

The

OLD RUN

Merry Christmas

Journal of the Middleton Railway Trust

No. 217 December 2012



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The Editor welcomes contributions - photographs, articles, news items and letters - relating to the interests of the Trust and the operation of the Railway. Items for publication, including images, are acceptable in any format and may be sent via CD, post or email.

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

Front Cover - 'Lest We Forget' - Slough Estates No. 3 emerging from the motorway tunnel on Sunday 11th November, driven by Andrew Parsley. Smokebox art by Kieran Sparks.

Graham Findley

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Editorial

As mentioned in the Chairman's report, we've had a good year - despite the lack of support from the local tourist organisations! It seems a shame that Leeds, which was built on the back of the Industrial Revolution, doesn't seem to promote its industrial heritage these days. The Middleton Railway played an integral part in the rapid growth of Leeds in the 18th and 19th centuries, yet it comes way down on the list of suggested places to visit, despite being a living piece of history. The Visit Leeds website extols the attraction of Leeds as a tourist destination, and makes great play of various diversions, such as the shopping and the nightlife, yet our listing comes in at number 43 of a list of 55 places a visitor might choose to spend their money.

The view that the city centre becomes a virtual no go area after 7pm is widely held by many people over the age of 30, yet Visit Leeds seems to think this is the sort of thing they should be promoting. They have obviously overlooked the considerable benefit that other parts of the country have received from promoting their heritage railways and industrial history. Most cities in Britain would give their eye teeth for an operational steam railway, let alone the world's oldest railway with an excellent museum and eye-catching exhibits highlighting the manufacturing history of the area. It's a pity that those whose job it is to promote Leeds don't feel the same.

I am always grateful for any contributions to The Old Run. Deadline for the next issue is the 15th February 2013. All letters, features, articles and photos may be emailed to: theoldrun@gmail.com

Graham Findley
Editor

From the Chairman

It's coming to that time of year again when we have to take on the role of fantasy and play host to Santa Claus. If you still believe, or you are under ten years old, read no further!! We are very lucky to have had somebody come forward and volunteer to take on the role of organising the day to day running of the Santa Trains. This is Janet Auckland, who is organising staffing. Also behind the scenes, Sue Gill has been busy purchasing some 1,200 presents to supplement the ones we have in stock. By the time you read this, all the presents will be wrapped, labelled and ready for Santa to give out by our very willing volunteers, suitably bribed with homemade cakes supplied by Barbara Hebden.

This year we are fortunate to have multiple Santas in the form of David Wraith, David Cook, Brian Winstanly and Richard Stead. If you want to help, please let Janet know ASAP. Getting involved on the public side of things is not everybody's cup-of-tea, so, if that's you, come and get some Santa leaflets and do your bit by advertising in your local community. There are many things that go on at Middleton so nobody can claim to be left out or ignored. John Linkins is running a series of MIC's (Mutual Improvement Classes) on a number of evenings this Autumn and Winter. Notices regarding dates and content of the MIC's are posted in the Workshops, in the Shop and on page 8. To attend any of these, just come along. You do not necessarily have to have had any experience of the subject in question, come along and learn or share your experiences with others. There are a number of projects in the "melting pot" for next year, including the new coach and the new running shed. These will not be delivered by magic, if you want to get involved just ask. If you are reading this and wondering how to get involved, or envisage it all being a bit daunting, call

in the shop and discuss volunteering with our staff there.

As we come to the end of yet another year, we can look back with great pride and satisfaction at the events we have put on. The 200th Anniversary of Steam, a fantastic achievement by our young team Andy Hardy, John Linkins, Mark Calvert, Naomi Collett, Mark Whitaker, Alex Bateman, Ross Needham and Tim Veacock all playing their parts. Apologies if I missed anybody, tell me and I will mention you next time! The Model Railway Exhibition continues to grow both in size and quality and we thank Ian Dobson, suitably aided by Gill and Polly, for his organisation of this event.

Bravely, we let a couple of skeletons out of the cupboard for Halloween, and thanks to David Wraith, Brian and Mark Jenkins we managed to scare our customers in that "Great Dark Tunnel". Last but not least our hard working "never say die" Education Team are starting to reap the rewards of some three years hard work, ably led by Carole Holdsworth and Ann Roberts and supported by Fran Bailey, Sheila & Colin Bye, Brian Jenkins, Martin Bartholemew, John Linkins and apologies to anybody I have missed out.

To all the people behind the scenes, led in the workshops by Phil Carmichael, we haven't forgotten you either, thanks for keeping everything going. The sale of Santa tickets is going well, two weeks into November and we have already taken bookings for 168 families and groups - let's hope it continues and we meet our target. May I wish all our members and volunteers a very merry Christmas and a great and "safe" 2013.

Andrew Gill
Chairman

Inside Track

A round up of recent events at the Middleton Railway

Santa Specials

There were four brave volunteers this year for the role of Santa - this one here is David Wraith with his very able helpers, the Elves, pictured on Sunday 2nd December.

Photos by Ian Smith



Inside Track

John Alcock makes an outing

On Sat 25th August there was a rare appearance of the 1932 Hunslet HE 1697 *John Alcock* on the passenger service.



Photo: Andrew Johnson

A New Crane Arrives

The Middleton acquired another Thomas Smith of Rodley crane in early October. See page 22 for more details.



Photo: David Hebden

In the Workshop

Phil Carmichael is pictured here, busy in the act of skilfully following a procedure which will take a piece of metal through a series of operations using a machine that shapes parts to perform their expected tasks

flawlessly and in harmony with other parts, thus creating a sum larger than the collection of individual pieces, and ultimately resulting in an artistic and graceful machine breaking free from the confines of uni-dimensional space and time....



Photo: Howard Bishop

Health & Safety

The ends of the check rails in the platform and loop turnouts are highlighted here in

this picture, after being painted by John Linkins. Check rails are a trip hazard and painting the ends white causes them to show up much more clearly.



The Power of Nature

This gate won't be closed without some difficulty, as what appears to be a wild

cherry tree, at least 15 years old, has grown through the bars. This gate is one of several adjacent to the Dartmouth branch, virtually unused in recent years.



New Timetable for 2013

A new timetable will be in operation for 2013. The new timings will apply equally to both Saturday and Sunday services, with 8 train departures operating on each day. This is a reduction by one on Sundays, but

increases the number of trains on Saturdays by two. The new timings will allow the crews a rest break in the middle of the day, which will make a welcome change for footplate crews and guards who up to now have had to snatch 5 minutes here and there to enjoy a cup of tea or a snack.

Saturdays, Sundays and Bank Holiday Mondays

Please note this timetable does not apply to some Special Events and 1st January

Moor Road depart	11.00	11.40	12.20	13.00	14.00	14.40	15.20	16.00
Park Halt arrive	11.08	11.48	12.28	13.08	14.08	14.48	15.28	16.08
Park Halt depart	11.15	11.55	12.35	13.15	14.15	14.55	15.35	16.15
Moor Road arrive	11.25	12.05	12.45	13.25	14.25	15.05	15.45	16.25

Operating Days 2013

The Railway is closed during winter to enable maintenance to be carried out.

March

S	S	M	T	W	T	F
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

April

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27	28	29	30			

May

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June

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29	30					

July

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August

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24	25	26	27	28	29	30
31						

September

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28	29	30				

October

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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

November

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9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

December

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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

January 2014

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	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

☐ SITE CLOSED
 ☐ STEAM LOCO
 ☐ DIESEL LOCO
 ☐ SPECIAL EVENTS
 ☐ SANTA

Booking in advance is advisable and cheaper, Santa Hotline opens 27th August 0845 680 1758

Making It Count - MIC classes

About a year ago I attended a number of MICs (Mutual Improvement Classes) at another preserved railway and thought how good it would be to put on similar sessions at Middleton. I suggested the idea to Steve Roberts who replied 'Great idea, when are you going to start'.....sigh.....he always gets me with that one! So there I was; trying to think where to begin, what did our volunteers really need to know. Well it turns out quite a lot actually!

The concept of a MIC is not that it is a *lecture* as such but an opportunity to promote best practise, discuss issues of safety and share a few anecdotes along the way. We have discussed what actually makes Middleton work, the theory and practise behind running a railway and maintaining its stock. I was certainly struck by the wealth of knowledge and experience which exists within our small circle of volunteers and any opportunity to share such information is, to me, vital.

I was also keen to run practical sessions to follow up some of the MICs so a shunting and diesel prep day was organised, shortly after the theory session in October, where volunteers would get a chance to come and learn the basics of railway operation 'hands on'. Posters were put up, emails sent around and various people harassed with the result that 16 working members attended. The most important aspect to me, however, was

the new faces. It is our younger volunteers who must be encouraged, as I was when I first started, to secure the future of our railway.

Here I must also mention two members who have been most supportive from the outset, Brian Hall and David Hebden, who both took several trainees through the preparation of 138C and Austins No1 while Mark Calvert and myself took the remainder of the group down the yard, splitting again into two groups to focus on use of the ground frame and shunting of wagons. Before we even had a loco at our disposal there were couplings, vacuum pipes, braking and lineside safety to consider, to name but a few. Those who wished were also shown the preparation of the coaching stock for the day's operations thanks to Derek Plumber and Richard Stead.

Of course the progress must not stop here and there are more courses planned for 2013, practical sessions included, as shown below. I must take this opportunity to thank Steve Roberts and Tony Cowling who have also given MIC classes as well as those who have assisted in a more practical way, mentioned elsewhere in this article. Also thanks to Andy Hardy who has provided some material for my MIC classes. This has been a tremendous learning curve but well worth it and I only hope I am providing what is desired by the volunteers at Middleton.

John Linkins



Tuesday 12th February 2013 - Boiler Management

Including boiler construction, firing techniques and fault finding

Wednesday 20th March 2013 - Steam Locomotive Operation

A practical guide, especially aimed at those wishing to progress to Driver

Thursday 18th April 2013 - Steam Locomotive Theory

A more detailed look at valve gear, lubrication and fault finding

WATTRAIN Visit

On Sunday 30th September, the railway was visited by delegates from the first Congress of the World Association of Tourist Trams & Trains, WATTRAIN.

Our guests quite literally came from all over the world, the photograph showing people from Australia, Argentina, Canada, Japan, UK and Germany! Other attendees came from Taiwan and the USA, so it was a very international group!

CME Steve Roberts and Chairman Andrew Gill prepared a very interesting "menu" for our visitors, which started with the first train from Moor Road at 1030. One of the reasons the Congress wished to visit Middleton was that the railway has celebrated 200 years of locomotive building, so it was decided to offer rides behind Leeds built engines. First up, thanks particularly to Steve who drove it specially for us, was LMS 7051. As the very first main line diesel built in the city, 7051 was an obvious choice for a ride and visitors were most impressed with the old girl. The "odd" combination of number and "LMS" type lettering had to be explained to some of our guests, who were most amused at the obvious small savings made in painting

costs when the engine was renumbered from 7401!

The steam part of the trips was provided by *Slough Estates No 3*, our newest addition from Hudswell Clarke, complete with its, shall we say, interesting chimney top! A number of tours of the workshop were made, along with "Engine House" tours, enhanced by the presence of Archivist Sheila Bye who could answer those questions I and others could not. Andrew & Sue Gill provided an excellent buffet lunch which was enjoyed by all.

The visit was later considered one of the highlights of the WATTRAIN visits programme with delegates all commenting on the quality of the Engine House and its exhibits. The Boiler and Fowler diesel exhibits came in for particular comment and praise with more than delegate taking notes and photos to see if something similar could be done on their railways.

The visit showcased the railway to an international group who all went away very interested in what they had seen and also full of praise for what the Middleton Railway has achieved and my thanks to all at the railway who made the visit possible.

Ian Smith



The Adventures of OLIVE

Olive has had a very mixed year in 2012. A rash decision by the owning EM2 Locomotive Society at Easter to tidy up the rather tired interior resulted in some long days and late nights in preparation for the 'Day for Kay' in May. Unfortunately Olive chose that Sunday morning to thoroughly warm through her starter motor wiring and the Society is very grateful to Brian Hall and David Hebden for their efforts in rectifying this and also fitting her with a standard Middleton charging socket. The Society electricians continue to work on a wiring problem which currently means the interior and marker lights fail to operate correctly - scratching of heads is continuing but we are optimistic that we can sort this over the winter. Olive is now fit for operation but the interior lighting wiring does require attention. The lights all appear to work - but not via their proper switches!

Following an operational air examination in early September - which she passed with flying colours - Olive was used at the Railway's September Gala. As an antidote to the hugely successful but manic June 2012 Steam Gala we opted to use diesels for the September event. Olive was entrusted with operating on the Balm Road branch all by herself whilst various diesel locomotives and

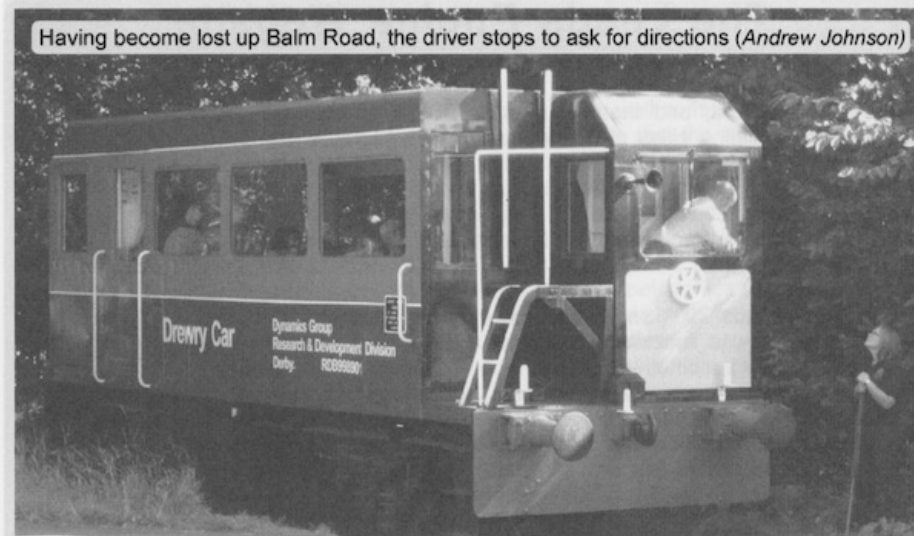


the two coaches operated the 'main line' from Moor Road to Middleton Park Halt. This had the added benefit of Olive not needing to run through the M621 tunnel which meant that we didn't need to rush to sort the lights out!

The Gala was a success and on each trip Olive ran round both sides of the run round loop at the Network Rail of the Balm Road branch. This was both to use up time (as we couldn't be in the Moor Road site until the main service had been to the Park and back) and also to keep the track bashers happy. As an added benefit we also ran the last train of the day from Moor Road to Middleton Park Halt via Balm Road and also covered the run round loop at the Park too. This involved Olive passing non-stop through the Moor Road run round loop on the way from Balm Road to the Park and this proved a popular attraction. Heading to the very end of the Balm Road branch to cover both sides of the loop did involve getting very close to Network Rail indeed and on more than one occasion I drove round the last curve to come face to face with a Freightliner class 66 - I'm not sure who was more surprised but smiles and waves were the order of the day so I think the natives were friendly!

Olive being Olive the weekend was not entirely without incident. The final drive gear oil became rather warm and 'frothy' at one stage and a small leak was noticed - this probably helped with the weedkilling on the branch though! Fortunately this was spotted early enough for it not to be a problem and all that had happened was that the drain tap had been knocked very slightly open and closing it solved the problem. We have checked the oil carefully since and following discussion with Middleton experts we are assured that it is OK, although the existing

Having become lost up Balm Road, the driver stops to ask for directions (Andrew Johnson)



oil will be drained and refilled over the winter - as well as replacing the drain tap with a plug to prevent future recurrences!

As Olive was making her debut in her new chocolate and cream interior livery Andy Hardy produced a 'Belle Isle Belle' headboard (Belle Isle being the local, ahem, high class area...) which Olive carried all weekend. This produced much amusement as well as favourable comment. It will appear again! So, what else has Olive been up to? Well, on Saturday 24th November 2012 the Railway used her for an 'all line' tour at the request of the Branch Line Society which

was a great success, and there is a waiting list for a repeat! It involved Olive covering a lot of track - including the car park siding (which now goes to the end of the car park) and several other sidings on the Moor Road site. Olive was also used on the final 'diesel Saturday' service of the 2012 season before the Santa Specials start. This allowed the coaches to have a weekend off (it was a steam loco with the brake van on the Sunday) which means that they were trimmed up for the Santa Specials over the weekend.

Ian Dobson



The Leeds Engine Website

Leeds built more locomotives than any other city in England; and that includes the big engine building cities of Swindon, Doncaster and Crewe. Leeds also built traction engines, ploughing engines, showmen's engines, road rollers and cranes which featured prominently in their world-wide markets.

As part of the Leeds 200th anniversary of steam, a project was mooted to amass the histories of the Locomotive builders in Leeds. This was going to be as a part of the Middleton Railway family of websites, but due to various other commitments the project is being run by Middleton Railway members Kris Ward and Andrew Johnson.

Additional information has been added to the site during the development process. The major task that is still ongoing is to list all locomotives made in Leeds, so far there are in excess of 17000 items listed. There are also a number of items built outside Leeds in the database that were designed by Leeds firms including the NGG16 locos

built by Hunslet Taylor with boilers supplied from Hunslet in Leeds. Many of the brief histories have been expanded upon the versions originally done for the Middleton site by Kris along with details of many additional builders in the city. Some of these have been given by people from outside the railway that have done historical research into the company.

The site also features much else of interest to those who want to know more about the history of the various locomotive builders; brief histories of each firm, engine database, what there is to see today, gallery, articles, manufacturers brochures and a diary of events.

Unlike many, the website is easy to navigate and features a pair of owls as its logo.



The website address is www.leedsengine.info, or alternatively, scan this QR code with a smartphone.

The coat of arms of the City of Leeds features a fleece and two owls. As a sign of civic pride by one of our engine making companies, John Fowler & Co., a brass plaque featuring this coat of arms was fitted to many of their traction engines and steam rollers and many machines bearing the Leeds coat of arms were exported all over the world.

The owls have become a symbol of Leeds and pop up all over the city on many of its best buildings and monuments. A walking tour spotting these wise birds has been devised and this tour takes in much of the city's fine Victorian architecture, information of this can be found at www.leedsowltrail.com

Left - The original brass plaque used for the website logo. This plaque will eventually be fitted to the restored 'Pudsey Roller' Majestic



Leeds Horse Tram 107

Steve Roberts writes:-

Those that don't know anything about it will probably be asking how a tram appeared at Middleton. Essentially, a group of Leeds Transport Historical Society members have been restoring the last surviving Leeds horse tram in a garage for the last few years. The garage is very small and did not provide sufficient space for final erection of the various major components. Some while ago the group approached us with a request to use our facilities for the final erection. Being the friendly and helpful organisation that we are, we said OK and then largely forgot about it! That is, until the various bits started arriving! First came the lower deck body, which was temporarily accommodated on one of our engineers trolleys, to be

closely followed by the chassis. The two were united for the first time on 22nd August and went together quite well considering that fact! The plan is that the tram will be finished off over the coming months before moving on to pastures new. Whether it will be possible to run it is service before it goes is very doubtful as, although the rail gauge is the same, the wheel profiles of trams and trains are totally different and modern legislation will not allow its operation on incompatible tracks.

For the present, the tram is on display in the Engine House where it is arousing quite a bit of interest. It will probably be moved into the workshops before the end of the year as it should just fit between the new coach build and the doors.

WHY HAS A TRAM RETURNED TO MIDDLETON?

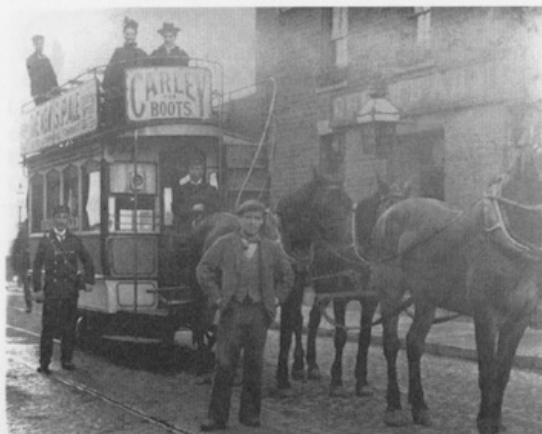
Jamie Guest explains:-

The previous history of trams at Middleton was not a happy one for a variety of reasons but one complete tram (No 6) and several trucks were saved, and now 50 years on the MRT is a thriving organisation with good secure accommodation, and the tram enthusiasts have their own well established national museum at Crich. So what has happened?

The story goes back to 1898 when the Leeds tram network was expanding rapidly and due to various problems, such as late delivery of equipment and delays in rebuilding some railway bridges, Leeds found itself with some routes that they had no trams to run on. They bought a batch of new double deck horse trams that carried 34 passengers, from G F Milnes of Birkenhead for £160 each. These worked routes such as Dewsbury Road until electric trams could take over and were withdrawn by



October 1901. All were sold off except for one that survived as a mess hut in the Highways yard on Kirkstall Road. It then became a summerhouse in East End Park. In 1977 it was rescued by the Leeds Transport Historical Society (LTHS) and was moved to a garage in Whitkirk. Here it lay until in 2005 a project to restore it to running order was started. Initially this was in the form of limited dismantling to assess the condition of the body. This proved that there was still a substantial amount of good timber



in the body. However there were many missing parts such as the stairs, end platforms, upper deck seats and all the running gear. No designs or drawings existed for these but it was decided that the project was feasible so we made a start.

The Society decided to fund the restoration itself and to restore the tram to the condition that it was when it was withdrawn and to passenger carrying standards. The funds came from individual donations and money made by publishing and selling the books on Leeds Transport. A small team of 5 people set to work each Wednesday in an unheated north facing garage that needed to have the doors left open for light, hence the title of the talk about the project, 'Cold Wednesdays.'

The old body was completely dismantled and all parts were numbered and assessed. A new underframe was needed as well as all the four corner pillars. We did save most of the ribs and 3 window pillars plus most of the roof structure. The dismantling process did provide many details that allowed us to start to design the missing pieces. We also built a mock up of one end to get the staircase and platform design correct. By early 2007 the new underframe was assembled and then the frames were erected, while research



and design work on the running gear continued. Over the next two years the body was gradually rebuilt and work started on refurbishing the roof structure. This needed new ribs which had to be steam bent to the correct radius before having all the various mortices and tenons cut. While this was going on we carried on with the body and started to put new panels on the sides. These were laminated from 3 layers of 3mm ply rather than the rather crack prone teak originals which were from complete sawn planks 9mm thick.

In Mid 2009 we were invited to take the tram to a show at Elland Road and rather fittingly this took place on the site of the tram scrapyards in Lowfields Road. Over the following winter the roof structure was rebuilt and on a fine day in 2010 we reinstalled it. Meanwhile the wheels had been designed drawing on a variety of reference sources, which included an 1894 textbook and a restored tram in Manchester that had been the potato room for a chip shop, complete with wheels. The wheels were to be of chilled cast iron and we found a foundry in Huddersfield that would cast them for us. The suspension had also been designed from various sources including photographs and an incomplete set on another preserved tram at Crich. It's details were worked out by the late Bernard Donald who had unfortunately

contracted asbestosis but fortunately managed to sort the details out with me a few days before he died. The axles came from Sheffield along with the springs. The rubber dampers were made in Batley and most of the other suspension and brake parts were made in Batley or Leeds.

The running gear couldn't be fitted to the tram where it was as we didn't have enough height so we assembled it in another garage nearby. By this time we had realised that we couldn't complete the restoration at Whitkirk and were looking for premises with enough height for us to fit the running gear and upper deck seats. After much searching Middleton was suggested by Derek Rayner an old friend and now the technical editor of Old Glory. After initial contacts the board of the MRT made the LTHS the very generous offer of space to finish the restoration. This was gratefully accepted and planning for the move started.

In the meantime the running gear was assembled onto the old underframe so that it could be moved in one piece. The old underframe also acted as a jig to help with the design of the various tie bars and brake parts.

At the same time work was starting on the interior. The end screens and doors were either refurbished or made from old tram parts from the reserve store at Crich. This took until early summer this year and then in August we moved the tram to Middleton on two successive Wednesdays, with the body moving the first week then the running gear a week later. The two parts were united and pushed into the Engine House. Since then progress has been rapid even though we

have been dividing our time between Whitkirk and Middleton as various sub assemblies have been finished off before being brought down to Moor Road. The upper deck seats are now installed and the brake gear has been reassembled. Over the past few weeks the handrail stanchions have been added and some more work has been done inside the saloon.

At present the plan is to finish the tram some time next summer and then to keep it at Middleton for a few months so that it can take part in any events that are planned. Hopefully there will be a major launch event with the tram being horse drawn up and down the car park.



At some point the tram will then move to its permanent home at Crich where it is planned that it will be used on a regular basis. It is also hoped that it will be able to visit other heritage tramways around the UK. Perhaps if politics allow it may also lead

the opening parade of a 2nd generation Leeds Tramway, dreams sometimes come true.

In the meantime can I, on behalf of the LTHS, give a heartfelt thanks to all at Middleton for the warm welcome that we have received. As a small token of their gratitude the LTHS Committee have agreed to give all MRT members, the standard members discount on any of the LTHS publications. If anyone wants any volumes of either Leeds Transport or Leeds Transport on Postcards please contact me or come and see us down at Middleton on a Wednesday.

Jamie Guest



The body sitting on its temporary frame, ready for lifting onto its wheels



Detail showing the different profile of tram wheels, compared to the more familiar train wheels.



Photos: Graham Findley



The magnificently restored interior



An electric train arriving in Sóller from Palma



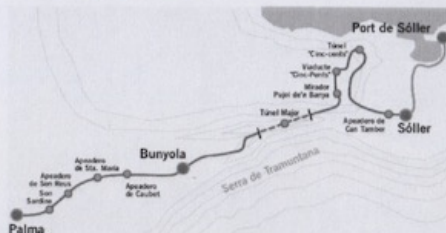
A tram leaving Sóller station, on its way to Port de Sóller

TWO CENTENARIES IN ONE!

Construction involved tunnelling 2,856 metres through the Sierra de Alfàbia under the daunting Coll de Sóller. Originally steam hauled, electrification of the line took place from 1920. It is now a tourist attraction as well as a commuter link, travelling along a hair-raising route, a 24 km-long scenic and dramatic route through fields, towering mountains and lush valleys. There are 12 tunnels and a stunning viaduct with fabulous views, cutting through lemon and olive groves and fig trees.



The carriage and loco sheds and workshops are situated at Söller. They are shared by the connecting Orange Express, a 99-year old electric tramway running to the port 5 km away. Opened in October 1913, the trams clatter through the streets of Söller for 20 minutes through orange, lemon and olive groves until reaching Port de Söller where the tramway travels along the seafront with its beaches and parasols, cafes and bars, until it reaches the Harbour, where you can admire the yachts and watch the fishermen cleaning their boats.



Howard Bishop

All photos by the author

2012 has continued to be a bit of a roller-coaster year in terms of locomotive availability but we have managed to keep our head above the water - so far!

After spending the middle part of the summer season sat forlornly in the workshops, a decision was finally made on the repair that would be carried out. The plan was to weld up the hole in the cylinder block - fairly straightforward on paper but not so in practice and not really sufficient in terms of strength. The area of concern was known to be very thin and not really the best piece of material to attempt such a repair on. Welding cast iron is also not the easiest of jobs and required it to be done in very small bursts, so as not to put any real heat into the casting and risk it cracking. This alone took several weeks to do. Once all the wasted area had been covered in weld we still had to put some strength into it to provide a safe repair. This was achieved by carefully shaping a substantial piece of steel to be a close fit over the repair and welding this to it. A number of holes were then drilled in the steel and set screws fitted through these and into tapped holes drilled into known solid areas of the cylinder casting. Following a steam test, the repair was adjudged to be satisfactory, if somewhat Heath Robinson-ish, and the whole area covered in Belzona before being concreted to provide a smooth surface (as is usually done in smokeboxes). Currently available for traffic.

Again, progress is very slow and largely on a fill-in basis as manpower allows. One of the connecting rod bearings was machined to match the recently trued up crankpin but it was found that there was insufficient thickness of white-metal

1210 SIR BERKELEY

In the last Old Run it was mentioned that after Sir Berkeley had returned from on hire to the Midland Railway at Butterley, it was immediately noticed that the mechanical lubricator was empty and that the left hand rear axlebox was badly damaged due to lack of lubrication. The locomotive was jacked up for examination and both the axle journal and the bearing were badly scored. In conjunction with the Vintage Carriages Trust (the locos owners) it was agreed that the axle and axlebox should be sent away for repair. It wouldn't be a long job, we thought, but it was just the start of a rather long saga! Suffice it to say that the repaired axle and axlebox returned to Moor Road on 28th November and a start was immediately made on their re-fitting and re-assembly of the loco. A steam test to prove the repair was carried out on Saturday 8th December.



Although the hornguides had been built up and ground flat and true on the surface grinder, this did not take account of the misalignment of the frame plates, which negates some of this work. A start has therefore been made on grinding the now fitted hornguides so as to make them parallel with each other, a prerequisite to measuring up for fitting of the axleboxes.

The last Old Run mentioned that the

Moor Road Happenings

loco was going on an extended tour of the North East, visiting Beamish, Tanfield and Shildon. This it duly did, generally running without any problems, although the front vacuum hose had to be replaced whilst at Shildon. On the loco's return, it was in need of a boiler washout so it was decided that it would be sensible to combine this with the annual boiler inspection, which was becoming due.

The boiler successfully passed its visual inspection, as was to be expected, but the steam test proved to be more problematical as the front safety valve wouldn't operate properly. This was a bit concerning, as it had worked satisfactorily prior to being stripped down for the inspection. It took a couple of attempts before the problem was finally discovered. This was the fact that the spring end caps had been inadvertently swapped around during the inspection - we normally keep everything in the precise order - and, although to all eyes the two were identical, careful measuring showed that there was a very small dimensional difference which prevented the cap from sitting properly on the valve spindle. Once the two had been swapped back, all was fine.

That should have been the end of the problems but, when the smokebox was being cleaned out after the test, it was noticed that steam was escaping from under the concrete base. Immediate thoughts were along the same lines as those experienced with MW 1601 but, on removing the concrete, no problem could be seen. In the end, we rigged up an air line and pressurised the cylinder block, which immediately made the problem noticeable. This was the joint on the slide valve inspection cover, which had failed, although looking perfectly satisfactory to the eye. This has now been replaced and the smokebox base concreted back up. Currently available for traffic.

1544 SLOUGH ESTATES No.3

This loco has continued to see regular service throughout the season. It did have to be withdrawn from service due to a bad

steam leak from one of the stays in the firebox. This was successfully caulked up and the loco returned to traffic. However, after the first weekend of Santa specials, it was noticed that the same stay was leaking once more so this will have to be attended to before any further use. The cold weather has also highlighted a couple of small leaks with foundation ring rivets which will also need some attention. It is possible that the use of water treatment is causing these leaks to appear by slowly dissolving the scale deposits in the boiler, such deposits helping to seal up such small leaks.

Sentinel No.54

Steady, if unspectacular progress continues with the Sentinel. As foretold in the last Old Run, the frames were lifted at the front to check the front axleboxes, which were both found to be fit for further service. With all bearings now satisfactory the axleboxes have all been re-assembled, complete with the new oil pads and the chassis is now fully mobile. The brakegear has all been cleaned down, checked over and new pins and bushes made where required. One of the two pull rods could not be found and after a long period of searching, it was decided to make a new one, which we have now done. What usually happens in such cases is the original then turns up but this has not so far happened!

The four ballast weights have all been cleaned, fettled up and refitted. This wasn't a difficult job in itself but we have no drawings to show how they go and, as they are handed, there are several permutations. Assistance from the owners of the other C.E. (centre engine) Sentinel in existence, no.6515, gave us some clues but this is an earlier build and the ballast weights on that loco are not the same. Hopefully, we have got it right, because if we haven't, there will be a lot of dismantling to do to rectify things!

The new footplating has now all been cut out and the majority of it has been fitted. We have been fortunate in being able to obtain a drawing of the footplate for without it, it would have been a nightmare to work out

Moor Road Happenings

Fowler 42200033

The new brake block castings have finally arrived and been drilled and fitted. Further work awaits the availability of workshop space, hopefully after the end of Santa running.

5003 AUSTIN'S No.1

In regular use once more and the diesel loco of choice for shunting and line work.

D2999

No progress to report and this loco remains on display in the Engine House. Enquiries are being made to find someone who can manufacture replacement rocker pedestals.

138C.

In service and performing satisfactorily. The gearbox selector forward reverse indicator bulbs had both blown and replacements have been provided. Amazingly, the only place that we could source these from was Australia! Google is your friend! We now have several spares, as well. Generally shares duties with Austin's No.1.

D577 Mary

Normally on display in the Engine House but does see occasional use on the Saturday service.

1786

Returned from its holiday at the National Railway Museum during October.

6981

The owner is continuing with the long and slow progress of bringing this loco up to scratch.

7401

Available for use but normally kept on display in the Engine House

D631 is serviceable and used as required. All other locos are stored, either on display in the Engine House or awaiting overhaul.

what was required. However, even having a drawing has not answered all the questions. Some of the holes in the frames do not match the drawing in terms of size and position and we have generally located the various bits of plate on the frames in their intended place and marked through the hole positions accordingly. A start has also been made on the fitting of the footplate valance angles, which run along the underneath of the outside edge.

The engine unit was overhauled some considerable time ago but, on being retrieved from storage, it was found to be seized. The problems were mainly with the valves being stuck in their housings, but it was decided that following its lengthy period in storage, it would be sensible to strip it down and check it over. It was also decided that the crankshaft bearings should be re-metalled, something that wasn't done at the earlier overhaul.

The right hand bearing has now been done and the necessary work on the left hand one is well advanced. It was also discovered that one of the crankshaft bearing seals had been replaced by what can only be described as a bit of a lash up! As the other, original one, was also in a poor state, it has been decided to make two new ones and a pattern has been made to enable them to be cast (out of white metal).

At some point in the past, the L.H. front guard iron had been broken, probably as a result of a derailment. Fortunately, the two parts were kept and this has now been repaired and re-fitted. The water tank has been retrieved from its place of storage and a start was made on cleaning it up. However, it was soon found that the lower part of the tank was like a colander and it was decided that it was time for a new one. This is presently being made by a contractor and should be delivered in a few days. All the various fittings have been removed from the old tank and will be transferred to the new one. The boiler contractor is presently busy working on the boiler and it is hoped that it will be complete in the early part of 2013.

CARRIAGE & WAGON NOTES

Coach No.1867

The heater had been overhauled as part of the winter maintenance work on this coach. However, although it worked successfully when tested off the vehicle, it refused to work satisfactorily when re-installed. With the winter rapidly approaching it was decided to swap this with the heater that had been fitted to No.1074. This is now working satisfactorily, enabling our passengers to travel in somewhat warmer conditions than they might otherwise have done!

Coach 2084

The handbrake linkage on this coach has been adjusted to take up wear.

Coach No.1074

The side timber framework is now all complete and fitted and work presently focuses on the end framework, which is some 50% complete. The first sheets of steel cladding have been obtained and cut to size on the guillotine. Ahead lies the task of painting and drilling the many holes required to affix them!

Ballast Brake Van

After a long period of anonymity following its overhaul some years ago, this vehicle has now been letter 'N E' along with various other detail information commonly carried by these vehicles



Santa Special 8th Dec (Andrew Johnson)

CRANES

A new arrival that appears to have gone unmentioned in the last couple of Old Run's is a Smith Rodley 5 ton crane. It has only just arrived, but the saga of its acquisition really started back in March when I received a phone call from a friend on the Kent & East Sussex Railway. Basically it asked the question 'Did we want a crane in full working order and for nothing?' It was perhaps ironic that, two days earlier, we had made a tentative start on overhauling our Booth's 5 ton crane to give us a back-up for the 10 ton Smith Rodley crane (the yellow one), which needs to come out of service for remedial work. It appeared that the KESR had declared this crane to be surplus to requirements and its scrapping had been authorised.

My friend was of the opinion that it was in too good a condition to be scrapped and he was endeavouring to find a home for it. Being brief, (pending a full article in the future) the crane was inspected and its mechanical condition was found to be very good, although its cosmetic appearance perhaps not so good. Council discussed the idea and it was decided that it would be a much quicker and easier option than overhauling the Booths crane, although this remains on the agenda for the future.

For various reasons, the crane didn't arrive at Middleton until 3rd October. It has been fully inspected and one or two remedial works have been identified, mainly to do with guarding and a small area of corrosion at the top of the jib. It is having these attended to, along with a repaint and repairs to the cab platework, where corrosion has set in. The lifting drum brake has also been stripped, inspected and re-lined.

Our yellow Smith Rodley 10 ton crane has had the two jib ropes renewed as they were starting to show signs of wear and corrosion. It has also benefited from attention to the torque converter, which was starting to become troublesome and refuse to drive when hot. A few words there that describe a lot of work!

AROUND MOOR ROAD

As usual, there is often much going on that is not related to locomotives and rolling stock, which doesn't tend to get reported.

WORKSHOPS

The large grinder referred to in the last Old Run has now had its shaft repaired and re-assembled. It is available for use but presently locked off pending risk assessments and training. The small grinder has had yet another new switch fitted and seems to be working - at the moment! We have long had a hydraulic copier attachment for our Colchester Triumph lathe but have only ever used it once in anger as it got in the way of normal lathe usage. However, a recent new volunteer (well, fairly recent!) has considerable experience of these things and has been showing us how to make best use of it with the result that it is now re-fitted and back up and running. After a period of nil progress, work has again restarted on re-fitting of our wash room. A two position wash trough has been obtained and fitted to the wall. Plumbing in must await the acquisition of further bits and pieces though, as the old sink must come out before the job can be finished and we cannot really afford to be without washing facilities!

WATER COLUMN

At long last the water column has been installed at the north end of Moor Road platform. It has already proved its worth, with not only a quicker delivery of water, but also avoiding the inevitable time delay of having to go and get it from the water tank at the ash pit. Experience in use has shown that the column could benefit from being slightly higher. Its height was determined by several factors, chief amongst these that to make it higher would have entailed buying another 6 metre length of pipe!

LEEDS HORSE TRAM

The tram has now been moved into the old workshops, where it is keeping company with coach No.1074. It has proved to be a tight fit to get it in; there might be an inch to

spare on a cold day! Work on this project has progressed well and the top deck seats and other essential parts, such as a top deck handrail stanchions, are now in place.

MOOR ROAD CROSSING

Earlier in the year we were approached by Leeds Highways Department who informed us that they wished to re-surface Moor Road in the area adjacent to our level crossing. The actual crossing has been a cause for concern to us for some while as it was known to be spreading wide to gauge in places. We decided that we would seize the opportunity and relay the crossing completely in conjunction with the re-surfacing if it could be sensibly done. Leeds Highways were receptive to the proposal and various discussions have been taking place. An initial problem was that we did not know how it was constructed and, consequently, how it should be put back. Highways arranged for a trial dig to be made and we were quite surprised by the results. It seems that the rails simply sit on 1/22 thick steel baseplates which sit on a layer of concrete! There doesn't seem to be anything holding the rails to gauge or in place, other than about 3" of infill concrete and the tarmac surface! Plans are presently being formatted for its replacement in March 2013, when we will hopefully have a short road closure to enable the work to take place. At this time, a lot of help will be required so, if you can manage a couple of days, please let us know.

WINTER TRACKWORK

Besides Moor Road crossing, the intention this winter is to relay that part of the Balm Road branch immediately above Beza Road crossing. This is the worst part of the branch, having had no real attention for many years with sleepers generally laid 3ft 0in apart instead of the usual 2ft 6 in. and the sleepers are in generally poor state. Again, any help with this will be greatly appreciated. Many hands make light work, they say....

Steve Roberts,
Chief Mechanical Engineer

A Study of Railway Navvies

A Man with a Big Nose and a Lord Mayor

Britain's railway network was constructed in the 19th century. 'Railway Mania' had swept the country in the 1840's and the 1850's just as computerisation has done in recent years. At the end of the century railway tracks connected most of the towns and villages in the British Isles. The network was at its zenith. Work was largely carried out by armies of navvies equipped with picks, shovels and wheel barrows. But who were these people who had built our railways, including the Settle to Carlisle line through Dentdale? Where had they come from and what became of them? Using the tools now available to genealogists I was able to provide a 'snapshot' of a few people in that area.

Yes, there actually was 'a man with a big nose' and a Lord Mayor working on the same construction site in Dentdale. But first let us set the scene. Railway navvies congregated at places along the line of the new works in order to be near to their place of work. They lived in huts and hovels initially hand made perhaps, with a tarpaulin or sod roof. As years went by and working conditions improved, huttled camps were provided by the contractors. At some places where construction took many years the camps grew into small towns.

One such famous place was at Ribbleshead where the Midland Railway was constructing the line between Settle and Carlisle. Work on this line had started in 1869 and lasted until 1875. This was the last major railway to be constructed in Victorian times. Workers on the Ribbleshead viaduct and the adjacent Bleamoor tunnel lived in a shanty town high up in the Pennine hills. At Ribbleshead

as well as encampments with such names as Sebastopol, Belgravia, Batty Wife Hole and Jericho, there were brickworks, shops, a school, a civic centre and a hospital.

The 1871 Census

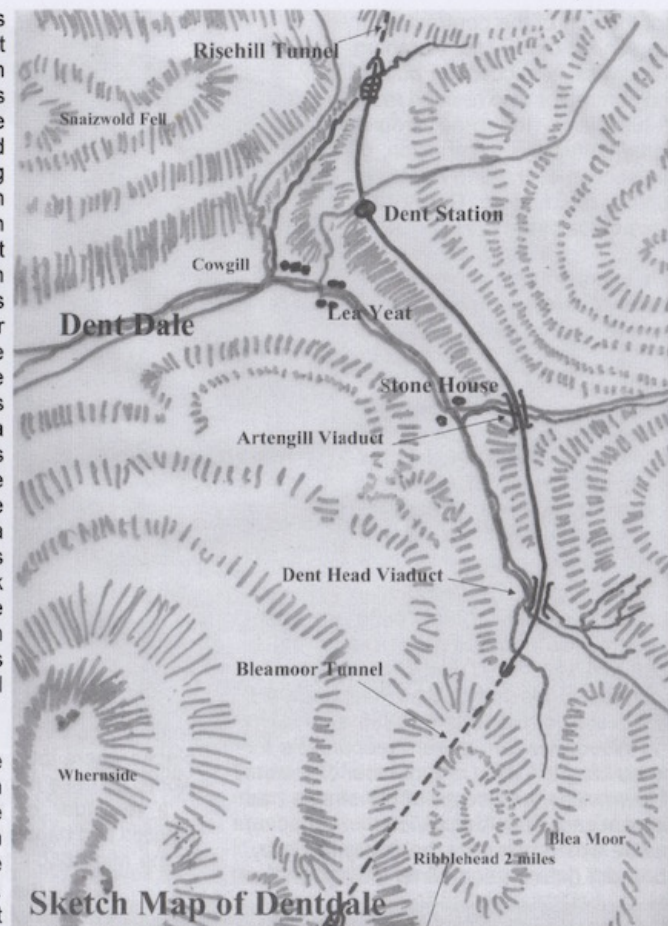
Five miles to the north of Ribbleshead, over Blea (Blue) Moor, is the head of Dentdale. It is this area upon which my study was based. Here there were at least three huttled settlements forming the shanty town; Lea Yeat near the hamlet of Cowgill, Stonehouse Huts near an existing marble quarry and very narrow Stone Hose Bridge, and Pavilion Huts which would appear to have been close to Stonehouse. As 1871 was a census year we are able to examine the records that the enumerator made of the people living in Dentdale at that time. Many of the navvies were known by their nicknames and sometimes, for various reasons used a false name. It is for this reason that it has proved difficult to track some of the workers. Perhaps, like our man with the big nose, they were reticent to disclose their birth name to the enumerator; a man who represented authority.



Artengill Viaduct

Work on the railways often went on night and day especially in the tunnels. If this was the case then did the enumerator turn a blind eye to the men tunnelling southwards from Dentdale underneath Blea Moor? Was it felt too difficult to reach the overnight workers working perhaps over a mile away, and some hundreds of feet above the huttled camp or was it that Sunday was 'a day of rest'? The census records for Dentdale do contain a couple of instances where a woman is described as "wife of....absent". If work was taking place on the night of the census then the figures in the tables would not reflect the total workforce.

Where were these migrant workers in Dentdale born? The majority came from Yorkshire, Lancashire and Derbyshire. Mythology has it that navvies were often Irish but the census survey does not support this myth. However it should be pointed out that some commentators believe that to avoid racial and religious tensions, navvies were often living in colonies of like minded people. Closer inspection of the 1871 census reveals that some of the navvies working on the railway were local men. Perhaps their agricultural skills with pick and shovel were of use to the contractors and, of course, the pay was most likely better than that on the farm. 'Navvies' is a term used to describe all construction workers especially those working on the railways. The word navvy was originally a slang word used for the navigators who, a century before the coming of the railways constructed the canal network. In railway construction days



Sketch Map of Dentdale

they were employed to do specific tasks. Well over half the navvies in Dentdale were employed as either labourers or excavators. Young boys of ten or eleven were employed as 'nipper on railway'. As might be expected from employment where fitness and stamina were required, the average age of the men was about 34.

The Lord Mayor

As promised in the title, one 'navvy' was a Lord Mayor – well perhaps not at the time but in later life. This person was in 1871 just nineteen years old and was lodging at Stone House in the hamlet of Kirthwaite, Dent with Francis Nixson and his son. Their teenage lodger was described as 'Clerk & Engineer & Railway Contractor'. Abraham was in

fact the son of the contractor for this section of the line, Abraham Woodiwiss, a successful builder and contractor who resided most of his life in the area around Derby. After the completion of this section of the line Abraham (junior) returned to Derby, the place of his birth.

Ten years after his experience in the Yorkshire Dales he had married Kate and was described as a 'Railway Contractors Agent'. By 1891, and still only 39 years of age, he and Kate had retired from work and was 'living on his own means' in a house which had a staff of four living in servants. Over the years the family increased with the birth of three children and the living in



Dent Head Viaduct

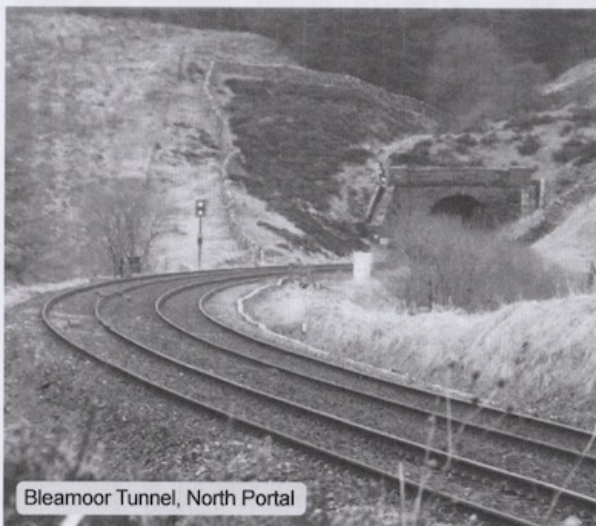
servants increased in proportion! Abraham became a Justice of the Peace and spent two terms as Lord Mayor of Derby (1888-1889 and 1901-1903), thus following in the footsteps of his father who had been the Lord Mayor of that city in 1880 and 1881. The Woodiwiss family were responsible for the building in Derby of a number of streets of town villas, and some of the streets had gates at each end. Also a Victorian shopping arcade was erected by the family in Derby. Abraham (junior), sometime 'navvy' on the

Settle railway, died in 1912 in his sixtieth year.

A Man with a Big Nose

At Ribbleshead, a few miles south of Dentdale, some of the huddled encampments reflected places where the occupants had previously worked. These names included Sebastapol – a reminder of the fact that gangs of navvies had been shipped out to the Crimea in the mid 1850's to build a supply railway

for the troops fighting there. 'A man with a big nose' is recorded on the 1871 census as being a lodger at No.1 Leayet Huts. The enumerator seems to have had difficulty in obtaining the required information. He gives this man's marital condition as 'u.k' (unknown) age 40, 'supposed out of work', and born in Stockport, Lancashire. A search of other census returns unsurprisingly does not produce any other 'man with a big nose'. Like the majority of navvies he was a lodger in a hut. The head of Family at No.1 Leayet Huts was John Thompson. Huts in the shanty towns had been erected by the contractors and each one was rented out,



Bleamoor Tunnel, North Portal



Dent Station

usually to a family where the man was either at work on the railway construction or ran a shop for the community. It was one duty of the timekeeper to collect the rent for the huts on a Saturday morning. As well as John, his wife and three children they had ten lodgers. With an average occupancy of 9.4 people per hut, No.1 with total of 15 people must have been very crowded. Of the three rooms in the hut the first was for the family. Then came a communal/dining area and finally that for the lodgers who often had bunks up to four high reminiscent of the emigrant ships of the period.

The Census Enumerator

Memories of the 2011 census are still fresh in our minds. Many temporary posts were advertised including that of enumerator. In 1871 this position involved the distribution and collection of the census forms which had to be completed for people at each address on the night of 2nd April. Unlike the modern census, all of the returns were paper based and had to be completed by

the head of each household. As there were many more illiterate people than now the enumerator was expected to offer assistance in completion of the form. One must have much sympathy for Anthony Carter, the man who had the task of trudging around upper Dentdale on a cold early spring day only to be confronted by a number of hardened navvies, many of whom were reticent to divulge the required facts.

Anthony Carter and his family are listed on the 1871 census as living in Dent Town and his occupation was listed as Tea dealer and farmer of 3 acres. Anthony was a local man who, in 1871, was 60 years old. A search on the ancestry website resulted in census records from 1841 to 1881 all of which showed that he spent his life in Dentdale. Anthony Carter died in his 72nd year in 1883. Writers have commented upon the fact that many workers, for various reasons, lived under assumed names. Was the information on the census of 1871 accurate? I suspect that ages, place of birth



Artengill Viaduct from Stonehouse



Dent Head Viaduct Completion Date



Lea Yeat

and occupation may be accurate. But as for the names!

An old article from the mid 1870's in the Leeds Mercury described how two travellers had visited the line and Ribbleshead. The reader was advised that the Midland Railway had spent much time and effort to erase the effects of the habitation of the area by the navvies. If you look down from Dent Station

into the valley below you can see the farm, buildings and river bridge at Lea Yeat as it is now shown on the Ordnance Survey map. Perhaps the flat field by the river side was the site of the Leayat Huts and the place of residence of 'a man with a big nose' in 1871.

Malcolm Johnson

All photos by the author

Dear Editor, "I must say..."

Dear Editor....

The letter from Martin Plumb in the last issue regarding the mystery photo was interesting and he has two out of the three folk correct. The occasion was the 1981 Steam Gala at which the Gosport & Fareham Railway Society and friends attended. This occurred in my Naval years and for a few years they came up on a regular basis, staying in the Air Training Corps huts at Parkside before coming down to help at Middleton.

My memory has also faded over the years, but to the best of my knowledge...

Standing on the left hand side of the loco, with the curly hair is Phil Jones. Next to him are two junior members who's names I don't know, and the gent in the jacket is a Gosport man whose name I also forget. The small guy 2nd from right is Doug Harvey, whilst next to him is Glyn Hiscock, another Gosport member.

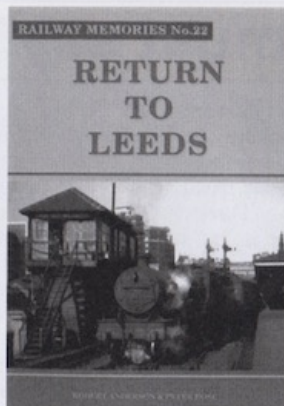
On the ground, far left is Les Cave, who owns the green diesel crane still in use today. Next to him is Graham Parkin and then Dave Hebden. Not sure who the guy in red is, but next to him is Mark Cave, Les's son.

Colin Billingham, now a leading light in the Industrial Railway Society, is next, alongside Andrew Key and myself. The young chap on the buffer is a mate of Doug Harvey's, whilst the chap in the boiler suit is an ex-BR guy who worked for Coopers in Hunslet, and was one of the regular firemen in those days. Next to him are Joyce and Tony Bell, owners of P2103, whilst in the cab are two more volunteers who's names I can't remember.

In those days, we had the odd working weekend and great fun was had by all!

**Best wishes,
Ian Smith**





Return to Leeds – Railway Memories No.22

by Robert Anderson and Peter Rose

Bellcode Books, 2009, 112pp, many
photographs, comprehensive Leeds rail
map.

Price: £13.95. ISBN 978-1-871233-22-3

In "The Old Run" no 142, Spring 1993, I reviewed the first edition of this book which was entitled "Leeds - Railway Memories No 3". That book provided excellent photographic coverage of the Leeds railway scene in the latter days of the steam age, presented with great expertise by Peter Rose, an ex-railwayman. Particularly valuable were a detailed railway map, together with very informative captions which set the photos in a geographical context. Quiet corners were not forgotten, like the Gott's Field and Montague's Field yards which were linked to the Wellington Street Low Level Yard, near Central Station.

This new book follows a similar pattern, and includes many photos of both steam and diesel hauled trains. The standard of presentation and quality of both the photographs and detail of captions follows that of the earlier edition. The new book runs to 112 pages, as opposed to 96 pages in the 1992 edition. Again all types of train from express to local are covered, and there are plenty of locomotives in shed scenes. Stations are also well covered, especially the rebuilding of Leeds City in the 1960s, and the later days of Central. A "Short Memories" column gives text "snapshots" of locomotive activity at different times. There are lists dating from 1956 of BR depots and sidings, and of Leeds private sidings. The Hunslet Engine works receives coverage, as does the Middleton Railway.

There is a quotation from the BR NE Regional Sectional Appendix for 1960: *"Middleton Broom Colliery One locomotive only will be allowed to work in the sidings and on the colliery line. Before departure of a train to the colliery, the signalman will inform the NCB yard foreman who will arrange for the protection of the level crossing near the colliery siding. Guards must obtain an assurance from the signalman that the yard foreman has been advised before allowing the train to proceed. The train must be drawn and convey a brake van in rear. Before the train leaves the colliery the guard must apply sufficient wagon brakes."* This book is a worthy successor to the first (1992) edition, and is well recommended.

Henry Gunston



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A view of Middleton's 1310 through the cab window
of LNER 985, the only other surviving NER 'H'
Class. Taken at Beamish on August 31st 2012.

Andrew Johnson

