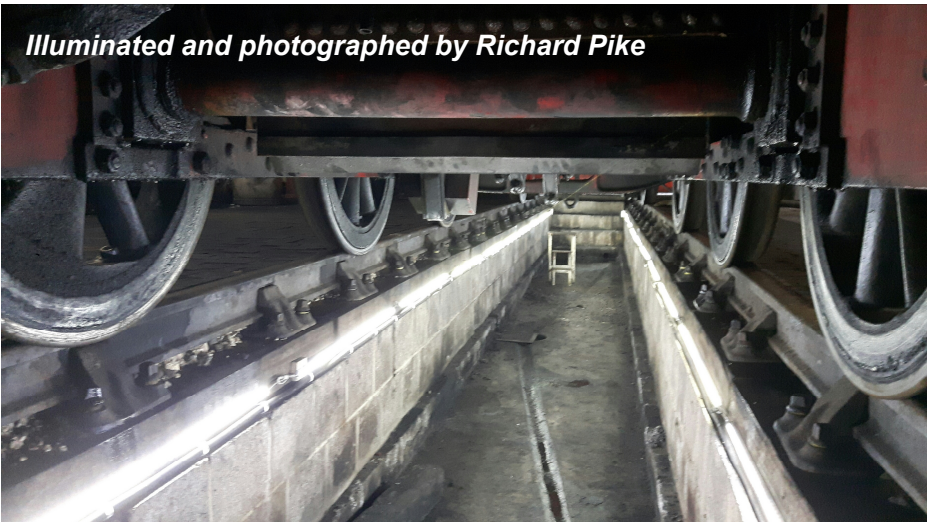
it was decided to use Buffalo board, which is a phenolic coated birch plywood. It has a non-slip surface and is generally used for lorry floors and platforms.

Once the floor was installed we could start on installation of the timber framework to which the panelling will eventually be attached. As with coach 1074 we have opted to use Pitch Pine, a much better quality timber than the pine generally available. Installation of the framework has effectively occupied all the time since Easter but is now essentially complete. Fitting of the external panels is expected to commence shortly.

**Steve Roberts**  
**Mechanical Engineer**

***Below -  
The Running Shed Pit  
newly lit***

***Illuminated and photographed by Richard Pike***



# BROOM PIT

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## Broom Pit

Our railway owes its existence to the collieries at Middleton and in particular the largest of these, Broom Pit which closed 50 years ago this year.

Broom Pit closed on 17th May 1968; at the time it was said that the pit was 89 years old, however several smaller pits had occupied the site before it and with mining in the area now occupied by Middleton Park going back centuries it is difficult to say exactly when Broom Pit was started, it also changed substantially over its existence extracting coal from several seams at different depths.

In 1697 Anne Leigh, heiress to the Middleton Estates, married Ralph Brandling who had mining interests in the North East, and in 1706 they inherited the estate. Mining had already been taking place on the Middleton Estate since at least 1632 but with the estate in the hands of the Brandlings and with the coming of the industrial revolution, mining went from small scale working of Bell Pits within the estate to deep mines on an industrial scale. Old maps show that prior to the creation of Broom Pit, bore holes were sunk to the west of the pit village of Bell Isle where Park Halt now stands.

With the Brandling estates heavily mortgaged to fund expansions to the colliery they ended up gradually sold off in the 1850s and 60s. Leeds brewer Francis William Tetley was one of the main investors in the estate, forming the "Middleton

Estate & Colliery Co." in the 1860s. This company ran the Middleton collieries until 1943 by which time only Broom Pit remained, and the company, "Middleton Broom Colliery Ltd," a subsidiary of "Briggs Collieries Ltd," took it over. Four years later the collieries were nationalised and Broom Pit became part of the National Coal Board.

As well as the colliery buildings, there was a coke works on the eastern edge of the site supplied with a high level railway line, and a brick works on the western edge of the site which also had its own railway to bring clay from pits where the South Leeds Stadium now stands.

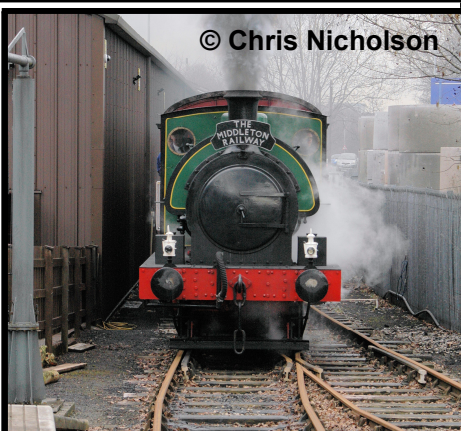
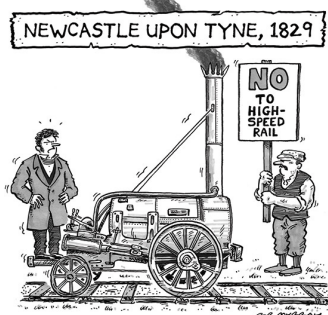
The workings at Broom Pit extended some distance from the shafts, in fact they were connected to the workings of Robin Hood Pit in Rothwell. This was part of a post war scheme to connect mines underground, so that if an atom bomb destroyed a pit head the miners would have an escape route through adjoining mines. The edge of Broom Pit's workings 'Ebor 27' was almost 3 miles from the pit head. In many cases the extent of a mines workings underground were their downfall. With much time taken getting men to the face and coal from it, such mines often became uneconomic. In 1968 Broom Pit was one of 6 pits in the Leeds area that the NCB had decided to close on the grounds of their being uneconomical. The pit was closed and the site later used for landfill and landscaped over leaving little

trace of the mine. Much more about Broom Pit can be found at the website:-

[www.jackgale.co.uk/mining1.htm](http://www.jackgale.co.uk/mining1.htm)

based on the accounts of a miner who worked there.

**Researched by Kris Ward**



**Brookes No. 1** about to pull the train for the guests attending its celebration of being restored to full use again, on 3rd April 2018.

## Ian Dobson's Famous Social Evenings

take place on the first **Tuesday** of each month, at Moor Road, starting at **7.30 pm**. It has been scientifically proven that there is nothing better to do on a Tuesday evening and, if you're lucky and ask nicely, Mr Dobson might even make you a cup of tea! Usual rules apply, all welcome, tea-break provided and no membership of any organisation is required, so bring your friends.

**The programme for the remainder of 2018 is as follows:**

- 3rd July: Middleton Then and Now (Ian Smith)
- AUGUST: NO MEETING
- 4th September: UK Railway travels 2017/2018 (Ian Dobson)
- 2nd October: Railways of the 1960s and 1970s – The Brian Crowther collection (including early Middleton) (Malcolm Hindes)
- 6th November: Deltic Powered (Nige Paine)
- 4th December: Christmas Quiz (Team Dobson)



# Coal Miners of Middleton

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## Coal Miners of Middleton

Fifty years ago this year, 2018, the last of the collieries in Middleton closed. Broom Pit was situated just to the south of the present terminus of our railway at Park Halt. One aspect of the event in September will be to record the social history of people who worked in the coal industry.

How many families were supported by their menfolk who worked either as miners or other jobs connected with coal?

Just after the outbreak of the Second World War in 1939, a census was taken on the 29th September. This information enabled the authorities of the day to assess accurately the population of the country. It was also used to enable the issue of identity cards which had to be carried and produced on demand. Parents were required to hold the cards of their offspring. Information was collected for each person and included address, name, gender, date of birth, marital status and occupation.

In order to try to discover an answer to the employment question, the information given by residents of parts of Hunslet and Middleton on the 1939 Register was consulted. The documents used were two complete registers. These registers indicate how many people were living at every property at the time of the census. Over time the information was updated by, for example, recording new names as

females married. Each of the records available for public view are for individuals who have died. A number of records are therefore still 'officially closed'. These are for people who may still be alive. As it is now nearly 80 years since the registration many of the people detailed in the closed records would have been children in 1939. The Register bridges a 30-year gap in history as the 1931 census was destroyed during the war and the 1941 census was never taken. The pages consulted covered houses and a caravan, around Hunslet Lake and Belle Isle Circus. The properties around the Circus would, at the time, have been of recent construction whilst those around the lake were of an earlier build. Readers who are interested in this period of history can find the 1939 Registration on the 'Find My Past' website where it can be interrogated by either a name or location search.

The results of the investigation are as follows:

Number of dwellings surveyed – 521

Total number of people recorded – 1667. The average occupancy being 3.20 per dwelling.

Total people in employment – 737 of whom 42 had work related to the coal industry.

Unemployed, retired, incapacitated and domestic duties – 431, equalling 1.33 per dwelling. Although not recorded as an individual figure it was noticed that

## Coal Miners of Middleton continued

many females were listed as 'unpaid domestic duties'.

Children and closed records – 499 which included 140 children. Thus this category covers 29.93% of the population.

The answer to the question about how many families were supported by their menfolk who worked either as miners or other jobs connected with coal, is that in the districts surveyed there were just 42 'coal' workers who represented just 2.52% of the population or 5.70% of the workforce. Of course the collieries also enabled other local industries such as the glass works, foundries and engineering to exist. What we would, these days, regard as the service sector, was supported by wages generated by coal miners.

One of the aims of our event in September to recognise the closure of Broom Pit is to record reminiscences of anyone who was involved in the coal mining industry.

To take part please email

**[coal@middletonrailway.org.uk](mailto:coal@middletonrailway.org.uk)**

or contact any member of the events committee or leave a message at the ticket office.

**Malcolm R Johnson**

**On the right - Keith waving in the train, clearly entering into the fun spirits of the day. Guard Kieran Sparks seems to think he needs a bit more experience !**

***Both photos © Chris Nicholson***

**Brookes No. 1 triumphal return to duty: Keith Sweetmore of the HLF, in the cab with Aaron Marsden. Keith is the clean one!**



Following on from the review of the Train Operating Regulations, (which are there to ensure we are running a safe railway), and the issue of these to all personnel requiring them, we have now just finalised and issued a Shunter's Handbook.

This handbook has been written as a guide and to outline the key information required to be a shunter, and for those who have been doing it a long time, it is a tool to assist in Continuous Development, (industry buzz words!).

The handbook has been based on many years shunting practice, some good, some bad and some ugly! We have taken the best practice and outlined why things are done in certain ways and that they are to promote a safe working environment. Following the advice contained within the handbook will also ensure you are complying with the relevant parts of the Train Operating Regulations. If you are just starting out in operations, use it as a learning guide; if you are already a shunter, use it as a check on how to do things and consider whether you have got into any bad habits

This handbook is the first in a new range of handbooks to cover various activities at the railway. The Guard's Handbook is next in line for being brought up to date with current best practices.

Also in the pipeline is a handbook for crane operations and associated duties, including lifting operations on a smaller scale, such as using the workshop lifting gantry. The

Crane Handbook is a little trickier to compile, as industry no longer has manual cranes of our type in everyday use - most are now electric or hydraulic operation with all the bells and whistles (and computers!) you would expect for an armchair driver! It is hoped to have this book and the guard's handbook out by the end of the year.

As well as handbooks, the committee is also considering how we approach engineering-related tasks and fully documenting safe working procedures and even regulations, if appropriate. These documented procedures will outline how engineering-related tasks can be completed in a safe and controlled manner, particularly as many aspects of engineering work cannot be adequately covered by the Train Operating Regulations – they can be too onerous and/or irrelevant to workshop operations.

This may all sound like a lot of paperwork. Whilst we do not wish to become snowed under with paperwork, these handbooks are being developed to facilitate training the next generation of operational staff, to ensure our more seasoned staff are following best practice, and above all, are allowing us, as a railway, to demonstrate that we are not only saying what we do, but doing what we say!

**DH and MW**



## Dear Editor

Reading an account of the Battle of Waterloo (as you do), I came across a mention of a General Picton, born in 1758, after whom (probably - I have not proved this) our loco is named.

Starting with the good news, Picton fought with Wellington in the Peninsula Campaign as a senior officer. Fighting resumed in 1815 and the General was wounded at the Battle of Quatre Bras, a preliminary to the bigger battle at Waterloo some days later. At Waterloo, he led his men in repulsing a French attack and died a hero's death in the front line.

He was also governor of Trinidad from the late 1790s to the early 1800s. (Presumably this is the reason for the name of the loco.) This is the dark side in his record. He used torture against a young woman (not a slave) suspected of theft. He was for this brought to the UK, tried and found guilty in a case that attracted much public attention. The conviction was however quashed on the grounds - a technicality? - that the island was at that time subject to Spanish law which permitted torture. Dr L. James of the University of Swansea is quoted by the BBC (from whom much of this information derives) as saying that his case reflected the growing divergence in attitude between administrations in the colonies and an increasingly liberal UK.

Returning to Picton's military

exploits, readers will note that this strengthens the railway's links with the Napoleonic Wars, recalling that the world's first successful load-hauling steam loco was named Salamanca after Wellington's victory there.

Richard Stead



**General Picton**

## Dear Editor,

Recently I took the train to London. The journey began at a bus stop on Street Lane near the "Thomas Osborne". He was, as readers will recall, the first Lord of Leeds. OK so far, strong local connection!.

Arriving early at the station, I strolled round City Square - which accommodates several statues of notable personalities: The presiding spirit of City Square is of course the

## Letters to the Editor continued

Black Prince. Was he a Leeds lad? Well, moving on...

The other four statues are those of Dr Walter Hook, James Watt, John Harrison and Joseph Priestley. Clearly (bearing in mind the playfulness of the city fathers) it's a game of spot-the-odd-one-out - or at least it can be seen as such. The snag is that this challenge is all too easy! Dr Hook was vicar of Leeds in the 1840s and 1850s, overseeing the building of Leeds Minster and lots of schools. Joseph Priestly was born in Birstall and worked in Leeds for several years in the 1760s and 1770s.. John Harrison was a merchant and public benefactor of Leeds in the seventeenth century, endowing St John's church on Upper Briggate. Strong local connections so far. Now, James Watt, ah yes, James Watt.... he was a Scotsman who ran an engineering business in Birmingham with his partner, one Mr Boulton. He is, obviously, the odd one out: QED. Local connections.. a little tenuous.

The matter goes a bit further however: Watt had a rival in the city, namely, Matthew Murray. If City Square is to have a statue of an eighteenth-century engineer, why not one of Mr Murray?

My further travels that weekend took me to, among other places, the Science Museum in Kensington. In the Prime Movers' Hall, as well as the huge Newcommen engines, I found a smallish stationary engine made by Richard Trevithick.

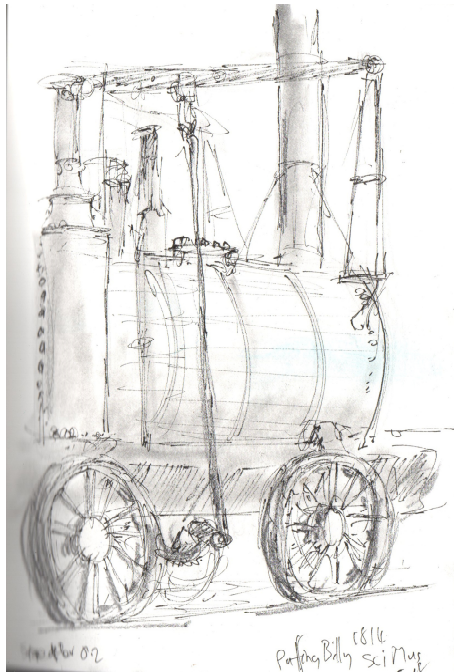
Its massive trombone-slide moved

vertically, which was a notable improvement on other designs by Mr. T.. Its explanation-board told us that his Pen-y-darren loco was the world's first successful load-hauling engine. No mention, intriguingly, was made of the unfortunate incident with the broken track.

In the transport room was, naturally, "Rocket". Not far away was "Puffing Billy" with a board explaining that it was the oldest surviving steam locomotive. It bears a date of 1814.

At no point was there any reference to either Matthew Murray or John Blenkinsop.

### Exasperated of Roundhay



**"Puffing Billy", as seen in the Science Museum and drawn by Richard Stead.**



## **The Middleton Railway Trust Limited**

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Adult Membership (FT).....£23.00

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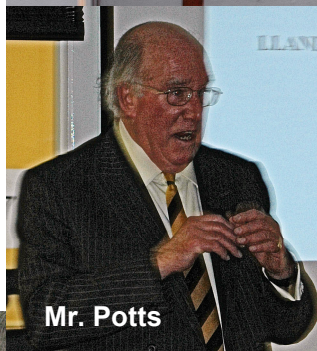
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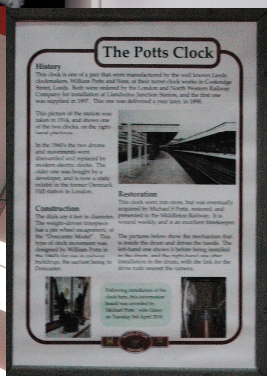
# 3rd April 2018, unveiling of the Potts Clock



Mrs Potts unveils the plaque and Clock Mechanism



Mr. Potts



Invited guests gathered at Park Halt.

All photos © Chris Nicholson

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