



**THE JOURNAL OF THE
MIDDLETON RAILWAY TRUST**

NO. 238 MARCH 2018 £3.00

(Not normally covered in snow at this time, but this is an exceptional year!)



On Monday 26th February 2018, Cllr Kim Groves of Leeds City Council, and Middleton Railway Chairman, Malcolm Johnson, shake hands in front of the Middleton Colliery Wagon, one of the items to be restored as a result of the Grant made by the Council to the railway. Fund raising Manager, Charles Milner, looks on. See page 12 for the full story ...

Introduction

The Old Run No. 238 March 2018

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

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

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

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.

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On the Platform Jenny Cowling

Life at our railway is always full of excitement, as you can see from the cover picture of this edition and the accompanying article on page 12. So, in order to make our dreams come true and the Broom Pit Memories become a really magnificent event, here follows a piece from Ian Smith which, we hope, will whet your appetite and encourage **YOU** to take part!

“Broom Pit Memories

As members will know from this magazine and other sources, the Middleton Railway has been given a substantial grant from Leeds City Council to commemorate the 50th anniversary of the closure of Middleton Broom Colliery, back in May, 1968. Our railway attempted to take over a couple of the colliery buildings, but was thwarted by vandalism and then the need to use the site for baled waste tipping (the hill you now see in front of the train when it arrives at Middleton Park).

Part of the grant is for us to **collect and collate memories of the colliery whilst in operation** and so we have set up an email address, **coal@middletonrailway.org.uk** to enable local residents and anyone else who has memories of the colliery to contact us so we can tape or film you. If you don't fancy being filmed, don't worry - we'll just sound record over some still pictures from the past. So, if there are any members with memories of the colliery, or you had any relatives who worked there or perhaps some artefacts from those days, would you please use the email to contact us, or contact us via the website, where there is a special “**Last Coals to Leeds**” portion, and we'd be delighted to get back in touch with you and arrange to see you and to hear your stories and see your photos etc.”



This photo taken in 1959 is of HC 1871-54 Blenkinsop locomotive under repair at the pit.

© Trevor Rowe

Our Railway is awakening from its winter slumber. By the time that you read this edition of Old Run many things will have taken place. Some of these are noted below.

Visitors riding the trains will be able to appreciate a more scenic view of the city and the surroundings. As I write these notes, delivery of the machinery and equipment is expected for use by the contractor who is to clear the superabundant vegetation from both above and to the sides of the track-bed. This work will help to ensure the safety of our crews and any passengers who might lean out of the coaches (however often we might advise against this). Completion of this work is expected before the running season opens.

A planning application has been submitted for a Carriage Shed to house our coaches away from the attentions of uninvited visitors and the weather. This structure will be erected above the siding next to the footpath (on the right as the train leaves the station). The generous legacies from the late Richard Holland, Joe Lee and Geoff Nettleton will be used to fund the above two projects, along with some other ideas that are still under discussion.

Work on the Running Shed has also been progressing over the winter and an opening ceremony is being planned for some time in the summer. This expensive project has been funded, without grant aid, purely from individual donations and society funds. Our heartfelt thanks are due to all who have contributed. Look out for information about the official opening date later in the year.

As you can read elsewhere your council has continued to reform the

volunteering structure and general welfare of our members. After consultation with Leeds Children's Safeguarding Board a number of aspects have been changed. It has been decided to appoint a deputy to the Safeguarding Officer; Janet Auckland has joined Andrew Gill thus providing both male and female officers. Along with the Volunteer Liaison Officers and the Membership Secretary it will be a mandatory requirement that these post holders undertake a DBS check. Discussions are also underway to ensure that all volunteers have their rights recognised under the Disciplinary policies of our railway. Thinking of joining the volunteer cohort? If so, then contact any of the above post holders or enquire at the ticket desk. You will then be able to experience the revised structured recruitment process.

As it will be 50 years since the closure of the Broom Pit, a commemoration of the life of the Pit and those who worked in it will be held in September. We have been very fortunate to be granted sponsorship from Leeds City Council for this event, which, among many other advantages, means the event will be being broadcast across the whole of the City of Leeds. Memories of colliery workers are being collated, and these will help to preserve the social history of the area through which our tracks have run. Do come along on 29th or 30th September for this **"Last Coals to Leeds"** event.

We welcome all who can visit The Middleton Railway to witness the 2018 metamorphosis.

Malcolm R Johnson
Chairman

The Last Brandlings of Middleton

The Last Brandlings of Middleton

By Malcolm R. Johnson

Background

It was on Monday 14th August 1865 that the association between the Brandling family and the Middleton Railway, along with the collieries, was broken. This was a connection which had lasted almost one hundred and sixty eight years from the time that Ralph Brandling had married Anne Leigh, the daughter of the Lord of the Manor of Middleton, on Saturday 16th November 1697 at Rothwell Parish church. On the death of Anne's father the Brandlings became the Lords of the Manor, residing at Middleton Hall which was situated on the north side of Town Street between the present gates to the park and the church. (The Hall was destroyed by fire in August 1962. One tragic consequence being that the gentleman who reported the blaze was found slumped over the telephone by his wife. He was taken to St. James Hospital where he was pronounced to be dead.) Middleton Lodge is thought to have been constructed about 1790 and was situated on the west side of the park. Eventually it became the club house for the municipal golf course.

At the time of the sale, fortunes of the Brandling family were dwindling and the estate at Middleton had been placed in the hands of trustees. This was, and still is, a mechanism whereby landed families could discharge some of their debts whilst still retaining a hold on their house and lands. This article focuses on the last three generations of the Brandling family who were connected with the Middleton estate and its coal mines.

Ralph Henry Brandling 1771-1853

Ralph Henry had been born on 20th November 1771 in Northumberland at Gosforth

where the family had a large house. At the age of 17 on 9th May 1789 he was admitted to the college of St. John's, Cambridge.

His studies resulted in the award of a B.A. in 1793.

After a further two years scholarship he

was awarded an M.A. As the second son of the family it was not envisaged that he should succeed his father to the estates. Often younger sons of the gentry would either enter the Church or the military. For Ralph Henry it was the Church. He was ordained as Deacon on 12 June 1795 and on the same day he was appointed to be Curate of Rothwell at a stipend of £40. Some eight months later, in February 1896, on the resignation of the previous incumbent, Ralph Henry became the Vicar of Rothwell. The living of Rothwell in 1862 was £992 15s. 9d. The parish of Rothwell originally covered a large area south of the Rive Aire including Hunslet and Middleton. The gift of the living of the vicar was that of the Lord of the Manor of Middleton. There is a reference which explains that James Ord, the predecessor to Ralph Henry, was also the curate of Benton, Northumberland and had been appointed vicar of Rothwell until such



© ChronicalLive

time as Ralph Henry 'became of proper age for ordination'. It goes on to say that this gentleman does not appear to have performed any duties at Rothwell which would have been under the charge of another curate. It would thus appear that the installation of Ralph Henry as vicar of Rothwell had been planned well in advance by his father. Ralph Henry apparently came to live in the area and is listed as being the occupier of the vicarage at Thorpe, near Middleton in 1795 for which the Land Tax for the year was £2 7s. 10d. In February 1826 Ralph Henry became the Lord of the Manor of Middleton as his elder brother, Charles John, had died without issue. He therefore resigned the living about 1828.

Miss Emma Bowles became his bride at a wedding ceremony conducted at North Aston, Oxfordshire on the 12th of April 1796. Emma was the fourth daughter of Oldfield Bowles Esq. This 20 year old bride was to be the mother of a number of children of Ralph Henry. Her first son, Charles John, was born on 14th November 1797 at Thorpe Vicarage between Middleton and Rothwell and would become the next Lord of the Manor. All of the subsequent children were born in either Northumberland or County Durham which suggests that Ralph Henry left the running of the Middleton estate and the mines to his agent. It is possible that Reverend Brandling and his family moved regularly between the home in Yorkshire and the North East. The notes in the Cambridge University Alumni state that he 'Appears to have met with misfortune, for the furniture, plate, china and other property were sold at Gosforth House, Sept. 26, 1836, and the family estates were

sold in 1852.' Perhaps Ralph Henry wished to live the good life of a country gentleman and spent more than the income generated by the estates. Certainly two years after his marriage a newspaper recorded on 27th July 1798 the following; 'Promotions from London Gazette - Northumberland Gentlemen and Yeomanry. -Newburn Troop- The Reverend Ralph Henry Brandling to be captain.' Charles John, Ralph's elder brother was the Lieutenant Colonel of the Northumberland Yeomanry. The question arising from the above is why, when coal was the fuel of the industrial revolution of that era was it necessary for the Brandlings to sell the mines which had been the source of their wealth? Was Ralph Henry, who was a widower by 1851, deeply affected by the death of his spouse? He was certainly deeply in debt.

One item of interest to local historians of Middleton is that, in 1845, Ralph Henry gave the land at the side of Town Street for the building of a new church which was to be named St. Mary the Blessed Virgin. The consecration of the new church was performed in the autumn of 1846 by the Bishop of Ripon. The church was designated to cover parts of the parish of Rothwell including 'the township of Middleton, Upper and Lower Gosham, and the hamlet of Carr-lane'. It was estimated that there were 2,200 people residing in these districts.

The Brandling estates had been sold in 1852. This was restricted to the property and lands in the North East of England as the Middleton estate continued to be in the family portfolio until 1865. One newspaper reported that, 'The sale by auction, under the

The Last Brandlings continued

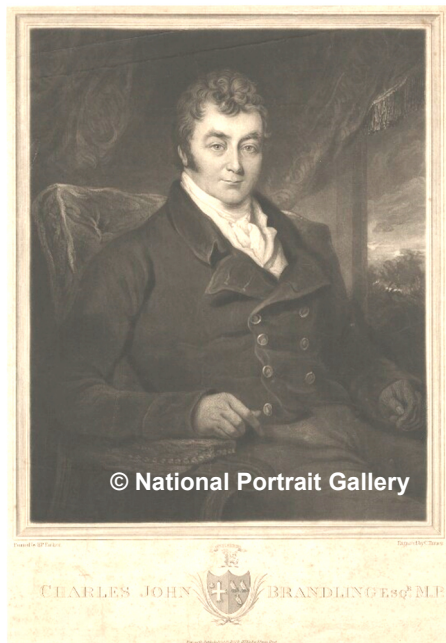
decrees of the High Court of Chancery, of the important, extensive, and valuable estates and manors of North and South Gosforth, with the capital mansions called Gosforth House and Low Gosforth House, the Seaton Burn and Coxlodge Estates, with a number of valuable farms, comprising upwards of 4,500 acres of land, also Gosforth colliery and part of Coxlodge colliery.....took place on Wednesday and Thursday, 6th and 7th Oct.’ The report goes on to say, ‘This ancient family having fallen on “evil days,”’ The article then lists the lots and the results of the sale and the lots sold by private contract and concludes that the market value ‘cannot be far short of £300,000’.

The following year the death of Ralph Henry Brandling was recorded at Eldon Square, Newcastle-upon-Tyne. This was on 26th August 1853. By that time he was, by the standards of the landed gentry, penniless. He was survived by his son Charles John by only three years. The question of his estate would appear to have taken a long time to be settled. It was not until 28th February 1867 that probate was finally granted and it was left to Henrietta, the widow of Charles John, as being the sole executrix, to administer the small amount that was left.

Charles John Brandling 1797-1856

At the time of his birth the Brandling family were residing at Thorpe Vicarage. Boxing Day, 26th December 1797 was the date of the Christening for Charles John. The record in the Rothwell Parish Church records states, ‘Charles John son of the Rev^d Ralph Henry Brandling by Emma his lady. Born the 14th of

November last, Thorpe Vicar of this Parish’. In 1815 there is a record in the West Yorkshire Land Tax Records for Charles John Brandling of Middleton Lodge as being the person responsible for the payment of



required dues. This record is more likely to refer to the brother of Ralph Henry and uncle of Charles John, who at that time would have been only 18 years old. Charles John the elder would, at the time, have still been the legal owner/tenant of Middleton Lodge. There is no record of his early life which would presumably have been spent with his family mainly in the North East of England.

At the age of twenty, following in his father's footsteps, he was enrolled at Cambridge University at St. John's College where his father had

The Last Brandlings continued

previously studied. It must be assumed that he was formerly a pupil at Eton as this establishment is also mentioned in the alumni record. Some three years later Charles John joined the army. Serving with the 3rd Foot Regiment he was listed as a Cornet on 20th April 1820 and was promoted to Lieutenant on 25th March 1823. Exactly two years later, on 25th March 1825, he was placed on the half pay list. Charles John had taken a house in Park Street in the parish of St Margaret, Westminster, London, and was listed as being liable for paying the Poor Rate for the property. This was in 1821.

It was whilst still being listed as a serving officer in the 3rd Foot that Charles John married. His bride was 23 years old Yorkshire girl Henrietta Armytage of Kirklees. The couple married by a licence obtained from the Archbishop of York on 1st November 1824. The groom gave his residence as Easington in County Durham. Wasting no time the solemnisation of their union took place at Hartshead Chapel the following day.

By 1830 Charles John and Henrietta were residing at Middleton Lodge and were listed in the UK, City and County Directory for that year as being, 'The Lord of the Manor'. The poll books for many years of this decade also listed him at this address. The running of the collieries in the 1830s and 1840s was in the hands of a manager, Mr T W Embleton, who lived at Middleton Hall and was a member of various learned societies, including the Yorkshire Philosophical Society. As Lord of the Manor and respected gentry, Charles John was able to

undertake the duties of being a magistrate. On 1st December 1831 he was listed as being one of the Visiting Justices for Wakefield gaol. The list of members of the Grand Lodge of Freemasons for 1837 includes Charles John amongst many people of importance.

It was Monday 31st July 1837 and the election hustings were underway. One of the candidates, Lord Morpeth, was addressing a gathering of his followers in Wakefield. Amongst the listeners was Charles John Brandling. Many of these listeners had blue cards in their hats or wore a blue ribbon to show their support of His Lordship. The hustings were interrupted by what was described as a mob of opposition supporters wearing yellow in their hats. The scuffle soon developed into a fight. Mr Brandling, along with another magistrate, called for calm. Having no response Charles John read The Riot Act from his book and then sent to Leeds for the military. By the time that the troops arrived the riot had ceased, leaving in its wake one man dead, many more with wounds, many broken windows and other damage. Mr Brandling had been hit by a number of bricks and stones.

The census of 1841 confirms that the family was still residing at Middleton Lodge and that the union of Charles John and Henrietta had been cemented by the arrival in the last decade of two children. Their daughter Henrietta was 10 years old having been born at Gosforth House on 18th December 1830. Her Christening had taken place two days later at Gosforth on 20th December 1830. Eighteen months later on 25th October their son Charles was born

The Last Brandlings continued

and Christened on 28th November 1832. All appeared to be well for the young family in the first half of the 1840s. Charles John was listed in the 1842 edition of the County Directory, his occupation being described as 'Esquire' The Electoral Register for 1844 gives his qualification of voting rights as 'Freehold Estate for life, in House and Land'. By the middle of the decade the family had moved to London and were residing at 23 Cambridge Terrace, Hyde Park. It is highly likely that Charles John had resumed his military career as in the census of 1851 he is recorded as being 'Lieut Colonel of 2 West Militia, Magistrate'. Along with his spouse and daughter the family was residing at Harmondsworth Village in Middlesex along with four servants. His regiment was the 2nd West Middlesex which was London based. (Harmondsworth is now on the northern edge of Heathrow airport.)

In the early 1850s Charles John was still residing in the London area, possibly being involved with military matters. In the West Yorkshire Electoral Register for 1852 the address for Charles John is given as the United Services Club, Pall Mall, London. By the middle of the decade he had returned to Middleton Lodge. Shortly before he died he transferred everything to three people who were presumably the trustees of the estate. At the age of 59 Colonel Charles John Brandling passed away at Middleton Lodge on the 28th June 1856. The funeral took place a few days later at the parish church of Rothwell on 3rd July. His wife, Henrietta, survived him by some eight years, dying at Salisbury,

Wiltshire on 5th October 1864. She was buried eight days later at St. Mary's church Middleton.

Henrietta Emma 1830-1920 and Charles Brandling 1832-1894

These siblings were the last of the Brandling family to have resided, for at least part of their lives, at Middleton Lodge. As will be recounted they were actually the last of this branch of the family.

Charles:

Photo source unknown



Although not the eldest child, Charles under the system of primogeniture on the death of his father should have become Lord of the Manor of Middleton. However this was not to be as the estates had been placed in the hands of trustees and eventually sold by order of the court. Charles, the only son of Charles John and Henrietta Brandling, was born at Middleton on 25th October 1832. He was baptised at the parish church of Rothwell just over a month later on

The Last Brandlings continued

28th November by the curate James Horrox. Unusually there is a second record of a baptism for Charles. The England Select Births and Christenings records confirm that he was baptised at Rothwell and then the second record shows that he was baptised again on the 14th March 1833. This time the ceremony took place at Gosforth. Assuming that both records are correct then it may be that the later event was to satisfy some family desire.

Along with his sister and parents he is next recorded as residing at Middleton Lodge in 1841. No record of his education has been discovered, however at the age of 18, Charles began a military career. Enlisting on 17th January 1851 as an Ensign and later Lieutenant in the 1st (or Grenadier) Regiment of Foot Guards serving in London and Chichester. The records indicate that he resigned on 16th November 1853. During his time in the military there is a record for a person of the same name applying for a passport. Sadly, the listing does not give any indication of the age or address of the applicant. There is also no record of Charles on the census of 1851. This may have been because of his duties for Queen and Country.

By 1860 Charles was residing at 1 Lower Grosvenor Place, London, then a substantial corner house not far from the gardens of Buckingham Palace but now a public house. The directory for this year also states that his alternative addresses were The Guards Club, SW. and Middleton Hall, Leeds. At the age of 32 this eligible bachelor was married at St Paul's Hanover Square, London. The date was 12th September 1865,

the groom giving his residence as 41 Eccleston Square, London and his occupation as 'Esquire'. His bride was a widow some 12 years his senior who gave her address as 32 Wilton Place, London. She signed the register 'Julia Jersey' as she was The Countess of Jersey.



A newspaper report of the event states that the bride was given away by the Hon, Francis Stoner and that the reception was at the home of this gentleman where 'invitations were limited to the immediate members of the family and to a few intimate friends'. The article goes on to list about forty people including Dukes and Duchesses, Lords and Ladies and military personnel after which is stated; '&c.' Presumably the sister of the groom, Miss Brandling, was listed amongst the guests. The first husband of Julia (nee Peel) had been George Augustus Frederick Child

The Last Brandlings continued

Villiers who had been a prominent politician. Her father was Sir Robert Peel the famous Victorian Prime Minister and the person who created



Sir Robert Peel
© Government Art Collection

the 'Bow Street Runners', forerunners of the modern police force (hence the colloquialism 'Bobbies'). After the ceremony the couple left for their honeymoon in Europe.

On their return Charles and Julia moved into 32 Wilton Place, Belgrave Square, Middlesex, which had been the family home of the bride. This substantial property is not far from Hyde Park Corner in London and was to be the residence of Charles for the remainder of his life. (An image of this building, found on Google Street View, shows it to be a most elegant property. Above the basement there are five further floors decorated with ornamental window and door frames and on the corner there is even a statue with its own canopy.) Charles

would appear to have made this his main residence and was now listed as being responsible for the rates on the property. For example, in 1880 the Westminster Rate book states that the amount due was £30 12s. 4d. which included the house and stable. The census records show that the family had a large staff of servants. In the early 1890's Charles was also still listed as being responsible for the Land Tax for Middleton Lodge.

A month before their twenty eighth wedding anniversary Julia, Countess of Jersey, passed away, whilst staying at Villa Lammermoor, Geneva, Switzerland. The date was 14th August 1893 and she was 72 years old. 'Lady Jersey was a type of those fast disappearing ladies who directly connect us with the fine manners and pleasant ways of the early part of the century.' was a newspaper comment on her life. Julia was buried at Middleton Stoney, Oxfordshire. Various newspaper reports of the time recount that Wilton Place had been the venue of many fine occasions and was filled with "objets d'art". Charles, it seems, was living a good life although there were reports of his failing health.

On 16th September 1894, thirteen months after the death of his wife, Charles was discovered by a servant to have died in his bed at Wilton Place. The York Herald reported on 20th September 1894 that he, 'was stepfather to the present Earl of Jersey, at whose request the coroner consented to hold the inquiry at the house where the death took place, thus avoiding the necessity of removing the body to the public mortuary. Medical evidence showed that the deceased gentleman, who was 63 years of age, had long

The Last Brandlings concluded

suffered from kidney disease, and that death resulted from sudden failure of the heart. A verdict of "Death from Natural Causes" was returned.' (The reporter had added two years to his age) Charles was laid to rest at the side of his wife at Middleton Stoney, Oxfordshire on the 20th September 1894. The mourners had included two of his step sons, the Earl of Jersey, the Hon. Reginald Villiers, and the Hon. Robert Villiers.

The Probate granted in London on 17th October 1894 states 'to Harriette Emma Brandling spinster Effects £4447 8s. 5d.' Thus ensuring that his elder sister could live a comfortable life.

Henrietta Emma:

It was on 18th December 1830 that the daughter of Charles John and Henrietta (nee Armytage) was born at Gosforth, Northumberland. Her baptism took place two days later at the same venue. At the age of ten she was listed as one of the residents of Middleton Lodge along with the

Middleton Lodge



rest of her family. Although shown as a 'daughter' on 1851 records she was actually living at the home of her brother Charles. Perhaps she meant to say that she was a daughter of the Brandling family in the same way that Charles would be a Brandling son.

Remaining a spinster all of her life Henrietta Emma had moved back to

Middleton by the time of the next census in 1861. After the sale of the Middleton estate and coalmines and the death of her brother she would appear to have lived on the money which had been bequeathed to her. The next census records her at the home of a cousin, Charlotte Armytage, at Holdenhurst in Hampshire. Now in her 40's Henrietta moved to the West Country and obtained rooms in various houses which were being used as lodging houses. These were, at the time, elegant Georgian buildings. The subsequent census records show a succession of addresses in the Clevedon and the Clifton, Bristol districts. Aged 50 in 1881 the census shows her occupation as 'Annuitant on own means'. This description was to be used on the subsequent records during her lifetime. She would seem to have lived a quiet life as searches of the newspapers for her have, so far, not revealed any entries except for being present at the marriage of her brother. Outliving her brother she passed away at the age of 89 on 14th February 1920 whilst still residing in the Bristol area.

Her brother having died some twenty six years earlier, without issue, Henrietta was therefore the very last of the Brandling family who had resided at Middleton and the last surviving member of this branch of the family.

Researched by Malcolm R Johnson

Overheard in the Running Shed whilst varnishing slats for the seats of coach 1867: "Now this proves that the Middleton is a class railway, not only is the firewood cut to length but it's varnished as well!"

"LAST COALS TO LEEDS"

Middleton Railway and Leeds City Council to co-operate on September Event "LAST COALS TO LEEDS"

We are delighted to announce that Leeds City Council has awarded our railway a grant of £13,000 to commemorate the 50th anniversary of the closure of Broom Colliery, back in 1968. This grant is awarded under the banner of "Love where you Live" and is to allow the railway to work with our local community, both to show how the colliery was such an important part of the community, and also to introduce the Middleton Railway to a much wider and younger audience. Another useful offshoot would be that if we can engage youngsters at Primary school age, perhaps they would not be so quick to vandalise us when they get older...

After a number of meetings with "Love where you Live" groups, the MRT steering group has agreed the following items to be undertaken between May and September 2018. Thank you to all of you who agreed to take part in the event preparations – now you know why we were questioning you and asking for help!! We feel these aims are achievable and we have consulted in depth with our engineering teams to make sure that we weren't going too far and over stretching ourselves. The main points are:-

a) **Photographic Exhibition:** L.C.C. would like this to be a touring exhibition if possible, visiting local schools and community centres (perhaps including the Hunslet Hawks Phoenix Space) before being put on display in the Middleton Railway Museum. It is hoped that, ultimately, it might become a part of the Leeds City Archive with a view to permanent

display.

b) **Commemorative Booklet:** L.C.C. would like a copy of the booklet to be made available to every school child in the Middleton area, plus Hunslet Carr and Low Road schools.

c) **Memorial Plaque:** The intention of the MRT is that the memorial plaque will not commemorate by name individuals who lost their lives working at Middleton Broom Pit, or who had worked there at its closure, but would be a generic commemoration of all those who had worked at the Pit throughout its life, including those who had lost their lives working there. This proposal was accepted by L.C.C.

d) **Engaging local schools in looking back at their community heritage:** L.C.C. are very keen for local schools, and in particular primary schools, to be involved in the commemoration to help build up a sense of ownership and pride in their community, and also to help encourage children in these schools to think about a career in science and technology. L.C.C. also sees benefits in educational visits to the Railway to help develop an awareness of the technological heritage of Leeds and to build pride and ownership in the assets of their community

e) **Providing Concerts by a Brass Band on the Event Days** – to mark the distinguished history of Colliery Bands in Yorkshire. Low Road Primary School in Leeds has developed a particularly musical tradition and has a partnership with Opera North, through the "In Harmony" Community Residency Project. L.C.C. are very supportive of

"LAST COALS TO LEEDS"

the MRT working with Andy Gamble, Headmaster, to develop a joint musical project built around the sort of music which would have been played by a colliery brass band.

f) **Asking former workers at Middleton Broom Pit and their families to provide written and/or verbal memories of life at the Pit:** L.C.C. would like to see at least a copy of any archive built up as a result of this project being deposited with the Leeds City Museum to form an asset for all of the people in Leeds. ***MRT will now be working to gather as much information as it can from local residents.***

g) **Applying Vinyls to Locomotives on the Middleton Railway to recreate former N.C.B. Locomotives, and in particular a Locomotive which worked at Broom Pit.**

h) **Refurbishing our Middleton Estates and Colliery Company Wagon using our younger volunteers.**

J) **Hiring a third ex N.C.B. Locomotive to enable all trains to be worked by former Colliery Locomotives on the Event Days.**

A Press event was held on 26th February to launch the event, and South Leeds Life will have a feature this coming month. At the event, Councillor Kim Groves said, "On behalf of Cllr Blake and Cllr Truswell and myself I'm delighted to support Middleton Railway with funding for this project. We are especially keen to see the work in schools which will help future generations really understand the important role coal played in this community." Our

Chairman, Malcolm Johnson, replied, "Our railway was built to convey coal from the pits at Middleton to Leeds. The event in September will commemorate the closure of the last mine in the area. The visual and written history of the mines and colliers is being collated for distribution throughout the city. It will be preserved as a resource source for future generations. I would like to thank Leeds City Council for their enthusiastic support and encouragement."

Social Media will be heavily involved in getting the word out there and, of course, our Steering Group will be going out to local schools, distributing our booklets and, in due course, telling the story of Broom Colliery .

**Ian Smith; Charles Milner;
Janet Auckland; Andrew Gill.**

Middleton Memories Filming

For those of you who have agreed to be filmed telling us about your fascinating experiences at the MRT over the last 50 plus years, there are some changes of date.

Not everyone could be available during the daytime, so the following sessions have been arranged especially for you. These are:-

**Wednesday 21st March from
7.30 p.m. and**

**Wednesday 18th April from
7.30 p.m.**

We look forward to seeing you then and to hearing more about life in the early days of restoration of the railway.

John Linkins and Gavin Johnson

Project Phoenix update - Ian Dobson

Project Phoenix Update

As of 8th February 2018 we have £15,798 raised towards the repairs for Olive. It should be noted that £9,000 of this is the insurance payout so we have effectively raised around £6,798 to date. It should also be noted that £1,148 of this is Gift Aid (both received and expected). Now Olive is back at Moor Road we need to raise a further £3,500 to cover all the costs incurred to date – transport to and from Ingrow, new windows and covers and the excellent professional bodywork repairs. This means we will have spent around £10,000 to date on top of the £9,000 insurance payout – and we still need to complete the interior refit and rewiring. The good thing about the remaining work is that it is all voluntary so we only have to pay for the materials. We can stage the work as the materials are available – and spend accordingly. We have a small but steady amount coming in each month in the form of Standing Orders (around £50 including Gift Aid) and if you can afford to add to this it would really help.

There are four ways for you to donate to the appeal to restore Olive – every little really does help! Please note that donations via CAF donate (option 1) do incur small fees:

1) <https://cafdonate.cafonline.org/5250> is the 'CAF donate' page which operates in a similar way to 'justgiving' and other similar schemes. We lose around 3% in fees on these (capped at £30 though!)

2) Make a payment direct to our CAF Bank account (Sort code: 40-52-40 account: 00093309)

3) Make a payment direct to our

Yorkshire Bank account (Sort code: 05-03-28 Account: 33644969)

4) Send a cheque payable to 'EM2 Locomotive Society' to EM2LS, 21 Harper Grove, Idle, Bradford, BD10 8NX. If you are eligible for Gift Aid, please include the declaration shown on our Membership Form at:

<https://www.em2ls.org.uk/membership/>

Thank you very much.

DB998901 The Drewry Car

Things have moved on significantly since November. The new exterior windows were all fitted in December thanks to Robert Taggart and Ian Dobson. We also managed to scavenge enough plywood and Perspex to seal up the remaining doors and windows during January. Ideally we wanted the vehicle back at Middleton after the Santa Specials and with some help from Chris Smith of the Vintage Carriages Trust the end was very much in sight and we agreed that we would have her away from Ingrow in "mid/late January"; both sides were happy with this. The extra time even meant that we got some of the interior painting started!

Shortly before Christmas I bought the timber and mesh to manufacture the new window covers, intending that these would be manufactured at home over the Christmas break. However Mother Nature decided otherwise and when I went down with one of this winter's finest bugs on Boxing Day which eased enough to kick off a bout of sciatica in early January we were faced with a mid/end January deadline and no window covers – not an ideal scenario for Moor Road in the winter. Luckily my sciatica started to ease towards the middle of the month and a rush job in

my freezing garage saw them all complete for Sunday 28th January. This was just as well, as the transport was booked for the following day ...

The new covers are basically the same design as those destroyed in the fire – although they now hang off the new guttering and fasten with a single bolt beneath each of the six large windows. In addition to this I cut and painted three pieces of plywood (black on the outside and white on the inside) to cover the end windows. These are held in place by four of the existing window bolts which have been reversed and wing nuts fitted. I must thank my daughter Polly here for her assistance and patience in a grand tour of West Yorkshire DIY depots on a Saturday morning to find one that had both the right size of plywood and the capability to cut it. The total cost of the materials for the window covers was £165 so if anyone would like to sponsor any of them it works out around £20 per window!

Behind the scenes I have been contacting various people who have offered to help. We may have someone at Middleton to manufacture the two new passenger doors required and someone else who can help with the re-wiring. If there is anyone else out there who can offer their services in any way I would love to hear from you! The next priorities are the floor and re-wiring, with interior painting to be done when the weather warms up a bit...

The day of the move dawned reasonably fine but I decided not to head for Ingrow as my leg was still playing up and I needed to be relatively fit to drive the shunter at Moor Road when Olive arrived there. Fortunately Robert Taggart now works

part time at Ingrow and so was able to supervise things there and let me know when the lorry was en route. This was supposed to be around 2.00 p.m. but the haulier decided to turn up earlier so Olive was actually back at Moor Road in good time, allowing us to unload and shunt in daylight. The long term plan is for Olive to go outside the workshop at the back of the car park (where she started her preserved life in the late 1990s in fact!) but for the remainder of the closed season she is likely to remain in the car park with the two coaches. This offers easy access for materials – in fact we can park right outside the door!

Usually shunts at Ingrow are done by the Bahamas Locomotive Society's Ruston 'James' but this is currently out of traffic so a loco was to come up from Haworth to do the shunt. This was unavailable but the Railway provided a very appropriate alternative with Mersey Docks and Harbour Board (MD&HB) no.32 built by Hunslet in Leeds!

By a happy coincidence when Olive arrived back at Leeds the loco at the front of the queue to shunt her clear of the lorry was MD&HB no.45, another Leeds built Diesel, by Hudswell...

So, now the serious work starts. We have plenty to do and once I am back to full health I intend to get on with it. In the meantime Robert Taggart is doing a sterling job with odd tidying and painting jobs. Once the longer evenings are here I hope to try and start a regular weekly working party. Thanks for all your support so far – we're getting there!

Ian Dobson

Project Phoenix - the beginning, the end (to date) and



Shunting at Ingrow, 29th January 2018: MD&HB 32



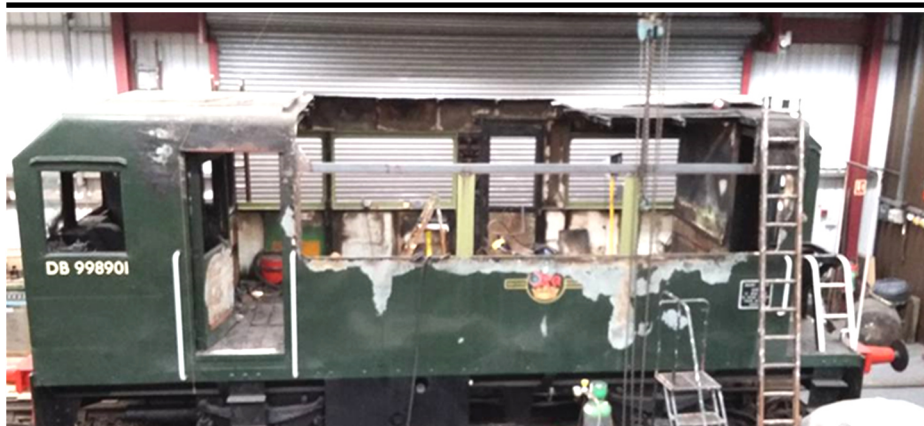
Shunting at Moor Road: MD&HB 45



*Before: Ready to leave
for Ingrow – May 2017*

All photographs
© Ian Dobson.

nd the absolutely dreadful middle - now behind us.



May 2017, shortly after arrival at Ingrow!

After: Same area in January 2018, new windows and interior painting started



Ingrow, 28th January 2018 – boarded up and ready for transport to Leeds



Ever had a “Bad Hair Day”? - Charles Milner

Engines Suffering Bad Chimney Days.

The appearance of a steam locomotive is defined as much by its chimney as by any other feature. Chimney styles range from the aristocratic hauteur of a Great Western copper capped chimney to the Calvinistic simplicity of the stove pipe chimneys fitted to many ex Caley locomotives in their later years. Some complement the locomotive, some like the double chimneys fitted to Ivatt Class 4s destroy the aesthetics of the locomotive,

In this respect the post-World War One Hunslet built locomotives were particularly blessed: they were provided with a simple, slender, beautifully proportioned chimney with an elegant but restrained cap. A chimney which perfectly complemented the clean unfussy lines of the locomotives; a chimney which gave these locomotives something of the air of a Victorian man of affairs, grave, steady, unflashy.

And in later years some of these same locomotives were blessed by being retro-fitted with a radically different chimney which transformed their appearance without harming it. This chimney was the tapering stove pipe chimney fitted to those 15 inch and 16 inch cylindered saddle tanks which were retro-fitted with a Kylpor blast pipe, producer gas fire box and underfeed stoker. At a stroke these engines were given a modern appearance, purposeful, bustling, powerful.

Sadly not all post World War 1 Hunslet built steam locomotives retained their original chimneys or were modernised with the Hunslet designed stove pipe chimney. For reasons now lost in that other country we call the past, their original chimneys were mislaid and their owners, in a spirit of penury or because they cared nothing for the appearance of their locomotives, fitted home-made chimneys to them rather than buy replacements. These poor engines were condemned to endless bad chimney days.

Three such engines are illustrated opposite.

HE 2408, 'Warsop'. A 15 inch saddle tank delivered to Warsop Main colliery in North Nottinghamshire on 24/04/1942.



Collection C. W. Milner

At the time of delivery the colliery was owned by the Staveley Coal and Iron Company which was headquartered in Staveley near Chesterfield and operated Staveley Iron Works and Staveley Chemicals. The former achieved fame through the use of BR locomotives (principally ex. Midland Railway Johnson 1F 0-6-0 Tanks) supplied from Canklow Shed for works shunting, and the latter being the home of the last surviving Markham built locomotive, 'Gladys' which is now preserved on the Midland Railway at Butterly. Prior to nationalisation the Midland railway and then the L.M.S. supplied one locomotive, usually a Midland Railway 1F0-6-0T to shunt the colliery yard. The colliery was sunk between 1893 and 1895, became productive around 1898 and proved to be a very successful enterprise by exploiting the Top Hard Seam. In 1935 it was one of, if not the, most proficient mines in the country, employing some 2,500 men and boys and producing a weekly output of some 21,000 tons of saleable coal. In 1953 a detailed proposal was drawn up to fully re-organise the mine, both surface and underground, including tower mounted electrically powered winding systems at an overall cost of some £2,060,000. This work, which was completed by 1960, was followed by other major projects during the following years to maintain the colliery's effectiveness.

Think what it's like for a Chimney!

However it was not to last and despite a program of cost cutting the colliery closed in 1989.

At the time that this picture was taken the home made chimney was the least of the problems facing 'Warsop':

it was scrapped by W Bush of Alfreton sometime between May 66 and April 67 along with the three other surviving steam locomotives. The black livery, although unusual in the North Nottinghamshire coal field, was a relic of the locomotive's ownership by the Staveley Coal and Iron Company which favoured black as the colour of its locomotives.

HE 3593, Frickley No. 5'. Delivered on 22/09/50 to Frickley Colliery.



Collection C. W. Milner

This locomotive spent its entire life at the colliery and was scrapped in January 1969. When it lost its original chimney they could not even find a length of pipe of the required diameter but simply rolled some steel sheet to make a cylinder and welded it to the smoke box. The appearance of the locomotive says something about the operating conditions in the latter days of steam at Frickley Colliery. Carlton Main Collieries sank Frickley Colliery between April 1903 and May 1905 and it was closed in November 1993. The Carlton Main Colliery Company was a model employer with strong views on the welfare of its workers. It built the Warde-Aldam Hospital in 1911 and it's welfare schemes also included a maternity home, medical service, recreation ground,

swimming baths and other sports facilities including the formation of Frickley Colliery F.C. later Frickley Athletic F.C. and Frickley Cricket Club, as part of the Frickley Athletic Club. Other locomotives of note to work at this colliery included HE 1589 'Newstead' which gained some notoriety when it was discovered in 2016 after being 'lost' for many years. It has since been moved to the Nene Valley Railway, and HE 1672, 'Frickley No. 4', which was one of the Hunslet 14 inch locomotives which worked on the Haifa Harbour contract in the Mediterranean in the early 1930s and was eventually repatriated to the UK.



HE 1458 'Ferrybridge No. 1'

Collection C. W. Milner

This locomotive was delivered on 07/06/25 as 'Y.E.P. Co. No. 2' to the then newly built Ferrybridge A Power Station of the Yorkshire Electric Power Co. This locomotive was the only one of the 27 inside cylinder Hunslet Engine Co. 15 inch saddle tanks which was not delivered to either a colliery company or to the Mersey Docks and Harbour Board. It spent its working life at Ferrybridge Power Station and was scrapped on site by T.W. Ward a few years after this picture was taken. Ferrybridge A station closed in 1957. At least in the case of this engine an attempt was made to improve the appearance of the home made chimney by welding a ring round the top. The condition of the locomotive suggests that it was well cared for.

Charles Milner

Volunteering for the Future - John Linkins

Volunteering for the Future

Recently both the MRT's council and volunteering working party have spent some considerable time discussing the recruitment, retention and training of both new and existing volunteers. As many of you will know, we have a comprehensive MIC programme in place (Mutual Improvement Classes) which is open to all members and covers a wide variety of topics. Between 2017 and 2018 I believe this programme will be the most extensive we have ever run over the winter period and stretches into June, so please do attend if you are available. Dates are published regularly in this journal.

We have also spent considerable time examining how to improve the experience for new volunteers with a review of our vetting procedures, induction process, safeguarding policy and other important documentation that will ensure anyone joining us has a comprehensive introduction to the Middleton Railway. A designated group of volunteers have offered their services as VLOs (Volunteer Liaison Officers) and will support this induction process by providing a friendly face for new volunteers to chat to (along with the many other working members no doubt!) and someone to go to if things don't quite go right.

On the subject of things not quite going right, I would like to remind all members that if they have any concerns regarding safeguarding or child protection they should speak to our designated safeguarding officer Andrew Gill or his deputy Janet Auckland. MICs will be given on safeguarding and regular refreshers will be provided. It is strongly recommended that all working members make themselves aware of our policies and procedures.

Additionally, we are developing a successful programme for young volunteers which has more structure than previously. This includes dedicated 'Young Persons' days which several volunteers are kindly assisting me in running, and a

log book which is being completed to track their progress. At least one of our young volunteers is using this towards his Duke of Edinburgh award which is very pleasing to note.

In summary, things continue to develop in a most positive way. We are hopeful of recruiting more volunteers through an upgraded web page, volunteering leaflet and promotion of the fact that we are in need of volunteers in general. On that note, please do consider (if you have not done so already) joining our team of working volunteers or promoting such opportunities to your friends, family and work colleagues. We could always do with more volunteers and those of you with particular skills are especially needed. There is not a week goes by without a message from our friendly roster clerk pleading for crew, or projects in the workshop have to slow down due to a lack of labour. We can happily provide training, but everyone has to start somewhere and the sooner the better. We promise a warm welcome, an active and progressive organisation with big plans in the near future and, most importantly, an excellent selection of biscuits! Please do email

volunteering@middletonrailway.org.uk
or pop into the railway one day for a chat.

John Linkins



One of our young volunteers learning, under close supervision, how to be a 'mechanical engineer' at the MRT.

How about joining him?

Middleton Railway MICs to Summer 2018

Thursday 5th April - Guarding. An important refresher in an area that provoked great discussion last time around, this will also support those who are new to guarding or who have recently taken a conversion course. Lead – Mark Whitaker. Support – Douglas Lovely, John Linkins.

Tuesday 8th May – Steam Fleet - Overview of the steam fleet, including specific pointers relating to the Sentinel and good practice as the new season opens. Lead – Steve Roberts. Support – Mark Whitaker, Mike McPeake.

Monday 11th June - General Safety and Induction. This over-arching course will also allow some reflection related to the new rulebook and its implications on some areas of our operations. A key MIC for all volunteers. Lead - Mark Whitaker. Support – John Linkins.

All MICs take place in the Engine House from 7.30pm. Please see John L or Mark W for further details. Practical sessions are also being planned to accompany the above.

Training is also being planned and provided for our young volunteers, those under the age of 18, details of which will soon appear in the workshop, Engine House and on the members area of the website. Any members who are able to assist with running sessions for our younger volunteers are requested to talk to John Linkins in the first instance.

Ian Dobson's Famous Social Evenings

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

The programme for the remainder of 2018 is as follows:

3rd April:	Return to Australia (Mike Swift)
1st May:	Far East steam in the 60s (Frank Craig)
5th June:	TBC
3rd July:	TBC
AUGUST:	NO MEETING
4th September:	TBC
2nd October:	Powered by Napier (Nige Paine)
6th November:	TBC
4th December:	Christmas Quiz



Moor Road Happenings - Steven Roberts

MOOR ROAD HAPPENINGS

LOCO NOTES

With another successful Santa season behind us we are in the relatively calm period when we do not operate any train services. However, as always, there is much to do and seemingly not enough time to get it all done. At the time of writing, the start of the 2018 services is only four short weeks away. Hopefully, we will have done enough to be able to open as usual, but it is always a case of fingers crossed.

1601 MATTHEW MURRAY

Presently winterised and awaiting a visit from the Boiler Inspector, which is imminent.

No. 6

Work has, at last, re-started on the long delayed overhaul of this locomotive. The initial work has been concentrated on the connecting and coupling rod bearings. These are best described as 'well-worn'. Some brief consideration was given to replacing them completely and having new ones cast but, in the end, it was decided that building up with white metal would be the best option. The bearings have all been opened out in the lathe to give a good clean surface for tinning. 'Tinning' is the term used to describe the action of putting a thin coat of solder over something else, in this case the gun metal bearing, and provides a key for the molten white metal to adhere to when that is poured. Suitable moulds have also been produced for the casting of the white metal. Once the two halves of the bearing have been treated in this way they are assembled in the appropriate rod and this is carefully set up on the Huron milling machine. A boring head is then used to machine out the bearing to the correct finished dimensions. This is only one part of the activity, though. Before this can be done, it is necessary to measure carefully the individual crank pins to ascertain the correct size. It is at this point that you establish the fact that

the crank pins aren't round and are in need of remedial work. In the past, we made a crank pin turning tool so that we could machine them round but it did not prove to be very successful. The alternative has been to file the crankpins until they are 'essentially' round and finish the job off with emery tape. Fortunately, most of the crank pins were not so much out of true as to make this a daunting task, but we did have to take a grinder to one to get it reasonably near enough to make filing a more attractive solution.

The work on the crankpins and bearings is now almost complete and attention has turned to aligning the slide bars and crossheads. Some work was done on this several years ago but, because of the lapse of time, it is felt better to start totally afresh and re-do what has already been done.

A specification for the necessary boiler work has been drawn up. However, since the last boiler examination we have changed boiler inspectors and it is felt prudent to have it examined again to make sure that our existing inspector is totally in agreement with the proposed work.

1210 SIR BERKELEY

Immediately after the New Year the loco was shunted into the workshops to enable dismantling to begin in preparation for its forthcoming overhaul. This work has been ongoing as suitable and available labour permits. To date all the fittings and pipework have been removed, enabling the spectacle plate, cab sides and tank to be removed. A start has been made on removal of the cladding sheets and lagging with that which is around the firebox being attended to. However, removing the boiler barrel lagging really requires the loco to be over a pit and, despite have a lot more pit space than in previous years, such space is still at a premium.

Once the lagging has been removed, the boiler will be lifted from the frames and placed in the boiler stands which we

Locomotive and Carriage and Wagon Notes

made some time ago. The chassis will then be shunted into the back road of the workshops where it can be lifted off its wheels. Before this latter can happen, though, it is necessary to undertake a joint examination with the Vintage Carriages Trust to agree the scope of work to be carried out during the overhaul.

No.11

Nothing to report yet again.

No.1310 (NER Class H)

Boiler washed out and stripped in preparation for the boiler inspector, who should be visiting at the beginning of March.

1544 SLOUGH ESTATES No.3

After working some of the Santa services the loco has been winterised and the boiler washed out and prepared for the boiler inspection, the first part of which was carried out on the 14th February with no concerns expressed. It has now been prepared for its formal steam test. The left hand injector steam valve has been overhauled as it was passing steam when shut off. The left hand clack valve has had similar attention for the same reason.

When re-fitting the pressure gauge after calibration checking, it was discovered that the gauge shut-off valve was loose and required tightening; simple in theory but not in practice. This could not be achieved as the spindle fouled the adjacent valve, preventing it from being turned and tightened. Unfortunately, removing the spindle has proved to be impossible so we have had no choice but to cut it off. A new replacement valve is presently on order as all the ones we have in stock are not suitable for the pressure.

SENTINEL No.54

It would have been good to be able to report good progress with the locomotive but that is not the case. However, there has been some progress. Both the main

steam and exhaust steam pipes have now been finally finished and fitted, the latter entailing the slight re-positioning of the heat exchanger. However the pipe from the heat exchanger to the blast nozzles still remains to be made.

The safety valves have proved to be a bit of a challenge. It would probably have been easier to abandon the Sentinel valves and fit commercially available ones but we are never one for the easy option. We have four sets of safety valves; the original set, an old spare set, both of which are complete with two valves, springs, etc. and two other incomplete ones. The trouble with the former two is that the bodies are badly corroded. Not so, the two latter ones, although one of these has suffered from erosion internally. The original plan was to use one good body and transfer the actual valves and springs from the original valve set. Easy in theory but when you get down to the nitty gritty you find that all are subtly different! After much fiddling and making of the odd new part we now have a complete set which can be fitted to the loco. However, one of the two valves is leaking slightly when tried with compressed air and, because of the configuration, it is virtually impossible to establish which one. Work is still ongoing on this.

The mechanical lubricator pipework has been overhauled, re-fitted and the system primed ready for use. There is still a lot of pipework to fit, however. One of the problems with these locos is that Sentinel used steel fittings instead of the more usual bronze/gun metal ones and many of these are corroded and deemed to be no longer fit for purpose. This has entailed the manufacture of new, which isn't a problem but does take time.

The original pressure gauge and exhaust pressure gauge have both been overhauled and calibrated. A new vacuum gauge has been obtained to replace the missing original. A fourth gauge will be required for the steam

Loco Notes continued

supply to the vacuum ejector but we should have something suitable in stock. Work continues on the repair of the window frames. A new frame has been made and fitted to replace the rotten front one. The six individual sliding window frames are all being overhauled and repaired, as necessary.

HE 2387 BROOKES No.1

Brookes No.1 has been in regular use since its entry into traffic. Inevitably, a few minor problems have arisen but nothing of any consequence. One that is annoying is the leakage from the piston and valve glands. This tends to be a weakness of Hunslet inside cylinder locomotives; you have only to look at video footage of them to see that this is invariably the case and 2387 is proving to be no exception, despite the fact that the rods and glands were all overhauled to recommended clearances.

The joints between both of the injectors and the boiler have been leaking slightly so these have both been re-made. The fireman's side injector has also proved to be a bit of a problem, especially when the water level in the tank gets low. The problem lies with the clack valve, which is integral with the injector. The injectors were overhauled shortly before the loco came out of service in 2009 and new valves were fitted at this time. However, as they wear, the valves tend to tilt slightly and it is easy for them to catch the non-machined face and not seat properly, leading to leakage and further damage. The clack valve and associated isolating valve have been ground in and await a steam test to establish whether the repair is successful.

The boiler has also been washed out and has passed its annual thorough inspection by the boiler inspector and awaits a steam test, planned for the beginning of March.

Fowler 42200033 HARRY

The cab windows have been removed preparatory to the fitting of replacement

glass. The four windscreen wiper motors were attached to the windows which were smashed so these have had to be removed as part of the repair work. The motors have now been cleaned and overhauled ready to be refitted. Until the windows have been replaced and the loco made weatherproof it is being kept in the Engine House.

The engine has been run up and only the ammeter seems to have been broken beyond repair. (The torque converter temperature gauge was already unserviceable.)

Peckett 5003 AUSTIN'S No.1

Available for traffic and used as required. The generator drive belt recently failed and has been replaced by a new one.

D2999

Available for traffic and used as required.

D577 MARY

The loco is available for traffic and sees occasional use.

HE 6981

An opportunity has arisen to bring this loco into the workshops for a period where progress on its overhaul and repaint can be speeded up. Work has been ongoing on needle-gunning the frames and bodywork. This has revealed some corrosion of the rear bonnet access doors and the right hand cab side sheet. The corroded doors will be replaced with new. A decision on the repair of the cab side has yet to be made. The locomotive was originally built to a flameproof configuration for use in an oil refinery and much of the flameproofing still exists, even though the exhaust system had been modified to bypass it. It has been decided to do away with the flameproofing equipment where sensible, and to this end the exhaust conditioner tank on the left hand side has been removed. The bonnet top has also been removed to allow removal of the water make-up tank,

which is welded to it.

Although we have all the necessary equipment to fit vacuum brakes to the loco, actually doing so is proving to be a bit of a problem. Finding somewhere to take a belt drive off the engine is difficult, as is a suitable location for the vacuum exhauster.

D631 CARROLL

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

L.M.S. 7051

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

OLIVE

Work has been continuing on the repairs to this vehicle at the Vintage Carriages Trust; the specified work has now been finished and the vehicle has returned to Middleton. Much still remains to be done, however, before it can be made operable again.

D1373 MD&HB No.45

Once sufficient crews had received conversion courses on the locomotive it was possible to bring it into normal service and it has shared duties with the other diesel locomotives. The low torque converter oil pressure problem has still to be solved as changing of the charge pumps made no difference. The loco has received minor maintenance, including a thorough greasing and adjustment of the brakes.

Greenbat 420452

Work has progressed on needle-gunning of the frames and bodywork of the loco but it is very much a job for when the mood takes. There is much to do, especially with regard to corroded plate-work.

* * * * *

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

CARRIAGE & WAGON NOTES

LMS Brake Van No.158760

Time was eventually found to lift out the large centre weight and turn it over so that it could be needle-gunned and painted. Similarly, once this had been done the weight was turned over yet again and craned back into position. The chassis is now essentially complete apart from the fitting of running boards and the brake column. All else that remains to be done is the fitting of the cast iron wedge blocks that hold the weights in place. The body has been made ready for lifting back onto the chassis, having been provided with a framework of scaffolding to support it. The body is separated from the chassis by a number of 1" thick rubber pads. The majority of these were considered to be life expired so new ones have been obtained.

Coaches

The installation of a new heater to coach No. 2084 was successfully completed in time for the start of the Santa services. Coaches 2084 and 1074 have both been sheeted over for the winter and presently reside in the car park. Whilst this is not the ideal place to store them it is felt that, being on full view from the road, they will be less susceptible to a recurrence of the vandal attacks we experienced last year.

As noted in the last Old Run, the damage to coach no. 1867 was such that it was agreed to start the proposed rebuild with a view to returning it to traffic at the earliest opportunity. Again, as noted in the last Old Run, there was some concern about whether the lightweight concrete floor contained asbestos. Analysis of a sample of this indicated traces of the material but not sufficient that we couldn't do the removal work ourselves, having taken all the necessary precautions. A risk analysis was undertaken and a detailed method statement drawn up. This required the vehicle to be quarantined in a designated

Loco Notes continued

area and the running shed was chosen for this. This decision effectively meant that no floor removal work could be done until the end of the Christmas running period on New Year's day. Work started on the first Wednesday after that with the use of a wet cutting machine to cut the floor into sections. This should have made the job relatively easy but the reality was that it didn't. The reinforcing grid was attached to the corrugated tin base which, in turn, was fastened to the vehicle frame. Although the cutting undoubtedly made things easier, a lot of brute force was necessary to separate the reinforcing and completely remove the floor.

Once the floor had been removed and the chassis cleaned down, it was moved into the Engine House to provide an undercover working area. The old steel sheet roof covering was removed as this had been a perpetual problem with rainwater leakage. It is being replaced by a more traditional bedded canvas covering. The roof timbers themselves were fortunately found to be in fairly good condition and, apart from an occasional loose board requiring re-fitting, are suitable for further use. A new canvas sheet has been bought and should be fitted imminently.

At floor level, removal of the concrete revealed that the side sills were in poor condition and it was decided that these should be replaced. These are of 4" x 3" angle section, which is now unobtainable so the nearest metric equivalent has been used. The new floor is presently being installed. Whilst it was originally intended that this would be the same as that used on coach 1074, it has been decided to use a phenolic faced birch plywood, known as buffalo board.

VANDALISM AND BREAK-INS

We had hoped that the acts of vandalism reported in the last Old Run were over with those concerned having become bored with visiting us. However, over the Christmas period we had two more

'visits', on Boxing day and New Year's Eve, resulting in the windows in the ballast brake van and the platform shelter being broken. Whether these were the same people, we can't be certain. We do know, from a recently installed camera, that the culprits were easily able to climb over the gates across the Balm Road branch. This led to a rapid conclusion that better gates were required at this point and these were installed on the 3rd of January.

Unfortunately the increased security has not seen the end of the recent criminal acts. On the late evening of the 15th February persons unknown broke into the yard and attempted to break into the running shed by cutting a hole in the steel cladding, fortunately without success, although they did make a mess of the cladding. They also attempted to break in to the LMS 12 ton van, which is used for storage of various items. Again, they failed to gain entry as the door they used will not open because of warping of the timber. However, significant damage was done.

RUNNING SHED

Although not yet fully finished, the running shed was sufficiently complete to enable it to be used for this purpose over the Santa season. This meant that the locos could be kept under cover with no need for them to be shunted out the night before and much less worry if frosts were forecast.

A new workbench has been fabricated for the running shed as, although it is not intended as a workshop, it is inevitable that maintenance work will be carried out in there. In a similar vein, it is sensible to provide welding and gas-cutting facilities to avoid the rather laborious task of taking these from the workshops when they are needed in the running shed, which can be quite often. There is also a frequent need for compressed air and, rather than run flexible hoses from the workshop when needed, the existing fixed air piping has been extended to the

south end of the running shed. As a bonus, this extension allows us to get a supply of compressed air into the Engine House easily when the need arises.

There was always an intention to provide a roller shutter door between the old workshop and the running shed. However, due to a mix up, one was supplied but not fitted as part of the Running shed contract, leaving us to fit it ourselves. This did have the advantage that we could fit it where we wanted it and not in the place intended by the contractor. The advantage was that we could make the running shed a couple of feet longer, something which is quite critical with our perennial confined space problem. This did, though, involve some alterations to the door to make it fit. Shelving has also been installed to enable all the associated tools and equipment to be stored in the building. Ongoing as these notes are typed is the installation of LED lighting in the pit, hopefully making it much easier for footplate crews to prepare their locos.

Steve Roberts, Mechanical Engineer

WILL THE REAL 6273 PLEASE STAND UP?

Ever since the Engine House opened, back in 2007, we have had on display a small 4wDM on loan from the National Coal Mining Museum, Caphouse Colliery. HE6273 was built in 1965 as a diesel-mechanical loco and was a standard Hunslet product, except that it was fitted with a round-roofed cab at some stage in its career.

Early in 2017, former Hunslet worker Roger Walton came to me with a puzzled look on his face, waving a piece of paper. The piece of paper was a photocopy of Hunslet's build catalogue which showed the build details of its works number 6273 – and that loco was actually built as Diesel-Hydraulic! Our 6273 clearly had mechanical transmission and it did not show any signs of having ever being modified from a hydraulic transmission so

we had a mystery on our hands – just exactly what was this loco?

Some basic research by Steve Roberts showed that Caphouse had a pair of diesel locos, one of each type. What was interesting was that the other loco, HE7274/73 was a 4wDM, and that our 6273 exhibited features which would have been on the later locomotive, but not one built in the 1960's. The plot thickened, as they say. That later locomotive had been loaned to the Corris Railway some time ago and so an email was sent to them asking to confirm what transmission their locomotive possessed.

Eventually a reply and some photos were received and their locomotive was clearly a diesel-hydraulic, confirmed by Roger Walton and we were then able to write to Caphouse with our findings. What we received back clinched the identification.

Caphouse sent us their records of the locomotives and as soon as full photos of what they thought was HE7274/73 were revealed, it was obvious that somehow their identities had been swapped and that 7274 was in fact 6273 and Middleton had indeed got 7274. The "clincher" was that their photos of 7274 showed a 1960's locomotive complete with stylised "Hunslet" written across the front radiator. This type of plate was regularly used in the 1950's and 1960's but discontinued in the 1970's which meant that what was in the photograph couldn't be a later loco.

We are now all confident that the locomotive at Middleton is in fact HE 7274/73, built as a 4wDm and that Corris has HE6273/65 a 4wDH.

As an Accredited Museum, we need to ensure our records are accurate and this little episode shows how easy it is for something to go wrong and be perpetuated for many years. Thanks are due to Roger for bringing this to our attention and to those at Corris and Caphouse who have helped to establish the correct identities of both locos – all we need to do now is amend the stock book and our records!!

Ian Smith

Safety & Operations

Incident on the South Devon Railway

The Rail Accident Investigation Branch (RAIB) has recently released a report into an incident that occurred on the South Devon Railway in June 2017. The incident resulted in only minor injuries, however it had the potential for much more serious consequences, and has lessons that can be applied to most, if not all, heritage railways. The incident occurred on 22nd June 2017 when a mother and three-year-old child were travelling on a train on the South Devon Railway. During the journey, the child went to use the toilet, closely followed by his mother. The toilet the child went to use should have been secured out of use, with the door screwed to the door frame, as the toilet cubicle floor had been removed. However, the fastenings securing the door had come loose, allowing access. As the child opened the door and stepped into the cubicle, he fell forward and was grabbed by the arm by his mother. Had she not done this, the child could have fallen through the floor, resulting in serious injury or death.

Some underlying management factors were identified as contributing to this incident, mainly relating to management of engineering works and ensuring the Safety Management System (SMS) was up to date and fit for purpose. These processes and documents at Middleton are more robust than those that appear to have been in place at the South Devon Railway prior to this incident, however they will be reviewed for any errors or omissions not previously noted.

There is also a lesson in relation to examination of trains prior to daily passenger service. The incident highlights the importance of conducting a fitness to run examination of rolling stock in full, and creating an accurate record of the examination and any defects. This is particularly important if there are any temporary repairs, in order to ensure the integrity of those temporary repairs.

Incident Learning Points for the MRT

As reported in the last edition of the Old Run, the past 12-18 months have seen a

number of incidents and accidents at our Railway. The investigations have been concluded and some learning points identified; Most of these are directly related to operational staff and have been published as "Safety Lessons" on the operating notice board in the Workshop. It is worth drawing further attention to the key lessons and demonstrating how we can learn from these to ensure we are always striving to improve safety.

Points Run Through – September 2016 and October 2017

On two instances, one in 2016 and one in 2017, a light locomotive ran through the points operated by the ground frame to release locomotives from the yard on to the passenger line. There was no damage to the locomotives but the points themselves sustained damage. This damage was repairable; however the consequences could have been far worse and could have resulted in either a derailment or irreparable damage to the points, which would also have been very expensive to rectify.

The key lessons are:-

Point levers should never be operated while a train is approaching or traversing points;

Any person operating points must ensure the train has completely cleared the points before operating any levers;

Whistle codes should be used where practicable to signal a train is clear of points, however the onus remains on the person operating the points to ensure the train is clear of them.

Locomotive Buffer Collision – June 2017

In June 2017, while shunting several other locomotives into the compound, the locomotive collided with the buffer of a stationary locomotive with both of them suffering damage to paintwork.

The key lessons are:-

A competent person should assist with any shunting when one is available;

Adequate clearances should always be maintained when locomotives or vehicles are stabled on any adjacent lines, particularly where vehicles are being

Safety and Operations continued

stabled near to points;

Drivers and other staff involved in train movements must give adequate consideration to factors such as weight and weather conditions, adjusting the driving speed and style to suit.

Authority to Depart for Passenger Trains – July 2017

During the July gala in 2017, there were two alleged instances of a passenger train departing without the correct authorisation. This related to trains departing Balm Road, where there is not always a need for the guard to authorise trains to depart. However, for timetabling reasons, at this gala it was a requirement for the guard to authorise the train to depart Balm Road.

The key lessons are:-

All Staff involved in special events, and especially galas, should take extra care to ensure all instructions contained within the Special Traffic Notice (STN) are read and understood;

Drivers must not start trains without the correct authority. Authority from a guard for a passenger train to depart must be given by means of a green flag, held clearly visible to the driver, and accompanied by 2 blasts on a whistle. This is to ensure that a signal cannot be given accidentally or misread by locomotive crew.

Collision with Running Shed Doors – December 2017

In December 2017, a train being shunted into the compound collided with a door of the running shed that had been left open thus fouling the running line into the compound.

The key lessons are:-

When shunting, a good look out for any hazards and obstructions should be maintained at all times, and this applies to both sides of the train. Where there is any doubt, the train should be stopped until the shunter is satisfied the hazard/obstruction has been removed;

Door restraints to prevent doors opening into a position foul of a running line should be installed where not already,

and where any exist as holes drilled in the ground, these should be maintained so that they remain functional and do not become blocked.

Tools or equipment, or any other hazard, should never be placed within one metre (3 feet) of a running line, even for a short period of time.

Rule Book Update

This came into force on Saturday 2nd September. For those without a hard copy, the updated rules and regulations, including the briefing material, are all available on the members area of the website.

The updated rules and regulations were subject to a 6-month review period running through until 2nd March 2018, and feedback was encouraged. This review period has now concluded, and at the time of writing, the Safety and Operations Committee and the Rules and Disciplinary Sub-Committee are reviewing the feedback to determine if any amendments are required to any of the updated rules and regulations. Please keep your eyes open for updates regarding finalising the rule book review process.

It is, of course, possible that some of the updated rules and regulations appear to be problematic at a point further in to the future, and it may be that a permanent operating notice needs to be issued to correct/amend the implementation of a rule. So it is important that feedback is provided where considered necessary on any of the Railway's rules and regulations. Your feedback will be welcome.

Should anybody have any queries or comments on the updated rules and regulations, or wish to arrange to obtain copies of the documents or a briefing, please do not hesitate to contact the Traffic Manager, Mark Whitaker on 07828 849113 or email trafficmanager@middletonrailway.org.uk or the Safety Officer, Tony Cowling on 0114 268 3812 or email safetyofficer@middletonrailway.org.uk).

***Oh, and many congratulations and best wishes on the birth of
Dominic Whitaker. Ed.***

Middleton Sci-Fi event - according to Robert

**Middleton Sci Fi Event
20th-21st October 2018**

Robert Taggart writes:

As part of my activities on the Events and Marketing committee I like to keep an eye on what other railways are doing for their special events. So when I saw the East Lancashire Railway were going to hold an event called "Sci-fi on the sidings", I thought a visit was in order. As a Sci-Fi fan I had wondered if we could hold a comic-con style event as these had started to become more popular over here. They are another American import and seeing a heritage railway making inroads into this market I wanted to see if we could adapt it and help fill out our special event calendar. Calling on Gavin we went to scout out the East Lancashire Railway event. The main draw of the event was the people dressed up as characters from Star Wars, mostly Storm troopers, with Darth Vader, Kylo Ren and other Sith. They also had one station done up as a Jurassic Park Pen and at Rawtenstall

station they had a 35ft tall "Stay Puft Marshmallow man" with a modified Skoda as Echo 1. Taking notes, Gavin and I drew up plans for our own event, Gavin has multiple costumes that we could use to make our volunteers appear the part and I could put my model Starship collection on display, as I did for our Model Mania event in 2016. We have also started contacting local groups to help provide characters for our visitors to meet. The whole event would be similar to the Steampunk Market but with a Sci-Fi theme instead, and could prove to be even more popular, as Disney seem to be releasing a new Star Wars film every year for the foreseeable future. Gavin and I are looking for volunteers from our crew and shop staff, who are willing to dress up for the event. If this includes YOU, please contact us so we can organise a costume as we did for the Victorian Gala. When we all pay a part it helps to make the event a big success.

Email taggartrobert@hotmail.com if you are willing to be involved.



© Robert Taggart - who survived the battle at the East Lancashire Railway



The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

Registered Office: The Station, Moor Road, Leeds LS10 2JQ

Registered Company No. 1165589 Registered Charity No. 230387

Accredited Museum No RD2114

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Robert Taggart

John Linkins

Mark Whitaker - Traffic Mgr

Jenny Cowling (Council Secretary)

Other Officers

Sheila Bye (Honorary Archivist) Derek Plummer (Exhibitions Manager)

Membership Subscription Rates (from 1st January 2018)

Adult Membership (FT).....£23.00

Senior Membership (OT)..... £18.00

Junior Membership (of MRA)..... £16.00

Family Associates of Trust Members (in same household) ..£5.00 per person

Life Membership (LT).....£450.00

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A memorable week in 2018 !



Thursday 1st March 2018 - the first day of "meteorological" Spring. Oh yes?

Snow blankets most of the country, including our Moor Road site.

On the left the view along the line; below the car park, all footprints from the day before hidden. Where's the coal gone? Brrrrrrrrh!



Taken from our CCTV Cameras

Printed by Mail Boxes Etc of Leeds