

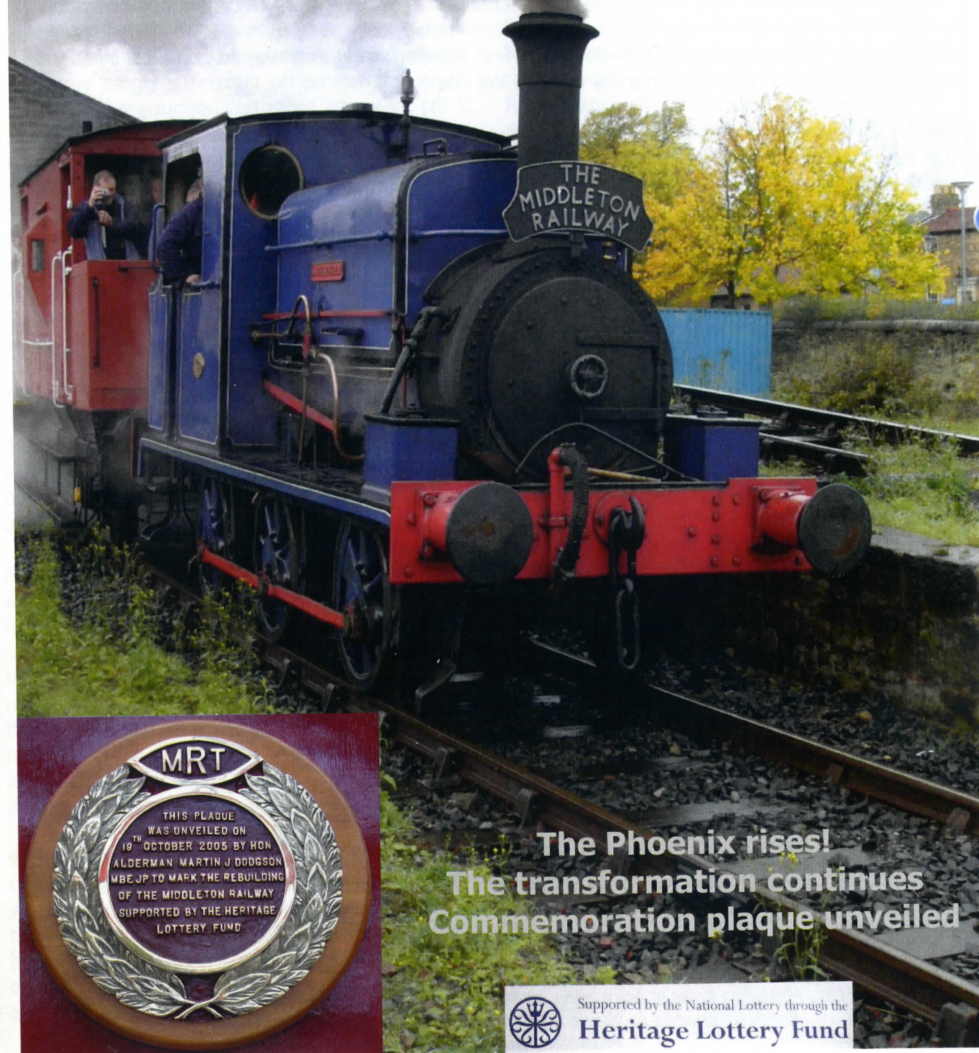
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Old Run

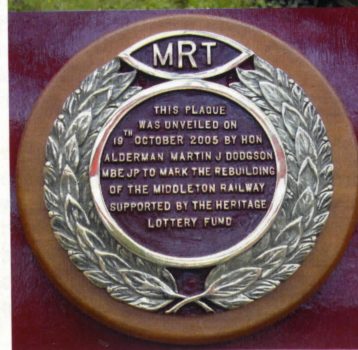
Journal of the Middleton Railway Trust

No. 188

December 2005



The Phoenix rises!
The transformation continues
Commemoration plaque unveiled



Supported by the National Lottery through the
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Editorial

There is a mythical bird, the only one of its kind, that after living five or six centuries in the Arabian desert, destroyed itself on a funeral pile, and rose from the ashes with renewed youth and vitality to live through another cycle. The only bird of its kind, it symbolises self-renewal, new beginnings and immortality. From the ashes, a miracle occurs, and a new and radiant Phoenix arises!

The Middleton Railway has undergone radical changes in its 247 years of continuous operation. In 1812 it was transformation from horse to steam power. In 1841 from 4'1" to 4'8½" gauge. In 1960 from a private mineral railway to the first standard gauge railway to be taken over and operated by volunteers as a preserved railway. We could go on.

Two years ago it was hard to conceptualise the radical change which is now taking place before our eyes. From the "ashes" of the old Moor Road station and yard is emerging a brand new track layout, station and museum building: a thing of beauty of which we can be justifiably proud. This issue of *Old Run* records more of those latest developments: developments which could well prove to be the most radical and potentially rewarding ever in the Railway's history.

Howard W Bishop, Editor

The deadline for the next issue is 15 February 2006

Front cover

Main photo: Manning Wardle 0-6-0ST 1601 of 1903 *Matthew Murray* leaves the goods shed at the NRM Locomotion Shildon on 23 October 2005 conveying visitors from Middleton Railway on a fact-finding mission.

Inset: The commemoration plaque unveiled on 19 October 2005 plaque (see also page 7)
(Both HWB)

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

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From the Chairman

A lion is a cat and a cat is a household pet, therefore the logic goes that a lion is a household pet - until you take one home and it has you for tea. In other words whilst you may call two things by the same name the reality is that there will always be differences and you need to discover what these are before it is too late.

When we open our doors again next year we will no longer be one of railway preservation's venerable stray moggies feeding on scraps at the periphery of our younger and more corpulent (or is it corporate) brothers' tables. We won't be a lion either, but we do have the potential to be a growing lion cub and we must set our stall out accordingly. Otherwise we may suffer the fate of the now fleabitten creatures who wanted to stand proud in the jungle but instead rapidly lost their reason in small town zoos where they relied on handouts and paid help until they were put in the hands of another less sympathetic keeper.

All that has been achieved by the Middleton Railway over the last forty five years or so does not deserve such a fate. Through our efforts we have all laid the solid foundations for the credibility that our recent good fortune and hard work have brought about.

Now, possibly the biggest challenge we have encountered to date presents itself as we emerge from our hibernation and move into our new place in the jungle. This is because the new building and layout are a welcome solution to many of our perceived problems but they will also be the cause of new ones for us to deal with. To make a continuing success of our project we must look with fresh eyes at how and why we do things.

We have to remind ourselves that we are a different animal now; it doesn't matter that we did what we did like that in the past; we may now have to do it differently in the future. So do not be surprised if the next few months are a learning curve for all of us. Whilst we can see the building and associated works proceeding apace it may

well be the less tangible human factors which will make or break our project. We must try and get these right with an open mind so that people will be encouraged to come to Moor Road as visitors and volunteers time and time again.

I have been touched by how many people have told me of their sadness at the demolition of the 'shop' and of the happy times they remember enjoying in and around it. In many ways it is this affection that we have for a happy, friendly place that binds us all together. Sadly, I am old enough to have seen several buildings demolished where I was involved with the original design and construction. It is always a wrench to see something disappear in a skip that you have spent part of yourself in creating. I always remember the first one - a public toilet in Leeds 7 - it never merited a Civic Trust blue plaque but nevertheless there was a lot of writing on the walls by the time it came down!

Come and look and get involved at our radically altered Moor Road site. See the real future all around you. Think back to earlier this year and count the months since March when we were told that our Bid had been accepted by the Lottery people and marvel at the progress we have made in pursuing our hobby (yes, hobby!). It is no longer hot air, arm waving and lines on sheets of paper. If you bang your head against it, it hurts (unless you are wearing the mandatory hard hat!). What you see coming together at Moor Road in only eight months is little short of a miracle! It has cost a lot of money and effort and is there for the future, because a lot of people who care think it is worth it and have made their contribution one way or another. There is still time for others to step forward and do their bit, and no matter what the nature of your contribution is, the important thing is that it shows you care as well.

Continued on next page

From the Chairman (continued)

When the time comes to properly open our doors let's all continue to work together in our new surroundings, possibly in a slightly different way, to make it the same friendly happy place where our visitors and volunteers want to come just to enjoy those qualities which money

cannot buy. If we succeed the place cannot fail to be a roaring success (oh dear, did I just write that? I will be talking about lions on a sheet of paper next!).

David Monckton

Chairman

The story so far, part 3

David Monckton

A lot has happened since August and the weeks since then seem to have gone by as a bit of a blur. Eight months (yes only eight months) on from when we heard that we had been awarded the HLF Grant, the current position on site is as follows. As previously outlined there are now three different contractors working at different times in accordance with the sequence of works necessary to meet our aim of having a secure and weather tight building shell complete by Christmas.

Touch wood we are pretty much on target and, subject to the odd hiccup and reasonable weather, this should be achieved giving approximately three months to finish, fit out and service the inside of the building before next Easter. Having ripped the whole Moor Road site apart for about four months it is all starting to come back together and look like a railway again which is a great relief to all of us.

Visitors to Moor Road can now get a very clear impression of our new building and layout that compare very favourably with what was there before – cast your mind back to April when the 'last' trains were running and make your own mind up. If you cannot come to Moor Road to see what is going on and you have internet access then why not tap in www.middletonrailway.org.uk and click onto Andrew Johnson's Construction Pages for his illustrated personal view of what is going on.

Because the new building is so visible I am not going to list here a brick-by-brick account of its construction; rather concentrate on the efforts of our volunteers both on and off site.

Firstly, we are lucky enough to have found amongst our newer members several who are very capably building the block walls to the new platform and more importantly they have stuck at it for several months now. To keep pace with this we are busy digging foundation trenches and mixing and laying the concrete footings ourselves because access to the South end of the site is blocked to incoming vehicles by the new building. The gap between the walls has been filled with spoil from the various excavations around the site and, whilst it is premature to think of waiting for a train to come when you stand on the 'platform', you can get a very good impression of what our visitors are going to see.

Our track gang is progressively working its way back towards Balm Road, and the results of their labours mean that we are no longer in the difficult position of just about having sufficient serviceable track for all of the stock on site and no more. From time to time in recent weeks we have even had a careful shunt but there is a lot of jacking and packing to do before 'proper' trains can run again. We have also prepared and laid the rails in the 'Main Hall' of the new building. Again we have built up a team of regulars and you can see most of the same faces on site most weekends.

Our public face on site centres around the new 'temporary emporium' by the entrance gates where again at weekends our regular volunteers meet and greet visitors to ensure they can safely enjoy the limited attractions we can offer.

Between sessions of track work or their other jobs on site, the members carrying out the coach overhaul and the cosmetic restorations of the large exhibits in the car park are all making good progress, and are likely to be competing with each other for shed space with the onset of winter.

As well as all the 'doing', there has also been a lot of talking, as progress is being made by the various committees looking at the museum displays and how we are going to organise ourselves once the new facilities are open. As well as all the talking, there has also been a lot of writing as The President's Appeal reaches out to the broader community and some of the 'seed' that has been sown starts to bear fruit.

All of the above achievements to date reflect a fantastic and consistent effort from both regulars and occasional regulars at weekends

and through the week. We are now well into the project, and the novelty has worn off, to be replaced by regular work sessions and a determination to see it through. The progress of our (the Railway's) parts of the work, and our ability to run trains again when we want to (Easter 2006) is wholly reliant on sufficient volunteers coming forward to help in whichever way that they can.

Now more than ever we are in the critical period and, I repeat, it remains essential that there is a big enough pool of volunteers coming forward to be part of the team. So don't be shy! We are happy to welcome you as an occasional, and you will be surprised at how easy it is to get passed out as a regular. There is a lot to do between now and next Easter, and you could make the difference. □

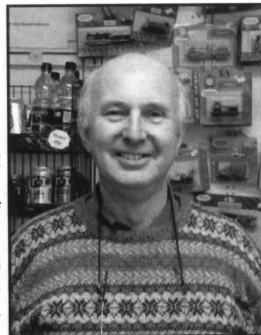
Phoenix-like the "new" arises



The Exhibition Hall building rises majestically on the site of the old Moor Road station on 23 October 2005. (HWB)

How I became a Middleton volunteer

A well-known character around Moor Road for the past couple of years, where he takes great delight in welcoming visitors to the Middleton Railway, David Guest was born in Barnsley in 1941. From as early as he can remember, he says he has had an interest in railways. Perhaps it's in his genes, because his father worked at Barnsley MPD all his life, for the Great Central Railway, the London and North Eastern Railway and eventually British Railways. David attended Barnsley Grammar School before going to the University of Durham where he obtained a degree in Theology. For eight years he was a school teacher at Norwood College, Harrogate. The headmaster, Gordon Cass, was a great railway enthusiast and it was whilst at Harrogate between 1962 and 1970 that he heard Fred Youell speak about the then embryonic Middleton Railway Preservation Society.



Leaving teaching, David trained at the College of the Resurrection, Mirfield, for ministry in the Church of England. After ordination at Ripon Cathedral in 1972 David served as curate, first at St Margaret's, Horsforth and then at St Mary's, Richmond, before being appointed Rector of St Mary and St Alkeda's in Middleham from 1978 to 1986. From 1979 to 1983 he was Chairman of Middleham Town Council. In 1986 he moved to Durham to be Rector of St Mary's, West Rainton and Vicar of St Cuthbert's East Rainton, two former mining communities, and also worked as a chaplain at Durham Cathedral as well as being a member of Durham Diocesan Adoption and Family Welfare Council. During this time David fostered a son, Tom, who eventually worked for a time as a railway track engineer before becoming a heavy goods vehicle driver.

David was already a life member of the Keighley and Worth Valley Railway, and a member of the Tanfield and Weardale railways. In 2003 David retired early and returned to live in Horsforth, his first parish, which obviously had had a positive effect on him all those years before. This was fortuitous for the Middleton Railway, because he

visited Moor Road in early 2004 and almost immediately became a working member. We let David continue the story himself.

"It was a miserable May Day bank holiday Monday last year, and I was on my way from Horsforth to Barnsley, and decided to call in at the Middleton railway. My last visit had been some 30 years previously and to be honest I could remember little about it. Now I was retired and living back in God's own county, so perhaps it shouldn't be surprising that the first thing that struck me at Moor Road was the warmth of the welcome I received. There was only time for a quick journey and to pick up a membership application form and then I was on my way again.

Two weeks later I was back - membership form completed and having decided that I would go the whole way and become a working member. I have no engineering skills or knowledge and a back problem restricts heavy work, but I was sure there was something I could do. Indeed there was. The shop and booking office were short staffed, and after a brief but thorough induction course I found myself behind the counter for the rest of the day! (A far

different response from that of another railway where I had left my name and address some five months previously asking for details about volunteering - and nearly two years on I have still had no reply!)

Since then I have joined a happy family, some of whom appear every weekend (and Wednesdays too), other less frequently, but all welcome and contributing to the well being of 'our' Railway. Booking tickets can be quite hectic especially on Gala and Enthusiasts' Days, and, above all, in December when the Santa Trains are running, and working in the shop provides a variety of activity I never imagined. Sales, of course, help to boost our income - everything from 'Thomas' items, toys, sweets, chocolate, soft drinks to our own publications and souvenirs, as well as teas and coffees to be made for visitors and staff alike. Young and old come through our doors -

enthusiasts and serious historians, families wanting a day out, birthday parties hiring a coach for a few hours, even locals simply popping in for a cup of tea or a packet of crisps.

And for the time being that's all past history. Readers of *Old Run* will be aware of the major developments taking place at Moor Road. All we have at the moment is a Portakabin in the car park doubling as a shop and a base for welcoming the occasional visitor who either doesn't know that trains or not running, or who calls to view progress. But from next Easter it will all start up again. That's when we shall need many more volunteers in our new Resource and Exhibition Centre. No doubt others have been/will be making appeals either in the *Moor Road Messenger* or the *Old Run*. Do consider it. You will be made more than welcome and, like me, you don't need any particularly skills (although engineering and running staff are also glad to see new faces), only willingness to relate to our visitors with a smile and a word of welcome.

After all that's what attracted me in the first place!"

It is said that if you want something doing ask an already busy man! David fits this description admirably. As well as being busy in his local church and being in frequent demand as relief clergy, he also works as a volunteer in St Gemma's Hospice charity shop, is a member of Horsforth Civic Society, enjoys classical music, the theatre and art. He looks to the successful completion of the current projects at Moor Road, and the eventual increase in the number of visitors, especially those interested in the Leeds locomotive and engineering story. Moreover, that we continue to provide a happy, welcoming environment to families and others who simply come for an enjoyable day out. □



Members of the Middleton Railway visited the Horbury Junction, Wakefield works of Bombardier on 12 September 2005. Here they are seen alongside a GNER Mallard Mark 4 train which is about to leave the works for service a few days later after a three week refurbishment. (HWB)

What's in your wardrobe?

David Monckton

On a grey Middleton day an excited young man came to the Resource Centre Visitor Interface with a mobile phone clamped to his ear. He asked with an air of restrained hysteria 'Where is the Emergency Curator? I've got e-bay on line and I must have a no-win-no-fee interpretation straight away'. He said into the phone 'Can you hold the line whilst we do this because I have to be hands free now'.

The lady behind the Ticket Window sent for young Eric from upstairs as the visitor was beginning to worry her, and anyway Eric was fresh from his advanced course (with Certificate) in something or other. They went upstairs to the Interpretation Suite (Office) and cranked Eric's Amstrad into life, clicking away until the mystery object was on screen. Ernest, the visitor, started to explain himself:

'I am really here at Middleton to complete my sandwich course in Vocational Coal Handling. I had had my fill of the Old Les Memorial Seminar on Shovel Management, with optional Hands on Bacon and Shovel Encounter Session so I decided to bunker off the linked afternoon treatise on the Calamity of Clinker. Instead I had a look on e-bay (vernacular garments section). I was hoping to add to my collection of authentic 1930's overalls - you know, the ones with the riveted gusset - they offer so much more flexibility under pressure than the later welded ones. Anyway, what particularly caught my eye was this jacket with what appears to be the faintest outline of a monogram across the back and a distinctive pattern down one side. It is very faded but from what I can make out all of my instincts tell me that without doubt the provenance says 'Brandling'. Before I place my bid I am looking for substantive evidence from your archive that I am right.

Eric sighed and looked long and hard at the screen. The coat looked familiar to him, he was sure he had seen something like it before but he couldn't quite remember where. This was his first public interpretation and he needed time to collect his thoughts. So he suggested that Ernest go back downstairs and wait in the Resource Centre 'Cha-coal Café' whilst he did some

finding out.

'Ow do?' said the local character at the next table, looking up from his brew and nutty slack cookie 'Alreet, our kid?' Ernest turned away lost in his thoughts. It was two jugs of tea and an ashberry muffin later before Eric returned to his visitor with news.

'I have found in Old Les' Almanac that there was an unsubstantiated rumour that when Charles Brandling ordered that the tunnel over there should be built, it had to be aligned with the rays of the rising sun on Midsummer's Day. Now this is the important bit - Old Les says Brandling was wearing a monogrammed jacket at the time.' That clinched it for Ernest and he made sure he placed the winning bid in the auction paying hugely over the odds in the process.

Just by chance it was Midsummer's Day the following week and the intrepid Ernest and Eric got up in time to share the dawn with a brace of asthmatic ponies tethered to the railway track. They hoped that a bit of history would be revealed to them and, to mark the occasion, Ernest wore his prized jacket. Sadly, it was a foggy dawn but under the mystic glow of the lights on the motorway it was still possible to pick out the faint outline of letters forming the long erased monogram on the back of the coat. 'Marvellous' enthused Eric 'you can really smell the history all around you' as a pony chewed at his anorak hood thinking it was a hay bag.

Later, back in the 'Cha-coal Café' they left their coats on the hooks by the door and sat down to console themselves with steaming breakfast bowls of ready briquette.

'Well the initials prove it, it's *not* Charles Brandling's jacket' said Eric 'but then again he could have borrowed it from his cousin Neville Chamberlain Brandling' Ernest perked up at this thought, clutching at the straw through which he was drinking coke.

Continued on next page

What's in your wardrobe? continued

'Ow do then?', interrupted the rather more prosperous looking local character seated in his usual spot, and chewing on an anthracite and onion toasty. 'Alreet, Flower? Looks like th'as got me o'd pit co-it on t'yonder 'ook; t'wife woudna let us keep

it after t' ferret threw up all o'er it, 'cos it 'ad chewed t'plastic letters off t'back, so t'l'ad got shot or it for 'er, tha knows.'

The true provenance of the jacket was now staring him in the face - can you guess what the monogram really stood for? □



Ian Dobson visited the NRM's *Locomotion* at Shildon, on 24 September 2005, and sent in this photograph of Middleton Railway's Manning Wardle 0-6-0ST *Matthew Murray* in action with a brake van alongside Stephenson Leeds-built Kitson & Co "long boiler" 0-6-0T locomotive No. 2509 of 1883 for the Consett Iron Company, and normally based at North Tyneside Railway

Dear editor, I must say.....

Very many thanks for the latest *Old Run* - so interesting to be able to see the latest photos of the redevelopment work.

Best wishes,

Paul Holroyd
Ingrow, Keighley

PLEASE NOTE

The name and address should always be supplied with any letter or other material to be considered for publication, even if a request is made to withhold such information if published. Furthermore, it is impossible for us to reply to correspondents in these circumstances!

Moor Road transition

The scene on 20 August 2005. The contractors have prepared the site of the exhibition hall. The formers are in place awaiting the laying of the concrete base for the southern most part of the floor. In the right foreground 60 foot rails are being laid out. Holes are being drilled in them ready for the tie spacer bars to be attached. The rail drilling machine painted yellow can be seen. When the concrete base has been laid the rails will be craned into position and the floor level concreted to rail level. In the background the old shop building awaits demolition.



Middleton Railway Chairman David Monckton with former Lord Mayor of Leeds Alderman Martin Dodgson who unveiled the commemorative plaque to be displayed in the new Exhibition Hall and Education complex at Moor Road. The plaque is fashioned in the style of those carried by the A4 locomotive *Mallard* commemorating the world speed record for a steam train. This ceremony held 19 October 2005



On 29 September 2005 after only two days the superstructure of the Exhibition Hall is two thirds complete. Whilst the contractors continue in the distance members of the Middleton railway workforce are busily engaged in laying track inside the Hall ready for the concrete floor to be raised to rail level.

(All HWB)



View of the Temple Newsam colliery railway, Leeds based on sketches and photographs done in 1968 when the colliery and railway closed.

(From a watercolour by Dennis Caton —see article on pages 12 and 13)

Some railway memories

Dennis Caton

In the relatively unknown South Yorkshire mining village of Askern there is a railway crossing quite near to where I lived. As a five year old I often found myself clutching at the stout wire-netting on the crossing gates, when they were open to trains, waiting to see trains on their journey from Doncaster to Knottingley and Leeds on what I later learned had been the Lancashire and Yorkshire Railway (L&Y), but then, after the 1923 grouping, the London Midland and Scottish Railway (LMS). I was particularly fascinated by the Aspinall 2-4-2 locos mostly used on that service in those days,



which first roused my interest in all things railway.

I was also fortunate in living near to Temple Newsam colliery railway when we came to live at Leeds. I never missed an opportunity

to watch the Leeds-built saddle tank engines hauling heavy coal trains up the long gradient to Neville Hill sidings, a great sight to my young eyes. On one memorable occasion, as a teenager, I was invited by the driver of one of those trains to actually get on board the engine for a ride to the coal mine in the woods at Temple Newsam – what an experience!

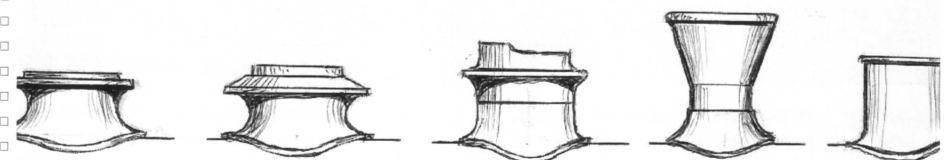
Neville Hill sidings were near where I lived, so I was able to see Gresley's *Shire* and *Hunt* class locos and other engines receiving attention there. It was there that I first noticed that the chimneys of locomotives are to me, a significant feature of them, and I always look upon them as part of the engine's face! My eyes go straight to the chimney of engines as soon as I see them, and they seem to tell me something

about the engine's character, spirit and power: they can look stern, determined, impatient and even stupid according to their profile, size and height. Some people think I'm strange about engine chimneys! (See adjacent sketch, Ed.)

In 1964 I joined the teaching staff at Cockburn High school, which was quite near to the Middleton Railway. The Railway at that time was in the early stages of restoration. One day at the school a boy called George Dyer and two others whose names I have forgotten, found out somehow that I was interested in railways, and urged me to go one evening to see them driving a little diesel locomotive at "their" railway pulling wagons loaded with heavy pieces of metal from a nearby works down to the mainline siding. I was astonished to learn that boys of 14 or so had permission to do this and could hardly believe them. So one summer's evening that year I did go there and did see them driving the loco! They even gave me a ride on it! That was the beginning of my association with the Middleton Railway.

In 1970 I had drawn a wall chart in black ink based on an old print issued by the Grand Junction Railway and took it to the school's craft department to make a frame for it. While working on the frame a young fellow of 13, still in short trousers, noticed what I was doing and asked me if I would draw him something of that kind for the Middleton Railway of which he was a member. After a bit of persuasion I did agree to draw up a suitable chart which I thought might be acceptable to the Railway. Prints were made from it, and I think these are still sold to visitors. The young pupil who asked me was Ian Smith, and I little dreamed that one day he would become chairman and later vice-president of the Middleton Railway.

In 1985, after a discussion with Joe Lee, then chairman, we decided that I should paint a large picture of what I thought a train on the early Middleton Railway would have looked like, made up of wagons leaving the mine on its way to Leeds. So I got busy that winter, and based on my knowledge of the local terrain, produced a picture which I thought would be suitable for display at Moor Road. It was accepted and hung over the ticket office window and I hope it gave visitors a good



STERN

DETERMINED

IMPATIENT

STUPID

DULL

A FEW LOCO CHIMNEY PATTERNS

DENNIS CATON
LEEDS.
20 05

idea of what the early trains might have looked like.

A little time after that I was asked if I would join the team who conducted school parties on education days. I was pleased to do this as it got me into closer contact with the Railway and always made a pleasant social occasion. Under the direction of Cedric Wood I worked with Sheila Bye and Dorothy Hebden on this job for many years. I was very saddened to learn of

Dorothy's death last year, a lovely, friendly lady whose company I always enjoyed.

After a long association with the famous railway, old age has got me in its grip with all its idiotic maladies and has slowed me down considerably: even driving has become difficult, so I fear I see little of the railway now, but I am still a paid-up member and know what's going on through the excellent pages of *Old Run*. □
(See page 11 for a watercolour by the author)

WANT TO HELP WITH OUR NEW EXCITING VENTURE?

Volunteers are still needed for work in all areas. Help is needed with the many jobs involved in getting the Moor Road site ready for operation. There are front line and back room jobs involved in planning for the opening of our new facilities in 2006. In the foreseeable future there will be openings for assistant curatorial staff to man the Resource and Visitor Centre and Exhibition Hall and to act as hosts to visiting schools and other groups, families and individuals. Full training will be provided. Use your skills and experience and contact a member of the Railway's Council (details on page 31) or turn up on a Wednesday or a weekend for information.

The romance of the railways

Howard Bishop

Steam trains still chug through the English, Welsh and Scottish valleys, but there is something melancholy about them. It's not the sadness which Tolstoy evoked when he first introduced us to Anna Karenina sitting on a train and hearing the clanking of the locomotive. The sadness is for the fact that these lovely machines are now little more than toys for hobbyists and tourists. The wheezing monsters which inspired Auden to write *Night Mail* are no more, and mine is the last generation who actually travelled behind Leeds Holbeck's Jubilee class *Alberta* at the head of a Bradford to London St Pancras express train, or saw *The Devonian* express taking on an ex-Midland Railway Class 2 4-4-0 pilot at Chesterfield to climb the Dronfield bank to Sheffield.

"The guard blew his whistle and waved his flag – how weighted with ritual have the railways in their brief century become!" So begins one of my favourite Michael Innes mysteries, *Appleby's End*, the one in which Appleby meets, not his end but his future wife. The title refers not to his murder but to a station. As darkness falls in the second chapter, "the engine, while daylight lasted simply an obsolescent locomotive tugging grimy carriages across English ploughland, was now a creature alien and dragonish, panting on some vast and laboured quest". There are many memorable railway scenes in Innes's oeuvre. Perhaps the very best is in the novel which itself takes its name from a railway poem, one of Thomas Hardy's *The Journeying Boy*. Particularly good is the train journey through Northern Ireland: "The train had slowed down and on the parapet of a stone bridge he could read the inscription, 'prepare to meet thy god'".

These passages in Innes's would not be so interesting if the train in question were one of the present-day Virgin Voyager trains, where pass-

engers are constantly harangued by loud-hailed admonitions to read the safety instructions, or invitations to sample the unappetising selection of hot and cold airline-style snacks. How inevitable it was that Hogwart's Express, for example, though apparently conveying Harry Potter and friends to school in our own day, should be an old-fashioned steam hauled train. These themes are explored by A F Garnett, who combines the qualities of the railway buff and the man of taste, not that one necessarily excludes the other! *Steel Wheels* reminds us of many of the great railway moments in literature, from Dicken's Mugby Junction, to the ominous use of Willesden Junction in Trollope's *The Prime Minister*. It recalls one of the finest novels of Zola,

La Bête Humaine, which starts on a railway. "Zola, complete with pince-nez, and stiff collar, travelled on the footplate from Paris to Mantes as part of his research and the novel describes the happy comradeship between Jacques Lantier the engine driver, Pecqueux the fireman, and La Lison, their engine, as a *ménage à trois*."

As well as being an evocation of the railways as they inspired the novelists, poets, songwriters and painters, A F Garnett has also written a book which touches on the place of the railway in history, from Lenin's momentous arrival at the Finland Station, to

the murderous use of railways by the Nazis to transport prisoners to the death camps. But the book is primarily a celebration, and its core is a first-rate history of the railways themselves.

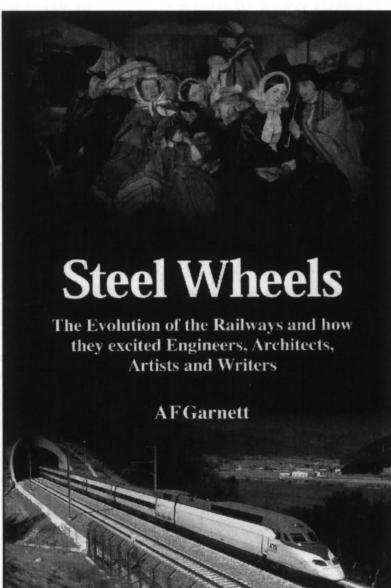
Here is a man who is a first-rate engineer writing with authority about the evolution of railway technology. I read enthralled his chapters on

the engineering feats of Stephenson and Brunel, and on the spread of railways over Britain from the early 1800s onwards. His chapters on the spread of railways across other parts of the globe, and especially America, are also wonderfully exciting.

Garnett's book leaves the reader full of nostalgic anger – against Beeching for wrecking our national rail network, against those who pioneered motorways and encouraged the public to buy cars. However, this sort of pointless fantasy-rant

is absent from his good-humoured and well-informed pages. Rather the book ends with an analysis of the sort of railways, and systems, which should be in use in the future.

Steel Wheels: The evolution of the railways and how they stimulated and excited engineers, architects, artists, writers, musicians and travellers, by A F Garnett. Hardback (288 pp) £13.26 from Amazon.co.uk Cannwood Press, ISBN 0955025702 □



Middleton volunteers gain knowledge at NRM's Locomotion at Shildon



Members of the Railway who are engaged in the reconstruction of the site at Moor Road are seen on a fact-finding visit to NRM Locomotion at Shildon on 23 October 2005. Their day continued by visiting the Tanfield Railway for their coal train special event (HWB)

If you go up to the woods today...

On 19 October 2005 this was the view of the new overbridge in course of construction for Leeds City Council. The road will link Belle Isle and the South Leeds Stadium, and carry road traffic including a new bus service.
(HWB)



The changing scene further up the line on 19 October 2005. The new South Leeds High School is seen beyond the railway line and adjacent to the Bowling Centre car park. Contrast this with the view shown on the rear cover of this issue of *Old Run*, and taken in the early 1990s.
(HWB)



LEFT: Our JCB has been worked hard this year. Here Andrew Parsley is seen clearing ground for new track.
(Sue Gill)



ABOVE: Andrew Plumb dismantles old track.
(Sue Gill)



LEFT: Brian Hall and Steve Roberts construct point work
(Peter Nettleton)

United in purpose

A visit to the Bowes Railway

Henry Gunston

During May 2005 I visited the Bowes Railway south of Gateshead, which still has very much the atmosphere of a "colliery" railway. The workshop buildings at Springwell Yard, together with the incline engine houses, show clear colliery ancestry, even though the Springwell pit head site itself has been cleared. The current problem is that the line's unique feature, the rope-worked inclines on either side of the Blackham's Hill engine house, cannot operate - the sad story having been outlined in two successive copies of *Steam Railway* magazine earlier in the year. However, the head of the former gravity-worked Springwell Incline is restored as a very interesting display area. The track down that incline has been lifted as it lies beyond the defined Bowes railway operating area. Current operations involve steam-hauled trains working up the 1 in 70 incline out of Springwell Yard, but turning off just below the Blackham's Hill engine house to run along a short branch line to a run-round loop.

For myself, however, the most impressive colliery aspect was the wide variety of coal hoppers on display, from early chaldrons, through wooden North Eastern style wagons to more recent steel hoppers. Surely this must be the only standard gauge preserved railway where wagons take precedence - even over steam locomotives! Looking at the hoppers set me wondering about Middleton Railway wagon history. Obviously, there were chaldrons in the early rack railway days, and 20th century photographs of Middleton pit show either wooden or steel coal wagons with drop side doors. However, did the

Middleton use wooden "North Eastern" style post-chaldron hoppers at some stage for unloading coal at the Kidacre Street staithes? Thinking of our new museum displays, would it be an idea for us to borrow an early chaldron wagon from one of the north eastern preservation sites and maybe also a North Eastern style hopper if it turns out that our railway used them? .

An interesting exhibit on loan to the Bowes in May was a Sentinel shunter, no. 7164, on loan from the Embsay and Bolton Abbey Railway painted in LMS colours! However, this never was an LMS locomotive, but *Ann*, Sentinel 7232 of 1927, supplied to British Tar Products of Cadishead, near Irlam - close to the Manchester Ship Canal. The LMS did buy a similar Sentinel, of the 100 hp Heavy Industrial Type, which was originally their 7164, (renumbered 7184 in 1939). That, however, was Sentinel 8593 of 1931. Elegantly turned out though the Sentinel was, I must admit some diffi-



culty in understanding the desire of folk who take a perfectly respectable industrial locomotive and dress it up in pseudo- British Railways, or 1923 Grouping railway, colours! An interesting aside is that the restoration of *Ann* featured in *Industrial Heritage* magazine for Summer 1985, as a project then being tackled by 4th year metalwork

pupils at Aireville School in Skipton.

My thanks to John Young, site manager for the Bowes, for giving my brother and myself a fine



tour of Springwell Yard.

Sheila Bye our Archivist and Historian writes:

I've not seen any evidence of traditional NE-type chaldrons being used at Middleton, and in all the Middleton business records the vehicles are referred to as 'waggons', never 'chaldrons' which was the term almost always used in NE records. The local waggons were oblong, and the sides

were flat, splaying outwards slightly from the base. The sides were not nearly as high as chaldron sides. Plate 52 in Mike Lewis's Early Wooden Railways [1970] shows a horsedrawn waggon of 1789 at Allerton Colliery just southeast of Leeds, which was probably the norm for the area. I'm sure he discusses waggon types, but I've not got time at the moment to check through what he wrote. The Middleton waggons in use in 1825, when William Strickland visited, are illustrated in his book - 'Reports on Canals, Railways, Roads and other subjects...'; William Strickland, 1826, and look very much like the shape of the Allerton one. The waggons

for the loco-hauled trains were iron-framed [they had to be stronger to form part of a long train], and I think they were side-tipped, but there's later mention of them being completely iron, and certainly by the time the viaduct staith at Kidacre Street came into use about 1817/18 the waggon bottoms were hinged to allow coal to be dropped through the holes in the tops of the viaduct arches, into the road carts waiting below. Again, William Strickland's illustrations show how this worked.

Photo facing page: Chaldron wagon at Springwell Yard, Bowes Railway, 23 May 2005, with John Young, Manager Bowes Railway, and the writer, Henry Gunston. VL stands for Vane—Londonderry, the system that linked to Seaham Harbour.

Photo this page: Sentinel in disguise! Sentinel 7232/27 Anne on loan from Embsay, plus a North Eastern wooden hopper wagon, at Springwell, 23 May 2005 (Henry Gunston)



Some of the **Friends of Middleton Park** are seen against a backdrop of recent successful gala days they organised during 2005. A regular series of events were held to encourage local people to use the Park. They plan to link up with the Middleton Railway's special events in 2006, and several members have become members of the Railway 22 September 2005 (HWB)

Matters mechanical

Steve Roberts

Continued concentration on the redevelopment of Moor Road has meant a commensurate reduction in work on our rolling stock. On the few occasions when we have had the benefit of an excess of volunteers, work has been possible on both Moor Road and in the workshop.

1601 MATTHEW MURRAY Continues on its 'holiday' at Shildon. It appears to be performing satisfactorily and was used during an informal fact-finding day out for Middleton volunteers on 23 October. It is likely to stay at Shildon until Spring 2006

No. 67. Theoretically available for traffic but with no trains to run and no track to run on, it hasn't been used.

No. 6 No progress to report.

1210 SIR BERKELEY Sir B is presently the priority consideration in terms of loco overhauls. We have managed to make steady, if unspectacular progress with its overhaul. Most of the outer frameplates have received a coat of black undercoat. Work has proceeded on the repairs to the axleboxes and, by the time you read this, this work should be complete. It would be good to say that this would then enable the re-wheeling but progress with replacement of the wheel tyres has been nil. Tenders were sent out in June and, despite frequent telephone calls and many promises, we are still awaiting our first quotation!!

A pattern has been made to enable new slide valve castings to be produced. The boiler continues to progress at Israel Newton's works in Bradford. On the last visit (mid October) the boiler barrel and outer firebox were complete, work was progressing on drilling the smokebox tubeplate and the inner firebox had been welded up. The girder stays had been formed and awaited final fitting to the firebox.

No.11 Apart from brushing off the cobwebs and applying some red undercoat to the inside of the frames, there has been no progress.

BROOKES No.1 (aka THOMAS) Like Matthew Murray, this loco is spending the summer away. It is currently on the Great Central Railway

HENRY de LACY II Awaiting entry into the workshop for final painting. New cylinder covers have been made but await final fitting.

Fowler 3900002 Work progresses as 'the team' are able but, as they have now become more involved with helping the yard redevelopment, the actual progress has slowed.

The Greenbat Again, the repaint progresses as time and manpower permit.

5003, D2999, D577, D631, 7401, 1786, Rowntree No.3 and Olive remain usable but with the exception of 5003, which, by virtue of its position at the head of the back road, has become the yard shunter, they have not seen any use.

Coach 2084 Work continues on this coach as time permits. Re-panelling of the west side is now almost complete. However, it has been decided to bead all the panels out, both to cover joints and improve its appearance, and this work has considerably added to the time needed for the job.

Photos on next page

TOP: Looking through the Exhibition Hall showing the track placed in position. This gives a good idea of the extent of the area available for indoor display, 23 October 2005

BOTTOM: A view from the gates at the south end of Moor Road yard on 23 October 2005, showing the new track to the partly constructed platform and the start of the run round loop in position, and the Exhibition Hall in the background

(Both HWB)

More progress made at Moor Road





Middleton member and former *Old Run* editor Brian Ashurst of San Francisco, USA visited Moor Road on 30 July 2005, and sent the following:

"I was thrilled to once again visit Middleton from California after a couple of years and see such radical progress, as well as quite a number of people at work even though the day was very drizzly. Track laying was going on up the yard, the sales shop was open and as friendly as I remember it, and the usual team were hard at it in the workshop. There was even a committee meeting upstairs but I missed seeing them--we had to get back to another appointment before it finished. Obviously nothing was running but there was a tremendous atmosphere of purposeful optimism. I hope other members will seize the opportunity to make their mark during this unique period! Thanks to the hospitality of Derek Plummer and others, and especially Fraser Croft for his time and polite friendliness. Fraser is described by President Gerald Egan as a model volunteer!"

Fraser Croft is seen above busily engaged in the workshop on 30 July 2005 (Brian Ashurst)



Christine Nettleton and David Guest outside the temporary shop and visitor reception on 27 August 2005 giving visitors a welcome and explanation of what is going on during the reconstruction

(HWPB)



The 6th August 2005, and the footings go in for the rear of the new platform retaining walls. In the picture are Andrew Plumb, Andrew Gill, Brian Jenkins, Martin Plumb, Peter Nettleton, Graham Parkin, Karl Fischer and a rare photograph of David Monckton

Also on 6th August 2005, Peter Nettleton gets down to finishing off the new base for the resited ground frame, from where all the point work will be controlled. Here's hoping Martin Plumb doesn't put his foot in it when he walks away!

(Both: Sue Gill)



Times past

with Norman Fearnley

Long-standing member of the Middleton Railway, Norman Fearnley, recently visited the editor and presented him with a large number of back numbers of *Old Run* together with a series of photographs of days gone by and articles relative to the Railway. We are pleased to reproduce some of his photographs on these pages. More may follow later.



Bagnall No. 2720 seen in its workaday setting in Cohen's Yard at Stanningley, Leeds on 24 June 1965

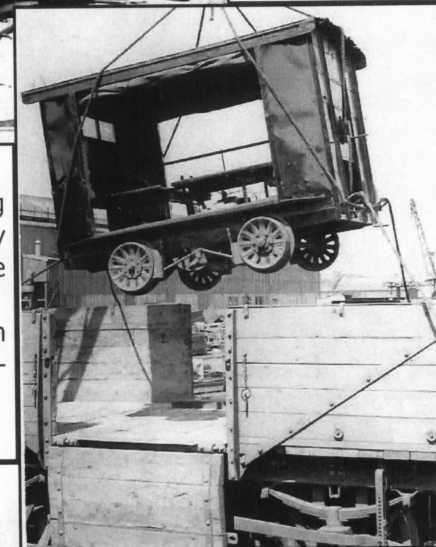
A wintry scene at Middleton after the loco had been transferred from Cohen's. Can you name the young people in the picture? One is thought to be Steve Roberts, but which one? Answer to the editor please!



LEFT: Another snowy scene shortly after No 2720 had been transferred to Middleton, c.1965/66

RIGHT: Our platelayers' trolley being craned into position, again c.1965. In July 2005 the trolley was craned off site to make way for the new developments.

BELOW: A very youthful David Hebden protects the Moor Road crossing for Sentinel No. 54, c. 1965



IMPORTANT NOTICE TO ALL LOCO PERSONNEL INJECTOR WARNING!

Locomotive injectors are most subject to breakdown during periods of critical need.

Injectors have a special component (technically known as "The Critical Detector") which is designed to sense the Driver's emotional state in terms of:-

- how desperate the Driver is to use the injector
- the state of the fire in the grate
- the level of water in the boiler
- the pressure on the gauge.

The Critical Detector then creates a malfunction in the injector, the magnitude of which is directly proportional to the total combination of problems detected. The magnitude of the malfunction also automatically rises if the Driver's desperation increases at greater rate than the rate of increase of the combination of the other factors. Using bad language or threatening the injector with violence or cold water will only make the situation worse and prolong the malfunction. Any attempt, or only the hint of an attempt, to replace the malfunctioning injector with another injector will cause all proposed replacement injectors also to malfunction (all injectors belong to the same Trade Union).

Drivers should always stay calm and say nice things to the *!*?*!* injector and Drivers should never let an injector know that they are in a hurry.

(This information supplied after exhaustive research by our own technical advisor, Professor J O King of the Leeds Metropolitan Railway Training unit)



**THE LEEDS AND
DISTRICT TRACTION
ENGINE CLUB**
incorporating the
British Fairground Society

SOCIAL EVENINGS, 2005-06

All the socials commence at 7.45 for 8 p.m. on the third Tuesday in the month, and are held at Dewsbury Road Social Club, 393 Dewsbury Road, Leeds 11. Members of the Middleton Railway are invited to attend and take part.

**Deadline for next issue
15 February 2006**

Olive Chaplin

Olive Chaplin, who has died, aged 85, was for many years very active in her community. When living in Horsforth with her husband John, a bank manager in Hunslet, she was a local councillor. She was a school governor and involved with Horsforth Youth Club, Yarnbury Rugby Club and Middleton Railway, assisting in the shop there. She also found time to work voluntarily in the Mind (now Scope) charity shop in Headingley for over 20 years.

Olive supported John at the Middleton Railway shop at Moor Road for many years. After her husband died she moved to Boroughbridge, where she settled to enjoy her bungalow and garden, made new friends and joined the WI. As her sight failed she became less active, but at least was able to enjoy having her five grandchildren as they grew up. She leaves two daughters, Pat and Beverley.

Personnel personal profiles Geoff Nettleton

Geoffrey Nettleton is one of our more recent members, having joined the Middleton Railway only in 2002, after visiting Moor Road with his great-grandson, Lewis in connection with a "Thomas" event. This resulted in him seeing an advertisement for new members displayed at Moor Road station. Geoff soon became involved as a working member when he started training as a Guard, and hopes to qualify as soon as train operations restart.

He was born in 1938 in Otley, where he still resides today. He attended Prince Henry's Grammar School in Otley before starting work for Metcalf & Vickers, Coal Merchants of Bradford doing clerical work. His first choice of work had been as a train driver, but this was ruled out because he failed the medical on account of poor eyesight. However, this didn't prevent him doing his statutory national service. He also found employment in the motor trade and civil engineering, before ultimately in 1979 setting up a coaching firm involved in tourist trips in both the UK and mainland Europe.



Geoff's first recollection of railways was as a small boy. Living in Otley he says 99 per cent of Otley's children were taken north to the park by the River Wharfe. However, he was taken south to Otley railway station on the Otley and Ilkley Joint line. Visits to his grandparents at Lockwood, Huddersfield, had him train watching from an early age at a bridge location near their house by the David Brown tractor works on the Huddersfield, Penistone and Sheffield line. "Uncle Fred's quarry at Shepley introduced me to steam

cranes and a little Simplex locomotive on what was I think a 2 foot gauge line. I progressed through the 'links' sitting on someone's knee to push the 'go' lever through to standing up to do it under supervision and thence on my own. Kids and teenagers could do things like that in the 1950s, the great god health and safety did not rule, and I doubt any more got seriously injured or killed than they do now".

A life member of the North Norfolk Railway where he

organised the "100 Club" for some years, as well as a life member of the Yorkshire Dales Railway at Embsay, where in the 1970s he served for a period as their treasurer, Geoff's other interests have included working with the Oddfellows' Friendly Society, the Adel Methodist Church and his main hobby since retirement of indoor and outdoor bowls.

But by far his main interest, combining hobby with a way of earning a living, has been the operation of his coaching business. Having mastered the laws and regulations governing coach operators, and obtain his certificate of professional competence in national and international coaching, whilst working for a local coach firm, Geoff teamed up in 1984 with a lady, he doing the driving and she

In copious notes compiled by Geoff's late wife, Lily, she catalogued the travels she made with "my coach-driving trainspotter husband". During the time they worked together, she organising the tours and Geoff providing the coach and driving, they travelled extensively in the British Isles, mainland Europe and the USA and Canada. In the British Isles these journeys included the Great Little Trains of Wales, the Isle of Man railways, and Scotland's highlands and islands. Travels in mainland Europe included Norway and Sweden several times, Italy, Austria, Switzerland, Belgium, Holland, France and Germany. In Canada their travels took them from Montreal in the east to Vancouver in the west several times, and across the USA.

Personnel personal profiles (continued)

acting as courier and guide, and they formed Nettleton Travel Services. Thus grew up a driver/courier free-lance combination travelling throughout Great Britain and mainland Europe, mainly but not exclusively visiting railway venues. They never owned their own vehicles, always hiring in as required. In addition they operated the Isle of Man Tourist Board's publicity bus on mainland UK for five years – many members may remember seeing the Isle of Man's red single deck tourist bus at events up and down the country during that period. Their

connection with the Isle of Man enabled Geoff to be a honorary motorman/guard on the Isle of Man Electric Railway! In 1990 Geoff married his lady courier, Lily, who unfortunately died in 2002. Together they visited numerous railways and Lily kept copious notes of their expeditions.

In retirement Geoff still drives occasionally for a local firm and he shares the aspirations of us all, to see our Railway running into Middleton Park "before my health and age dictate that I cannot", he concludes. □

Volunteer work can be fun!

David Wraith

Throughout all the work we have been doing remodelling the station area we have had many good laughs about some of things that have happened. Here are just a few examples.

Our next door neighbour at Middleton Railway is a wood yard, and late one afternoon in the summer four of us went into the business of supplying them with timber. On the branch line to Balm Road, near to the end of the old platform, was a large tree which did not figure in the plans. It had to be removed due to track re-alignment.

Our versatile Chief Mechanical Engineer, Steve, devised a plan. "Chain Saw Dave" arrived with his trusty saw. "Do Anything Pete" arrived with our faithful JCB. I was there as the Gofer. (You know, go for this and go for that) and was despatched to get the ladder and rope. One end of the rope was tied to the tree as high as I could reach from the top of the ladder and the other end attached to the JCB. In best logging practice, a "V" was cut (well nearly) into the trunk, in the direction of the fall and the JCB took the strain. Steve gave the signal, and the second cut was made. We did not shout "timber"; we had no need to because nothing happened. A gentle pull on the rope was called for, a creak was heard and we had movement. The tree fell gracefully to the floor..... at the wrong side of the fence! The next hour, in fading light, was spent cutting up the tree in the wood yard. We then had to re-build one of their timber stacks that we had partly demolished. We decided that the timber business was not for us. The fence escaped unharmed but we bet their security video was worth watching!

On another occasion, we were doing the footings for the new platform. The concrete mixer arrived. Three of us were standing in the trench waiting to shovel the concrete along, and the pour began. It was hard work so the driver, trying to be helpful added more water to make it easier for us. It worked, the concrete came rushing along the trench and in no time, was close to the top of our wellies. We had to run along the trench with the concrete gaining on us. We couldn't climb out, as the trench was about three feet deep with sloping sides. Everybody else found it very entertaining but believe me, wellie dancing in concrete is hard work.

Another pastime is hydraulic oil dodging. A group of volunteers stood watching "Fearless Frankie" driving our old JCB when a hydraulic hose on the bucket ram burst. Oil gushed out of it like a spectacular fountain..... I didn't know so many of our volunteers could run so fast whilst shouting at the same time.

Come and be a volunteer, laughter is good for your health!

Diesel dawn's Middleton's links

With acknowledgements to Norman Fearnley and Don Townsley

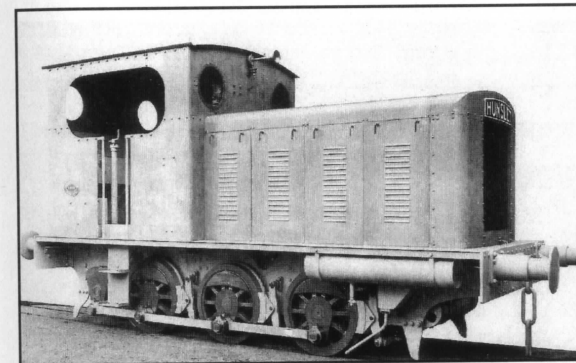
In February 1932 the Hunslet Engine Company created great interest at the British Industries Fair at Castle Bromwich by demonstrating a 21ton 150hp diesel mechanical shunting locomotive on a short length of standard gauge track.

After the close of the Fair the locomotive, Hunslet No. 1697, was returned to the maker's works in Leeds and operational trials were conducted with heavy coal trains on the two mile branch line of the nearby Waterloo Main Colliery. The London

manufacturers, one each from Armstrong Whitworth, Harland & Wolff and Drewry Car, two from Hudswell Clarke and four from Hunslet Engine Company.

These nine locomotives were allocated running numbers 7400-7408, very quickly amended to 7050-7058. Of these the Hunslet four were to be 7401-7404, later 7051-7054; the first three actually received the original numbers and were later renumbered, the fourth entering service as 7054. Livery in all cases was black overall with red buffer beams and standard LMS gold lettering of the period.

No. 7401 (7051) was the original demonstrator, weighing in at 21 tons. Nos. 7402 and 7403 (7052/3) Hunslet Nos 1721 and 1723, were substantially identical to each other in size and appearance, but were physically larger than 7401 and weighed 26 tons. The final unit No.7054 (Hunslet No. 1724) was much larger at 29 tons.



Hunslet No.1697/LMS 7401 then 7051 in works grey, 1932

Midland and Scottish Railway then agreed to a week's trial in ordinary service on their metals and so successful were these that a further ten weeks operation commenced on 15 August 1932, at the former Midlands Railway's yard at Hunslet Lane. On 30 October No. 1697 was returned to the maker's for examination, resuming duties at Hunslet Lane until January 1933, when it was repainted so that it could again be exhibited and demonstrated at the 1933 British Industries Fair.

Sir Henry Fowler, then Chief Mechanical Engineer of the LMS was granted £30,000 with which to experiment with diesel shunters. Orders were placed for nine locomotives from five

Trails of all nine locomotives took place at Hunslet Lane yard for a six-week period starting 15 August 1932. Working 16 hours a day, No 7401



Hunslet Lane yard early in 1935, from left 7056, 7055, 7054, 7052 and 7051 in a posed line up. The Middleton Railway runs behind the gasholder in the background. Now all is gone to make way for Crown Point Shopping Centre

(7051) consumed 1.73 gallons of fuel per hour, a significant saving over the normal steam loco. The loco was worked continuously from 5 a.m. on the Monday to 6 p.m. the following Sunday, a total of 144 hours a week, stopping only once every 24 hours for refuelling.

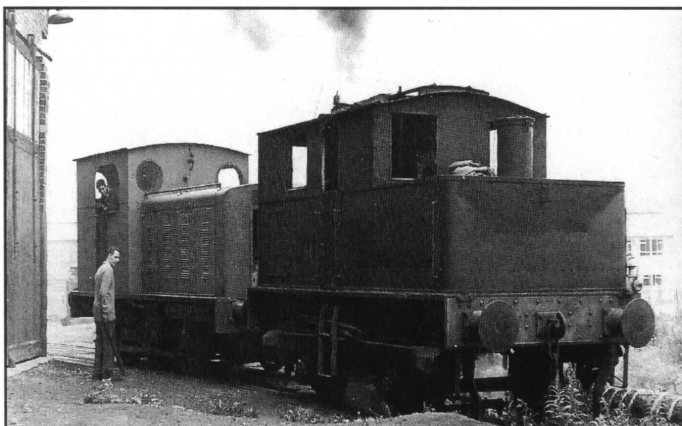
The Diesel Railway Traction supplement of *The Railway Gazette* for 3 November 1933 described number 7401 (7051) as an "outstanding success" and went on to give an account of the principal duties. The loco replaced 17in and 18in 0-6-0 steam tank locomotives although "it is obvious that this 21 ton diesel could not hope to compete with the steam units". However, a steam trial was arranged in one instance from Leeds to Bradford via Shipley (loco and brake van only) at a schedule of 30mph start to stop (the locos maximum speed was 30mph but most of the distance was run at 33-

33.5mph. 4.5 gallons of fuel were used for the round trip of 29 miles and the riding was as good as could be expected from a wheelbase of only 8ft.

After service at Chester, on loan to the War Department at Capenhurst, Cheshire, and on engineering work trains in Bramhope Tunnel amongst other duties, until in 1960, following its return to care of the Hunslet Engine Company it was presented to the Middleton Railway for preservation, where it was the mainstay for the regular freight workings between BR and Middleton's customers. In 1963 No 7041 (7051) was named John Alcock after its designer and in 1979 spent a period of time on display at the National Railway Museum.

Hunslet Lane today gives little clue as to its place in railway history. The bustling goods yard which grew from George Hudson's North Midland Railway passenger terminus is gone, replaced for the time being by the Crown Point Retail Park with its corporate national identity dispensing discount carpets, furniture and DIY. The locomotive and heavy machine tool factories which dominated the area up to thirty years ago are silent and their legacy forgotten as Leeds has found a new direction of the commercial Capital of the north.

What price progress? □



Even an ex-LNER class Y1/2 Sentinel looks quite large when in the company of one of the early diesels! BR departmental no.54 (previously 68153 and originally LNER no. 59) was the last Sentinel shutter ordered by the LNER and went into service in December 1933. Its companion in this picture is the ertswhile LMS 7051, only a few months older, and the juxtaposition of the two machines demonstrates graphically the different approach of two large main line companies to the same problem, that of escalating costs. The LMS were to buy no more steam shunters, the LNER were not so bold. The photograph was probably taken on the day 54 arrived at Middleton Railway in June 1961. Middleton member Norman Fearnley acts as shunter.

**Deadline for next
issue
15 February 2006**

THE SEPTEMBER OLD RUN

A number of lines of text in the last issue were unfortunately omitted from the final published version, even though the original proof copies were correct and had been electronically transmitted to the printers. We apologise for this and hope it didn't spoil your enjoyment of the journal

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(Limited by Guarantee and not having a share capital)

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A scene never to be repeated. This undated photograph shows NER 0-4-0T 38 of 1891 No. 1310, and passenger train in a sylvan spring setting. The shot was taken from Middleton Woods looking out towards the east, to where the new high school is currently being constructed beyond the railway track.. The middle distance now contains football pitches and a car park., and the area beyond the railway line is being filled with school buildings and playing fields. See page 16 for a modern photograph of the same site. (R G Powell)

