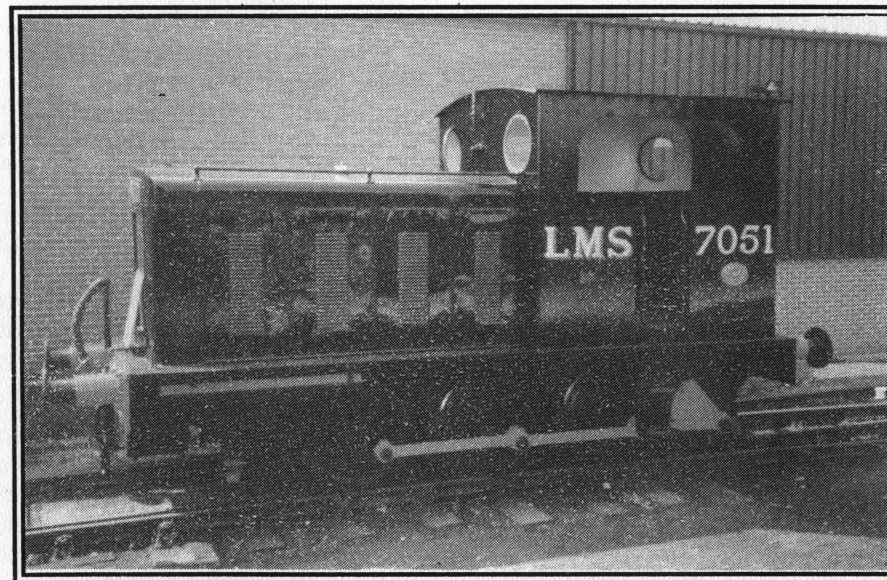


THE OLD RUN

JOURNAL
OF
THE MIDDLETON RAILWAY TRUST



NUMBER 154

SUMMER 1996

THE OLD RUN

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Many thanks indeed to the members who provided articles, reports and photos for this issue. ALL members are invited to contribute to their magazine articles, news items, letters, photographs or drawings on relevant subjects. Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd., the Middleton Railway Association, or the Editor.

Material for the Autumn Issue should reach the Editor by 1st September 1996, at the latest, please.

Sincere thanks to those members who wrote or rang etc. to say they liked the new-look *Old Run*.

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Cover picture: LMS 7051, also known as *John Alcock* and a variety of other numbers, poses alongside the sheds on 16th June 1996, resplendent in his/her new paintwork, during the weekend devoted to celebrating his/her return to service.

Photo: J. Keith Wear

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Editorial apologies to Hazel Evan's husband Andy, for re-naming him Ian. Typing photo captions at the last minute, and not having met Andy (at least not with a name being put to him), I was sure I remembered Sky News calling him Ian when they reported on *William* being given to Hazel as a birthday present. I should have checked. Sorry, Andy (and Hazel!).

Many thanks to John Wilkinson who, having offered at the A.G.M. to produce some Loco Notes instead of Steve Roberts, actually popped them through the editorial letterbox the following evening! I'm sure 'out of town' members appreciate being kept up to date with developments regarding the locomotives and the railway.

The A.G.M. was quite the most civilised one I ever attended. Held (thanks to our President, formerly the Station Manager) in the opulent surroundings of the Queen's Hotel, adjoining Leeds Station, it was not quite as convenient for car drivers accustomed to walking a few steps from the door at St. Mary's Church Centre, but for public transport users it was ideal. Light refreshments were on hand and, before the meeting began, a TV set was wheeled in ready for the meeting's end, for those who had made the sacrifice of attending during a Euro '96 football match! It was all so euphoric that I can remember little of what happened, but the new list of Council members appears on Page 23. Sadly, Chris Rogers died in July 1995. Noel Brampton, Stanley Haigh, and Geoffrey Saunders wished to retire; Vernon Smith lost his 'seat' when a vote had to be held. I'm sure all members would wish to offer their thanks to the retiring members and to Vernon, for all their efforts as M.R.T. Council members.

FROM THE CHAIRMAN

Ian Smith

As I write this, the season is well & truly under way and our passenger figures are up on budget, which is no surprise since we budgeted for no growth! They are still not exactly brilliant, though. Whilst our special events traffic is very good indeed, our regular passenger figures are nothing to write home about. Council is looking closely at the problem and no doubt a report on the deliberations will appear in *The Old Run* in due course.

But it's not all doom & gloom by any means. The railway is going from strength to strength in many areas, with no less than **seven** steam locos operational this year.

New fencing has at last been erected to fully complete security for the site, with the section alongside Moor Road being in keeping with the old turn of century fence.

A real achievement was celebrated on Saturday 15th June when we officially launched **LMS 7051** into traffic. Formerly **LMS 7401** (and, of course *John Alcock*) this loco suffered a catastrophic engine failure whilst working at the Midland Railway Centre, Butterley, in June 1994. Following that, a nation-wide search found a suitable replacement engine at a mill in Pluckley, Kent. This was purchased and brought to the railway, where Graham Parkin set to and fully rebuilt the locomotive and fitted the new engine, giving the completed loco a test run last October.

Since then, Graham has almost single-handedly repainted the loco into her current livery, and the finished product was unveiled on 15th June, in front of invited guests, including Councillor Linda Middleton, and Richard Gibbon from the NRM. Graham is to be congratulated on a fine job, as the loco looks magnificent.

LOCO NOTES

John Wilkinson

As Steve Roberts is kept very busy with work at present, I offered to write the loco notes for *The Old Run* this time. This set of notes covers the period from the beginning of the season until the end of June, in what has been a fairly eventful year already.

9599 William The season got off to a hectic start with *William's* 40th birthday party which gave us a good start to the season. Some minor running repairs have been carried out, and *William* will see further service in July.

The next major event in our calendar was the '*Thomas* the Tank' event over the May Day Bank Holiday weekend, for which we hired in *Thomas*. The loco we hired which masquerades as *Thomas* was a Hunslet loco No.686. This loco ran on our service very nicely until the Bank Holiday Monday, when it split the points in Moor Road yard whilst running round its train; I will confess now that I was the driver!

Due to some very prompt action from Andy McKenna, Pete Nettleton and Graham Parkin, the loco was re-

railed, inspected and returned to service in about two hours, which was a very creditable achievement. Ian Smith, a.k.a. The Fat Controller, and the staff in the shop, also made major contributions to keeping our visitors happy whilst the event continued around the re-railing of Thomas. Some customers even thought we had staged it!

1625 We have made efforts to return the Cockerill to traffic during the Spring, and Nigel Crowther's efforts have been crucial. Those who saw it in traffic last season will remember that it doesn't steam too well, and that the injector was unreliable. We have fitted a new blower and sealed it into the chimney, which has also been reseated on top of the vertical boiler, which has improved the draughtiness no end, along with the removal of a lump of soot from inbetween the tubes. The injector and water tank have been cleaned, and the loco has completed three days in steam.

Some further fine tuning is required, but it is close to being usable in general service, although I think it will always have some challenges up its sleeve for crews!

1882 Mirvale has returned from East Anglia, and awaits a boiler test before being returned to service.

68153 The Sentinel is approaching completion of the repairs following the Winter frost damage, and will be back in service soon. It is planned that it will visit the Keighley and Worth Valley Railway during August.

1601 Arthur continues to progress, although a problem has been identified under hydraulic test, which has necessitated the removal of the main steam pipe and a new flange has had to be manufactured. This is in course of being fitted at present.

67 the stripping work continues on this loco with most of the boiler tubes now removed. Work will commence soon on cleaning down the frames and thorough mechanical examination to ascertain what work is required. Any help anyone can give with this restoration will be gratefully received.

1310 Running reliably in traffic, has recently had some repair work carried out on the reversing lever to try to prevent it banging about so much when the loco is moving. It continues to devour valve and piston rod packings and has recently broken a spring which will be repaired and refitted soon.

7051 Previously known as **7401**, it has recently emerged from the workshops and is a great credit to Graham Parkin. The new engine which was fitted runs very smoothly, and Graham reports that it has oil pressure - an unknown phenomenon in the previous engine I'm told.

The repaint has much improved the appearance of the loco, and during the repainting work the opportunity was taken to replace some plating in the cab roof.

91 & Rowntree No.3 both in traffic and running reliably.

All other locos are as last reported.



Left: Councillor Linda Middleton, who most appropriately represents the Middleton Ward, "does the honours", waving the green flag for the departure of LMS 7051, on Saturday 15th June, alongside Graham Parkin.

Photo: Keith Hartley

Right: Also making an appearance on 7051's big weekend was *Sir Berkeley*, pictured here running back on to the coaches at Moor Road.

Photo: J. Keith Wear, a member of both the M.R.T. and *Sir Berkeley's* owners, the Vintage Carriages Trust.



Left: A very welcome sight on Sunday the 16th was First Chairman Fred Youell, with his wife, Susan, and their son, Matthew, seen here with present Chairman Ian Smith, inspecting the beautifully restored diesel locomotive which Fred brought to the Middleton Railway in 1960. An account of those pioneering days appears on Pages 18/19/20

Photo: Keith Wear

Right: preparing the ground ready for laying the short length of new track north of the Fred Youell Building, using the J.C.B., 2nd June 1996.
Photo: Keith Hartley



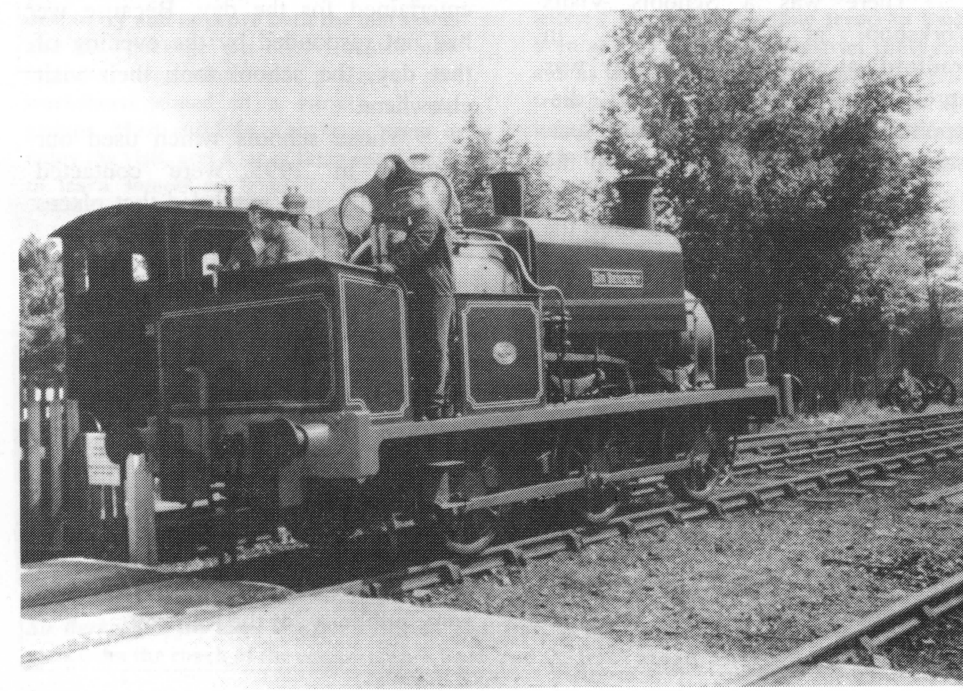
Left: the sleepers laid out ready for putting into position, after completion of the preparation of the ground, 16th June 1996. The section rear of centre picture has already been laid.
Photo: Keith Wear



Right: this piece of the old Middleton tram track was uncovered during clearance of the ground for the new stretch of track. It was part of the famous reserved section of the electric tram route, running alongside the Middleton Railway for about a mile, between 1925 and March 1959.
Photo: Keith Hartley



Two more nice shots taken by Keith Wear on 16th June, during 7051's Weekend. Above, 1625 takes on coal, whilst standing on the back road. Below, *Sir Berkeley* backs on to his train, with the Chairman at the controls.



THE 1996 SCHOOL VISIT DAYS

Cedric Wood

Publicity A leaflet was produced, outlining the Railway's Educational service. Details such as times and dates were on a separate booking form. This was distributed to all state schools in York & Selby and Harrogate & Craven districts of North Yorkshire County Council; Leeds, Bradford, Calderdale, Kirklees, and Wakefield Councils of West Yorkshire; Doncaster, Sheffield, Rotherham and Barnsley Councils of South Yorkshire. All public schools within a thirty mile radius of Leeds, and all public schools within a sixty mile radius of Leeds where the Middleton is the nearest preserved railway have also been issued with our leaflet.

There was a Schools Visits Workshop at Transperience in Bradford, at which the Railway was represented. Numbers were disappointing, but better than last year. Suggestions were put forward to the organisers of the event as to how the workshop could be improved from the exhibitors' point of view. We had twenty enquiries from the Transperience workshop. Many were from organisations too far away for youngsters for a day trip - Stockton on Tees, Scarborough and deepest Derbyshire for example. Those visiting from Scarborough would face a 150 mile round trip and need to be back at school for 3p.m. We have had one booking resulting from the Transperience event.

Dates Thursday 13th June, Wednesday 26th June and Tuesday 13th July were selected as School Visits Days. The last date is in the last week of term, and was aimed at the younger end of secondary schools, who have an activities week during the last week of their summer term. There have been no responses. In fact, there has been only one request for the July date: that was from a playgroup who wanted more time to organise themselves, but who have been accommodated during June.

Numbers Only one school who wanted to make a booking has not been accommodated. This was a school in Garforth who rang the Station on the morning of Thursday May 2nd, wanting a visit on May 23rd for 28 girls. They had already booked road transport for that day, and were wanting somewhere to visit, and be entertained for the day. Because we had not responded by the evening of that day, the school took their visit elsewhere.

Those schools which used our services in 1995 were contacted individually, and reminded that places were filling quickly.

This produced bookings from two schools, the others gave excuses: not doing railways this year, going to the Armouries, difficulty in obtaining transport, and transport costs as their reasons for not coming to the Middleton this year.

The final booked figures are: 156 children from 4 schools for June 13th, and 405 children from 10 schools for June 26th, raising £701.25p, plus some publicity for the Railway.

ADDITIONAL NOTES FROM THE EDITOR, a.k.a. M.R.T. TEACHER

The second School Visit Day was wet at the start of the morning, and a few groups of children had to be accommodated in the new shed, sitting on carpet squares. It was quite 'atmospheric' talking to a group of youngsters sitting alongside 1310 among all the paraphernalia of an engine workshop, but once the Fred Youell Building is fully in use, there will be a need for wet weather accommodation for school parties, many of whom plan to be on site for talks and/or picnics as well as a ride. Though the children never seem to let bad weather spoil their enjoyment, the memory of returning with several dozen soaking wet children might well influence their teachers' decision when information for the next year's events arrives at school.

It really is a great pity that our School Visit Days are not as well-attended as they were in the era when a few classes arrived 3 to a seat on a corporation double-decker. In the past they have earned us vital income, and Cedric has done a great deal to try and improve both the marketing and the 'package' on offer - which now includes suggestions of projects, and worksheets aimed at a variety of age-groups. Most children who come seem to enjoy the visit, and a lot of them seem eager to learn something from it. The parent-

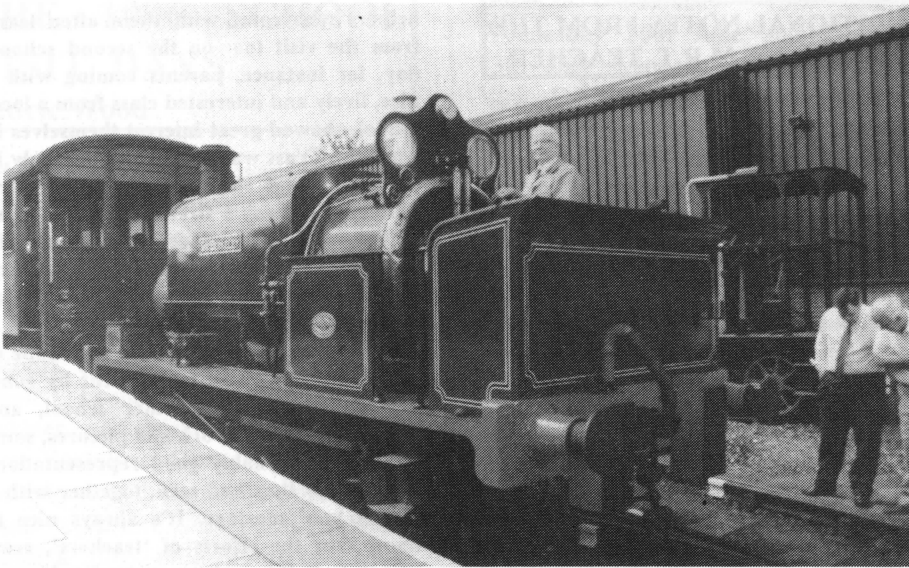
helpers who come with them often learn from the visit too; on the second schools day, for instance, parents coming with a nice, lively and interested class from a local school, showed great interest themselves in what the Trust was doing, and one lady in particular said she was amazed to learn that our Railway's first locomotives were so internationally important and that the Railway had such an interesting history. Which hopefully is all good publicity for our weekend trains.

Feedback also came in the shape of a wonderful A2 size folder, sent by some nice children from another school, and containing written work and pictures, some of them remarkably good representations of the locos they had seen, together with a 'thank you' message. It's always nice to know that the efforts of 'teachers', crew and shop staff have been appreciated.

Between the two School Visit Days, the Editor returned to conduct a party of adults around the Railway - members of the Derbyshire Archaeological Society's Industrial Archaeology Section, who later made these comments in their 'thank you' letter: "The Middleton line seems to have been able to retain its industrial character and as such we found it pleasantly different from most preserved steam railways in not being 'over-commercialized'." It is nice to note that we obviously please a wide range of visitors, of all ages.



Sir Berkeley is the ideal loco for a School Visit Day, as the absence of a cab roof gives a clear view from the coach of the engine crew's work and the track ahead. Photo: Sheila Bye



Above: Dennis Caton, retired teacher and longterm member of the M.R.T. teaching team, on board *Sir Berkeley* on 13th June. Also present, deep in conversation, are, left, John Wilkinson, Traffic Manager and, right, President Gerald Egan. Photo: Sheila Bye
Below: the visitors' view of *Sir Berkeley*'s cab. Photo: Keith Hartley



THE FRIENDS OF THOMAS, WITH THOMAS, WEEKEND Keith Hartley

Every member and helper did well, in making the event a good one. All the loco crews and train guards, and all the shop staff. The side events were also good: Christine's knitting shop in the coach, the diesel cab rides and all the other events, including the

Bus rides, made the weekend very special.

A special thank you to our Chairman as the Fat Controller. Whereas the train crews and shop staff could swap around, the Fat Controller made a splendid solo effort each day, by using Thomas-language in keeping the public (adults and children alike) informed and amused. Well done to him.



Left: just a few of Thomas's many human friends, eagerly wait for him to join his coaches at the Moor Road platform, during the May Day Weekend.
Photo: Keith Hartley

Right: *Dennis the Danish* engine appears to be saying something like "Ha ha you fell off the track" to Thomas, whilst they wait at Moor Road, watched shyly from the shed entrance by Sweetpea. (See Loco Notes for further details!)
Photo: Keith Hartley





Thomas (above) and *George* (below) pictured at Park Halt during the May Day Weekend event. Brian Wood, standing nearest the coach in the upper photo, has recently been ill and I'm sure all members will want to wish him a speedy recovery. Both photos: Keith Hartley



Thomas (above) backs away from his coaches at Moor Road Station, under supervision of the Fat Controller, who is seen again (below) chatting with a small fan whilst signing certificates. Both photos: Keith Hartley

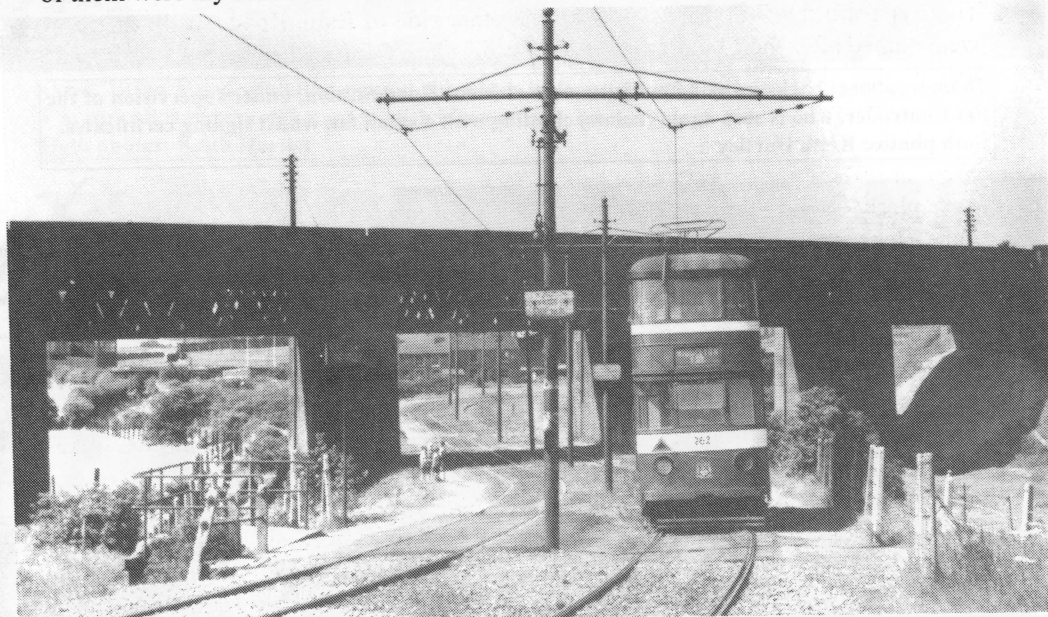


NEWCOMEN, NEWTS, TRAMSCAPES & TELFORD TERRACE - A POSTSCRIPT

Dave Johnson

Henry Gunston's excellent article in the last *Old Run* really put my memorybank into overdrive, and these ramblings are offered as additional information.

The picture in Henry's article was taken by Henry Priestley on 18th June 1955. "HBP", now in his eighties, was a well-known tramway photographer with a well-deserved reputation for fine pictures. I enclose another picture [reproduced below] taken by "HBP" on the same day, from the other side of the railway bridge. This actually shows what the book refers to as "Parkside newt ponds". Actually, we local kids always called this area "Happy Valley". In the picture, "Happy Valley" can be seen through the left-hand abutment of the railway bridge, immediately beyond the railed balcony of the tram-stop. I recognise the group of kids by the tram-lines - two of them were my school friends at Hunslet Moor! Where are they now, I wonder?



In Henry's article, the girls in the picture are actually walking away from "Happy Valley", and on the other side of the tram-tracks. They may be about to take the path to their immediate right. This would take them across the Middleton Railway and then over the G.N.R. branch by way of the concrete footbridge which we called the "Cuckoo Steps". By the side of the "Cuckoo Steps" was Parkside Junction signal box, which guarded the junction between the G.N.R. branch and the Middleton Railway. There was a siding next to the signal box which often contained

rolling-stock from the P.W. department - usually including an ex-Midland Railway Clayton clerestory coach. In 1960, we (illegally) used the railway bridge to hoist and fit the top deck of the Swansea and Mumbles car. I acted as conductor when we hauled the car with *John Alcock* giving rides up and down the line, in the summer of 1960.

Turning now to the pictures taken in Balm Road, I also have good prints of both these pictures which I got from "HBP" himself. They are both dated 26th May 1939. The one by Balm Road bridge shows the short stretch of single-track tramline through the narrow road at this point. It must have widened soon after the war, as I don't remember it in this condition. Widening was accomplished by demolishing the small group of houses on the left, immediately turning the Railway Hotel from a back-street boozer into a main-road pub! Incidentally, when road-widening took place on the other side of Balm Road bridge (near the junction with Church Street), the tramlines were left in the same position. This meant that cars in both directions ran in the left-hand carriage way, right until the closure of the tram route on Saturday 28th March 1959.

Moving on to street names, I don't know if the Telfords were named after Thomas Telford or not. The streets on the other side of Balm Road (the Leasowe's), were named after their builder Mr. Leasowe Walker. Of the other streets mentioned, I believe that "Bertha" was the builder's wife and "Ada", "Elsie" and "Nellie" were his daughters.

Like Henry, I find the Godfrey Edition Ordnance Survey maps fascinating. They are good value and well worth collecting. The South Leeds edition is a particularly useful source of information on the stretch of the Middleton Railway from Moor Road coal staithes to Great Wilson Street. We locals always referred to this section as the "Niger Lines" - no doubt called after the locomotive of that name. Historians will correct me if I'm wrong, but I believe more than one loco carried the name, and the last one was replaced by *Blenkinsop* in 1953. The Niger Lines closed down in 1949 - can anyone give me the exact date please? Even after that date I remember trains ran down to Great Wilson Street, but this may have been to recover materials following the closure. (I remember one train crossing Hillidge Place complete with a plate layer's trolley full of workmen. They'd hitched a ride by tying their trolley to the last wagon!)

The complicated track layout at Kidacre Street is well shown - but did they really go through that rigmarole to transfer wagons from the Middleton to the Midland Railway? Surely it would have been simpler to go via Balm Road? The falling line from the coal staithes would be to allow direct access of coal wagons into the gas retort building (junction of Kidacre Street and Holmes Street). The line which it joins, which crosses from the gas works to the goods yard, would be to allow the transfer of tank wagons carrying away the tars and liquors which are a by-product of the coal-gas manufacturing process. These wagons would then be tripped from Hunslet Lane to Yorkshire Tar Distillers at Stourton. As a young lad, I remember trains of these wagons passing through Hunslet Station on the slow line, usually hauled by a "2F", a "3F" or even a Johnson half-cab tank engine. The tar

wagons were the "square" (actually rectangular) type on wooden underframes and with grease axleboxes. Built by Charles Roberts at Horbury, they also operated to New Wortley Gas Works, but were extinct by late 1957.

Finally, I regret that I can't shed any light on the mystery of the "Railway Works (Engineering)" on Butterley Street. The fact that it is small and not rail-connected suggests a use not directly connected with locos or rolling-stock. Anybody out there know the answer?

[Henry Gunston, author of the article in the Spring issue, which inspired Dave to add these equally interesting extra details, actually now has the answer himself. During a few days' visit from the backwoods of Oxfordshire, he has been in Leeds' excellent Local History Library, delving further into the puzzle of the "Railway Works (Engineering)" and has come up with some unexpectedly fascinating facts about the firm which owned the premises. He hopes to have a further article ready for the next *Old Run* - watch this space!

Dave raises one or two points in his article. The tortuous link to the Midland from Kidacre Street was made c.1881, when the Balm Road Branch could not be completed, due to public opposition; it would be important for at least a decade, until the Balm Road Branch was usable. Regarding *Niger* we only have one loco of that name noted in the loco lists in the *History*. However, Ian Smith and I are aware that all is not right with the lists, and he is trying to get them verified or corrected before the next edition of the *History* is needed. Currently, our details are that the loco in question was an 0-6-0 saddle-tank with inside cylinders, built by Manning Wardle in 1892, works' number 1262, arrived in 1892 and was scrapped by 1947. *Blenkinsop* 1953 arrived new in 1954. Current information on the northern part of the railway is that traffic ceased on the section from Hunslet Moor Staith to Kidacre Street on 13th September 1947, though when I tried to verify this I could find no mention of it in the local papers. The Holmes Street bridge near Kidacre Street allegedly was demolished on 1st February 1948, though again I could find no mention of this in the local papers. Actually, our *History*'s 5th Edition, published in 1973, says that traffic ceased on 13th September 1948, (seven months after the bridge giving access to the staith allegedly was demolished!). If anyone out there has different, proven dates for these events, please let me know.-Ed.]

THE OLD RUN UPDATE - on the first Middleton engine shed

Sheila Bye

This might be termed 'egg on the face time' regarding the long saga of the first Middleton engine shed. Having identified the engine shed in the Broom Pit yard as the one at the rear of *Matthew Murray No.2* in the photograph taken in the early years of this century, I still was uncertain whether the brickwork looked old enough for it to be the 1815 shed. Just after the last issue went to the printers', the awful truth dawned on me; Broom Pit was not sunk until 1868! There was an earlier Broom Pit a short distance north of that one, sunk in 1817 but, of course, the 1815 engine house would probably have been built near the most important rail-linked pits of its day, and they were around the old Conyer's Spring area, some way south of the Broom Pit site, a few hundred yards south of our present Park Halt. On a 6 inch to 1 mile O.S. map of the area, surveyed in 1889/90, there is indeed a small building with a railway track ending at its northern wall: could it be. . . .? Though the shed in the photographs was not Mr. Blenkinsop's "Patent Steam Carriages' House", the old

looking brickwork would seem to at least place it as being built at the time when Broom Pit was being sunk; the then new colliery owners, Francis William Tetley and his partners, had re-introduced steam in 1866, with the purchase of the Manning Wardle 4 foot 1 inch gauge locomotive, *220 Blenkinsop*, and it might seem logical for them to need an engine shed where the main mining activity was. However, the shed which appeared on the 1908 map is not on the one surveyed 20 years previously: so it's back to square one, or at least to Leeds Local History Library - which reminds me to mention that it was one of their nice, friendly and very helpful librarians who was instrumental in having the Middleton Railway given a whole screen of its own in the new Leeds City Council 'web page'!

Another 'egg-on-face' item is a confession that there is a missing line in the Seventh Edition *History*. Copying extracts at high speed, from a borrowed book, I skipped from one group of words to a repeat of the same group on the next line. To members who have bought copies, my sincere apologies; the quote from the 1826/7 description of the Kidacre Street Staith, on Page 27 Paragraph 1, should read:

Very suitable arrangements are made at the coal depot. The wagons have doors in the bottom; the railway runs over masonry-vaulted arches, and in the middle of each vault there is an iron shoot, by means of which the coal is emptied into the separate compartments. Alternatively, the line runs on to a wooden frame; the space under this is made into separate compartments by several partition walls, and likewise by a middle wall, the upper part of which is formed as a flap, so that coal can be tipped into either side of the compartment. This has the advantage that the coal may be delivered out of both sides of this compartment.



Nigel Crowther has a well-deserved cuppa on 15th May, framed by one of 1625's cab windows. (See Loco Notes.) Photo: Keith Hartley

TIMES PAST - SUMMER 1960

Sheila Bye



No, NOT a new Middleton Railway branchline in use: it is believed to be the sad sight of an ex British Rail coach which cannot afford to travel empty on ex British Rail track! A bizarre moment captured during Schools Day, 13th June, by ace press photographer Keith Hartley.

A few weeks later, Steve Roberts mentioned the following article as being an appropriate comment on this strange presentday situation, highlighted recently in B.B.C.1's 'Panorama'. The historic event already having been mentioned in Dave Johnson's recollections of old Middleton Railway, it seems an opportune time to reprint this account - which first appeared in *The Old Run* Nos. 4 & 6, April & June 1960, and is believed to have been penned by Brian Ashurst, the journal's Editor.

Having made arrangements to acquire No.2 car of the by then defunct Swansea and Mumbles Railway, the recently formed Middleton Railway Preservation Society sought a means of transporting the car to Leeds:

Pickfords, the B.T.C. heavy road hauliers quoted us a minimum price of £320 for bringing no. 2 to Leeds. Wynn's of Newport said that they could certainly quote us a lower price by road, although we have not since heard from them. British Railways (G) W.R. were at first not interested in carrying no. 2, but a letter from the Acting Chairman suggesting that we didn't want the disgrace of taking a rail vehicle by road turned their attitude into one of enthusiastic cooperation. On our Acting Chairman's second visit, one of the District Commercial Superintendent's staff from Swansea Victoria, and an awkward loads specialist

from Swindon spent most of an afternoon discussing how to take it by rail. It was found that if the top deck is removed, the projecting boltheads polished, and the tunnels swept of soot, no. 2 will just about fit the loading gauge with a few thousandths clearance all round! B.R. have quoted us an almost embarrassingly cheap price, less than half that by road, provided we can send labour down to load and unload under their expert supervision.

The "Acting Chairman", of course, was Vice-President Fred Youell, first Chairman of the Society/Trust. Issue No.6, June 1960, continues the story:

Those members who came to Leeds during the week 18th - 25th June were rewarded with the sight of a reassembled, polished Mumbles train no. 2 full of passengers, being pulled up and down a short stretch of siding by the Hunslet diesel, 1697. Our first week of operation was a success but the story behind it is one of crisis after crisis.

When a tractor arrived at the depot in Swansea at 5.30 a.m., to pull out the car:

we discovered that the coach would have to be hauled out by winch as the tractor would not safely fit over the inspection pit. No. 2's brakes were released but she came forward making a horrible grinding noise. It was only when we tried to tow her round the curve outside the depot that we saw an enormous pit jack protruding from beneath the rear bogie, and a groove ploughed by it in the concrete all the way from the back of the depot!

Further complications included the then Editor having two blocks of wood bounce off his head, and the blocking of the rail entrance to Swansea docks whilst a long-disused level crossing was cleared of a mound of mud. Eventually, bolts projecting from the sides of the 'Borail' wagon bearing the upper deck of the car were removed, to achieve the extra clearance needed to take the load by the conventional route.

Only the lower deck and bogies now remained. The lower deck was to be raised with jacks to a height of 5ft 9ins., the bogies run out from underneath and a Flatrol well-wagon pushed under in their place. While the jacks, which are the largest ones of their type in Britain, were being wheeled across from the Mumbles depot, one of them fell onto its side and broke a vital cog wheel. Whilst this did not put it completely out of action, it did slow up the raising operation considerably and made the job even more dangerous than it should have been.

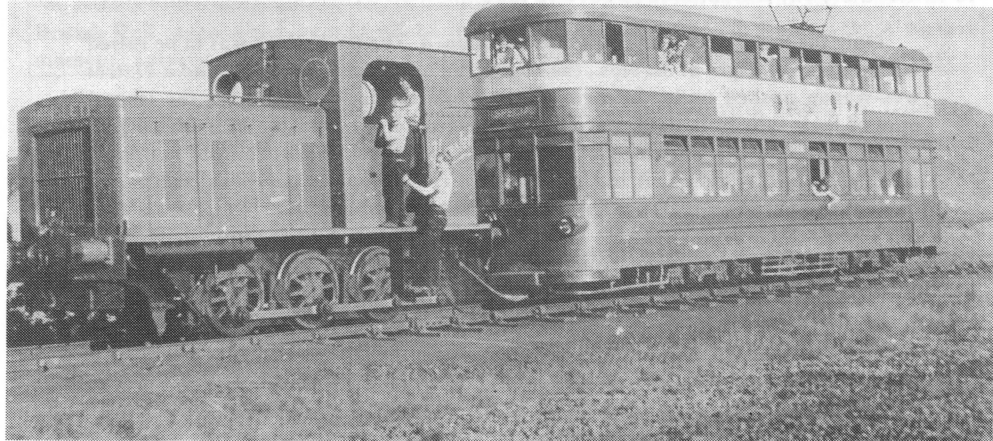
Due to the 'unstraight' nature of the track, this operation did not go exactly to plan, as the wagon's overhang fouled the jacks. Two extra, hydraulic jacks took the weight whilst the main jacks were moved aside when required, and the lower deck was placed safely on the wagon: except for an unfortunate overhang of 18 inches at one end of the Flatrol. Jacks, and manpower, again solved the problem, the car's bogies and spare parts were loaded, and early on the morning of the second day the train was assembled ready to leave. However, the Saturday morning goods train had already departed, and the car had to wait for the 8.05 train on Monday morning, eventually arriving in Leeds at 3.30p.m. on Tuesday: only five days before the planned start of the University Rag Week passenger service!

However, with a tremendous effort by all concerned, we were able to take the lower deck on its own wheels over the newly relaid junction at Balm Rd., followed by the top deck still on its wagon and the whole train towed by the immaculate ex-Works Hunslet diesel in which Dr. Youell had previously passed his driving test. A memorable sight indeed! The top deck was later slung beneath a convenient bridge and lowered onto the bottom half. It was finally secured for operation during the University Rag Week although the seats in the upper deck were reinstalled progressively throughout the week.

Our first passenger service can be said to be successful, for we carried no less than 7700 passengers during five days (operating from 4.30 p.m. onwards every day except Saturday when we started at about 1 p.m.): of these, about 2000 made a contribution towards Rag funds. Such a low percentage is not really surprising when one realises that most of the passengers were children having 'free' rides! During the week (and in the previous week, at Balm Road) we had enormous help from the youth of Hunslet, Belle Isle and Middleton, who quite cheerfully undertook much of the donkey work of cleaning, lifting, screwing, bolting and ensuring a most welcome regular supply of light refreshments: from the proceeds of empty bottles (donated to the Society) it is estimated that one member alone must have consumed 25 gallons of lemonade!

'Swumbles', alas, is long gone, having been vandalised into a dangerous condition during its sojourn at the end of Dartmouth Yard. Though the Society started its working life with several tramcars as well as No.2, the area was entirely unsuited to the safe storage of multi-windowed vehicles.

The "immaculate ex-Works Hunslet diesel" 1697, of course, is now the immaculate LMS 7051, pictured with Dr. Fred Youell and his family on Page 5. The photograph below records one of its pioneer journeys with 'Swumbles' No.2 in tow.



Hunslet No.1697, later known as *John Alcock*, currently LMS 7051, tows the Swansea and Mumbles Railway Car No.2 past the pit heap south of the presentday Middleton Railway tunnel, during its pioneer week of passenger operation which made Middleton the first standard gauge preserved railway to run a passenger service. Photo: Middleton Railway Trust Collection.

TIMES PAST - SUMMER 1796

Sheila Bye

MURRAY and WOOD,
DESIRE to inform their Friends and the Public in general, That they have erected and Opened a **FOUNDRY**, in Water-Lane, Leeds, for the Purpose of **CASTING IRON**, viz.

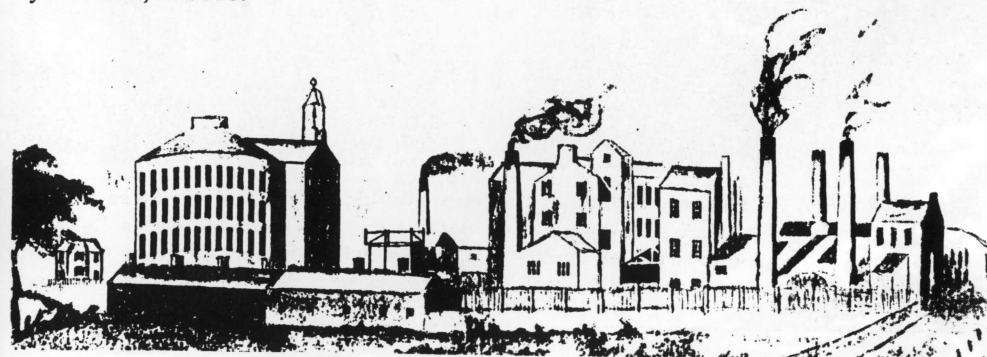
Engine Work of all Kinds, Ballance Wheels, Joints, Boffes and Steps, Crank and O'ragon Wheels. Grate Bars, Bearers, Frames and Doors, Steam and Injection Boxes, Wheels, Segments, Tumbling-Shafts, Plummer Blocks, Coupling Boxes and Mill Work in general. —Taper and Waggon Wheels, Waggon Rails and Tram Wheels, Rasp Barrels and Paper Rolls, Chip Plates, Oil Presses and Blocks, Callender Wheels and Plates, Tenter Posts, Press Tops and Bottoms, Press Ovens, Press and Singeing Plates, Cotton Spinning Plates, Cotton and Worsted Weights, Carding and Scribbling Engine Rims, Chain Wheels and Strap Pulleys, Malt Rollers, Pallisadoes, Weights, Clock and Sash Weights, &c.

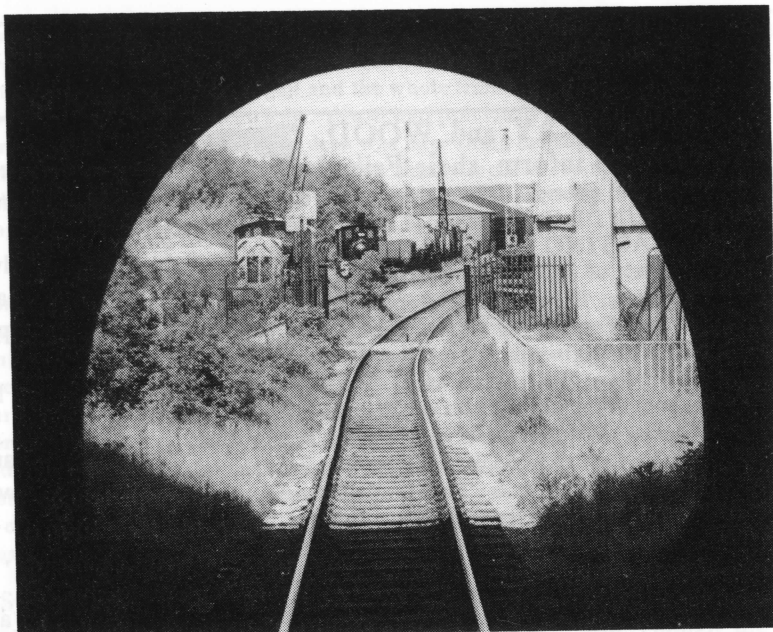
Those who please to favour them with their Commands, may depend upon them being well executed and on the lowest Terms.

N. B. As they cast Twice each Day, any Gentleman may be accommodated with Castings on the shortest Notice, in Cases of Emergency.

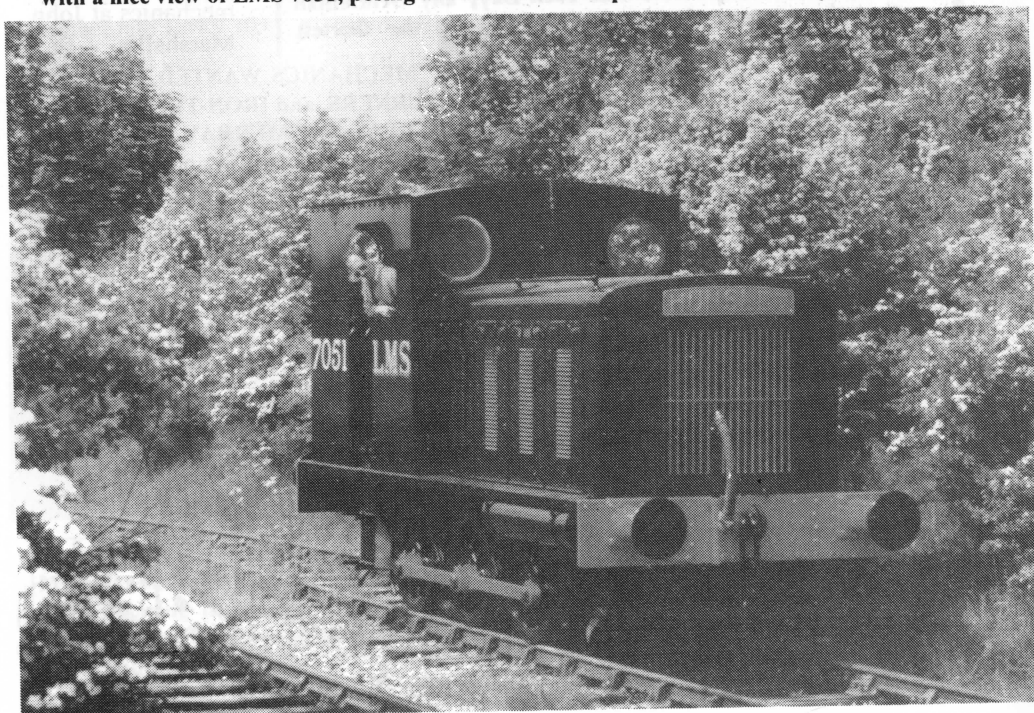
mill. On the 15th August 1795, they advertised: "MECHANICS WANTED. WANTED, A Number of WHITE-SMITHS, JOINERS, WOOD-TURNERS, and IRON-TURNERS, who will meet with sonstant Employment, by applying to Messrs. MURRAY and WOOD, Machine-Makers, at Holbeck." The venture apparently was successful, and on the 20th February 1796 they advertised "To IRON FOUNDERS. WANTED IMMEDIATELY, Two Sober, Steady and Active MEN, as GREEN SAND MOULDERS. Any Person answering the above Description, will meet with constant Employ and good Wages, by applying to MURRAY & WOOD. HOLBECK, near LEEDS . . ." At about the same date, they purchased the first piece of land for their new works in Water Lane, seen below 10 years later, in 1806.

Exactly two hundred years ago this summer, on 9th July 1796, this advertisement appeared on the front page of *The Leeds Mercury*. Murray & Wood appear to have started up on their own less than a year previously, most likely in leased premises at Mill Green, Holbeck, after leaving their employment as mechanics at John Marshall's flax





Above, an unusual view of the southern end of Moor Road Station yard, taken from the north end of the tunnel. Below, it perhaps is appropriate for the magazine to finish as it started, with a nice view of LMS 7051, posing at Park Halt. Both photos: Keith Hartley, June 1996



MIDDLETON RAILWAY TRUST LTD.

(Limited by guarantee and not having a share capital)

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Full Trust Members	£7.50
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Junior (M.R.A.) Members	£4.00
Family Associates of Trust Members	£0.75
Life Membership	£95.00

VISITORS SERVICE 1996

	1st Train	then every	Last Train
Saturday Diesel:	13.00	40 minutes	16.20
Normal Sunday Steam:	11.00	40 minutes	16.20
Bank Holiday Sunday/Monday Steam:	10.30	30 minutes	16.30

SPECIAL EVENTS STILL TO COME

11th August	Teddy Bears' Picnic
24th, 25th, 26th August	V.B. (Vertical Boiler) Weekend
28th, 29th September	Steam Extravaganza Gala Weekend
26th October	Halloween - Ghost Train Services
30th November to 22nd December, every Saturday & Sunday	Santa Specials
26th, 27th December	Christmas Pudding Specials
28th December 1996, to 1st January 1997	Friends of 'Thomas' New Year Party

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