

The

Old Run

Journal of the Middleton Railway Trust

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2004
1804-2004
RAIL BICENTENARY

**Lord Mayor of Leeds unveils Civic Trust
Heritage Plaque and launches
Display Hall and Visitors' Centre**

£2.00

Editorial

We make no apology for majoring in this issue on the important weekend of 27 and 28 March 2004, during which the Lord Mayor of Leeds, Councillor Neil Taggart unveiled the Leeds Civic Trust Blue Plaque. It also saw the launching of the newly arranged Display Hall and Visitors' Centre. Visitors from the City Council, the world of Heritage railways, the National Lottery and the Leeds Civic Trust and the National Railway Museum, and local business world, said they were greatly impressed with what was on display, and with the enthusiasm and dedication of the members of the Middleton Railway Trust.

As our application to the National Lottery progresses, we sincerely hope that the hard work and dedication of those involved will come to eventual fruition. An extension of the workshops, to form an interpretative centre and vital protection for our historic locomotives and rolling stock, and the extension to our main line track will give a vital impetus and incentive to existing and potential new members to get involved in preserving the old, whilst providing the new for future generations.

Thanks to all who have continued to this issue with photographs and copy. Please send in more material. The magazine is only as good as you make it!

Howard W Bishop, Editor

The deadline for the next issue is 31 July 2004

Front cover photo

**1932 Leeds-built Kitson & Co Ltd
0—6-0ST No. 5429 AUSTIN I** based at Llangollen Railway, traverses Moor Road crossing on the morning of 27 March 2004 during Leeds' Locomotives Weekend.
(Robin Stewart-Smith)

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Editor: Howard W. Bishop, Spring House, Fosterhouses, nr. Doncaster DN7 5LE

☎:01302 844889 Email: howill@beeb.net

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

The President's page

As I write this it is the first day of Spring; a good day to write a few words for our Summer issue of *Old Run*.

It does not seem a moment since Christmas was upon us and by the time we receive the summer issue we shall be half-way to Christmas again!

It would be remiss of me not to mention Dorothy Hebden and Alan Cooke, two people who were great supporters and workers for the Railway. To hold a discussion with Dorothy was always a delight, interesting and enlightening. Alan, usually to be found at the ticket office window, doing a first-class job, with his banter with the customers, and always ready to enjoy an acceptable joke. Thank you Dorothy, and thank you Alan: we shall remember the good days at Middleton Railway.

Looking around the Middleton scene, the museum registration has now been agreed. However, we all wait the Council's news with regard to the line extension to the Park.

One has only to ride from Moor Road to Park halt to appreciate the restricted westerly views now that new buildings have been erected. Come on Leeds Council! We need the extra mile and a half to compensate.

The refurbished passenger coach certainly looks resplendent in its new livery and is a credit to the shed staff. Our passengers will certainly enjoy riding in it.

Taking a look around, Graham Parkin's Wickham railbus is a revelation. Graham has certainly worked hard on his project. We need that extra length of track to show off this vehicle.

On the wider Transport front, the railways keep changing their franchises. This week Midland Main Line in a bid for punctuality revived the Acme Thunderer whistle. What a novel idea! We have used this whistle for years at Leeds Station.

This year, and new on the scene are Queen Mary 2, Avro Vulcan XH588 to fly early next year., Tornado 163 to run on the main line later this year. Concorde is now a museum piece, and what of 4472? Never a week passes without interesting articles on transport.

Who would have thought that in Knottingley where I live, we now service the Settle and Carlisle train set each evening? It is now a regular sight at Knottingley West Junction.

Finally, have you seen the 2004 brochure? I am sure you have. No increase in fares this year how many organisations can boast this fact? No increase indicates good

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management and budgets. What I said in the December 2003 issue, I will say again—your Railway is in good hands and let us all say "thank you" to the team, and thank you for your support and membership.

Finally, a word about the excellent Blue Plaque award ceremony held on 27 March. Without doubt a very worth-while effort on the part of the Chairman, members of Council, and so many other working members of the Railway. It was good to see such a large crowd of visitors to witness the Lord Mayor of Leeds as he unveiled the Leeds Civic Trust's Blue Plaque and launched the opening of our Museum and Interpretative Centre. From comments made it was obvious that everyone was greatly impressed with the railway's history, its development so far, and its potential for future expansion.

Gerald Egan, President

From the Chairman

Ian Dobson writes:

Another season is now underway and we opened with a visiting locomotive and many important visitors - including the Lord Mayor of Leeds - and the unveiling of a blue plaque which (at last?) gives recognition to the place in Leeds history that the Railway represents. We received guests from the Leeds Civic Trust, Heritage Lottery Fund, Leeds City Council and the National Railway Museum. We made many friends and hopefully the seeds that were planted will germinate into grants and developments.

Efforts were made before the event to (at last!) tidy up the 'old' shed and put up some display boards. This has created something very useful in that we now have another undercover area for visitors to see. It now falls on all our shoulders to keep the place tidy and presentable. It is no longer acceptable to expect our visitors to look around shabby areas that are used for storage. We are in a competitive market where the impressions people take away with them are likely to influence their likelihood of recommending the Railway to friends and family. If we present a shabby approach then they are more likely to visit somewhere tidy next time. The garden in

front of the shop has recently been removed to create a circulating space and provide a seating area. The possibility of an awning is being investigated. The 'days out' market is now very competitive with plenty of choice and we have to earn repeat business. We can only do this if visitors are presented with a tidy, professional looking site. We have taken great steps in the last few months -and take a large bow those who have worked so hard to make it happen. We need to build on this if we want to stay in business - please do all you can to help.

Once again staff are required in all departments to keep the Railway going and new faces do continue to appear, which is good to see. It is safe to say that we will never have too many volunteers so if you can help in some way please do so. The first step is the hardest but we have now developed a form for potential new volunteers, which is available on the train. If you want one posted to you please let me know!

An area where we seem to struggle is in administration and management with the workload falling on ever fewer shoulders. There

are plenty of opportunities to get involved in working on liaison with Leeds City Council and other official bodies. The Railway Council is now looking to see if the management of the Railway can be restructured to spread the load and vacancies will be available. Have you considered a place on the Railway Council? New faces are welcome there too and you have the opportunity to get involved with the management and direction of the Railway at the highest level. It would be good to see more of those volunteers who appear regularly at Moor Road getting involved. Please talk to me or any other Council member if you are interested.

There are opportunities for the Railway to develop in many directions over the next few years. A lottery application for the exhibition hall should have been submitted by the time you read this. The possibility of the extension is still alive together with other

possible developments on other parts of the site. As I believe I have said before you are supporting the Railway by paying your subs and reading this magazine but there is nothing quite like volunteering (not necessarily in overalls) and being able to say "I did that" - try it sometime!

This will be my last piece as Chairman as the demands of work and a family mean that I do not feel I can give the time required for the post of Chairman so I will not be seeking re-election at the coming AGM. I have enjoyed my time in the chair and I may give it another go sometime! For the time being I need to pass the reins onto someone else though. I would like to thank my fellow directors for their support and all the members of the Railway - working or otherwise - for your efforts in keeping the world's oldest Railway alive.

Ian Dobson, Chairman

Boardroom jottings

Comings & goings: The possibility of passing on our 7.5 ton crane to The Lavender Line in Sussex has now progressed to a firm request from that organisation. Council agreed this subject to a suitable agreement being reached. Its place near the workshop will be taken by Mr Lanne's crane to allow him to progress the restoration of it. Council also agreed to a guest locomotive for the September 2004 gala but the identity outside the boardroom is withheld until the hire is finalised. Availability of the VDA van mentioned in the last issue is still awaited.

Operating: Mr Wilkinson will be running Mutual Improvement Classes shortly to allow operating staff to become more familiar with, and be tested on, the new Rulebook. If staff wish to be rostered for any 'gala type' operation in the future they need to be examined formally on the new rule book. This basically formalises the special traffic notices we have used for the last few galas.

Publications: It is hoped to have a new copy of the Railway History available for sale at Railfest at York in May/June. Mrs Bye & Mr Smith

working on this. Messrs Smith & Dobson will work on producing a new stock book for later this year.

Blue plaque: The ceremony had been a great success and we hope to progress on several fronts following relationships made on the day.

The bridge: Some test bores have been drilled and Council is monitoring the situation carefully.

Connection to Network Rail: No further developments at present. The delicate state of the Leeds Supertram project may change the future use of Hunslet Yard!

Lottery Bid: Thanks were expressed to Messrs Roberts & Smith for their hard work on this. It should be submitted by the time you read this and a successful outcome is hoped for!

(Continued on page 22)

As if it is not enough trying to keep our locomotives operational mechanically, we now have to do battle with our insurance company to keep them in steam! For virtually ever, boiler inspectors have used their judgement in assessing the suitability of a boiler for continued use, referring back to head office where a second opinion is necessary. This hasn't essentially changed. But what has happened is that now 'head office' are doing calculations to assess the boiler's suitability for its rated pressure. Quite right, really; we need to be able to back up the subjective opinion with some theory. And this is all very well in most cases. However, this is falling foul of retrospectively applied standards. There were no 'British Standards' for steam locomotive boilers and each manufacturer, whether it be Hudswell, Clarke, the LMS or any other loco builder evolved their own standards, frequently based on past experience.

Our insurance company is now assessing our boilers against what they consider to be the nearest British Standard and are effectively reducing the pressures on all our boilers. This is not due to wear or corrosion. Even the original thickness when new is often not acceptable for the fireboxes. This is because the stayed firebox and the tubeplate stresses cannot be calculated and an empirical formula is used to determine the thickness of the plate in the British Standard. This formula seems to err on the safe side, which is fine for a new build but becomes nonsense when applied to old boilers. A simple example is our Ship Canal tank, No.67. This was a standard Hudswell design and many boilers of this type have been built and operated successfully for virtually the last hundred years. To my knowledge none has ever failed in service. Yet now 'head office' is saying that the pressure has to be reduced to meet the standard. After much arguing and research, we have managed to get the pressure back up from 115 lb/in² to 140lb/in², using an American standard formula. But this formula doesn't cover tubeplates and it is the tubeplate thickness that they are condemning our Peckett 2103 on. The pressure has been reduced from 180 lb/in² to 132 lb/in². We are still arguing

the case on this one. This reduction in pressure will not cause short-term problems and the loco has only another year to run before withdrawal but it is the principle that we have to challenge. A quick calculation check shows that the boilers of 1493 and 3860 would not meet the standard even when new and we might as well throw the Sentinel's boiler away! We could change our insurance company but, then, we would have to start afresh building up a good working relationship with the actual boiler inspector, something we are reluctant to do.

1601 Matthew Murray Currently operational and performing satisfactorily. The axlebox pins have not been changed due to pressure of more urgent work. Is destined to go to the National Railway Museum at the end of May to take part in the Rail 2004 festival. Its presence is required because it is presently the only operational 'contractors' locomotive.

2103 The Boiler Inspector has passed the boiler for a further years service, subject to a satisfactory steam test, which is still awaited. This could not reasonably be carried out until the pistons were re-fitted, having been removed for examination of the piston rings (see last Old Run). The new rings have now been fitted and the loco re-assembled. Examination of the drawbar and rear buffers revealed that the two buffer springs and the drawbar spring were broken, as expected. These cannot be seen normally as they are totally enclosed. New springs are on order. They are 'volute' springs; once very common, especially on loco buffers and drawgear, but now virtually unobtainable. We know of only one supplier in these sizes and they have to be specially hand made - good, old fashioned 'blacksmithing'. Because of this the delivery is quite extended and are not expected before the end of May so the loco presently remains unusable.

No. 67. Satisfactorily passed by the Boiler Inspector and, after the saga related above, is now back up to its full working pressure. Performing well with only minor running

Sunny September scenes



Centenarian
1903 built
Manning
Wardle 0-6-
OST No. 1601
Matthew
Murray leaves
Moor Road station with a morning passenger train at the Gala weekend, 27 September 2003.

(Peter Nettleton)

Visiting locomotive
1934 Swindon-
built GWR 0-6-0PT
No. 1369 involved in a little goods shunting on 27 September 2003.

(Peter Nettleton)



Special Responsible Officer (SRO)
Steve Roberts is overtaken at Whittaker's Junction ground frame by **Matthew Murray** on the 1000 a.m. train to Park Halt.

(Peter Nettleton)

maintenance needed although the fireman's side injector clack valve has recently started to stick open. It will probably be in sole charge whilst 1601 is at York, unless 2103 is ready in time.

No. 6 Work does seem to have slowed on this loco over the winter as priority has been given to other jobs. However, progress has been maintained, if somewhat more slowly than we'd prefer. The frames have now been carefully measured up and this has enabled a start to be made on machining the axleboxes. This is going to be a relatively long and tedious job as there is much to do to bring them back up to an acceptable standard. Firstly the horns have to be machined back true and flat, then new liner plates have to be made and fitted, requiring the drilling and tapping on twelve 3/8" holes in each horn (eight in total). The line plates have then to be machined to size. Once this is done, we can start on building up the worn brass bearing surfaces and machining these to suit the axle journals, white-metalling them in the process.

The frames are now virtually completely painted internally, up to the finished red gloss and the outside of the frames has received its first coats of black undercoat. Some minor work needs to be done to complete the basic framework, notably fitting of a few 'fitted' bolts, which still require machining. The first of the new cylinder lagging sheets has been made and trial fitted, a vast improvement on repairing the old, rather battered ones. Work has also been carried out on the buffers, three of which are now complete, except for painting. A replacement buffer spring has arrived for the fourth buffer and this will be re-assembled shortly.

1210 Sir Berkeley. For those that haven't seen any formal press releases, I can now state that the VCT were successful in their lottery application for funding of the overhaul of Sir Berkeley. All we need to do now is get on with it! Easier said than done as the initial delay has meant that the loco lost its place in the workshops queue. We have effectively two years to complete the job and, as soon as space allows, the frames will be brought into the workshops for a start to be made. Plenty to be going on with, there! As a start, though, a new boiler has been ordered from Israel Newton in Bradford. This is on long

delivery (at least 12 months) and should be delivered to Moor Road at about the time it will be needed for fitting to the frames.

No.11 The new buffer springs have now been delivered and a start has been made on re-assembling the buffers. The buffer heads have had dummy rivets inserted into the old rivet holes (that held the now discarded head extensions) and cleaned up. One buffer head has required straightening. Four new rectangular pins have been machined up.. These fit through the buffer shank and run in guides in the housing. They serve to both secure the buffer head in the housing and stop it rotating. The new rear footplate frame stretchers have now been drilled and temporarily bolted in place to await final riveting.

54 Work has continued on the mechanical overhaul of the loco. A new feed pump drive gear has been obtained and fitted to the overhauled eccentric unit. The whole feed pump assembly has now been put back together and re-fitted to the engine unit. New gland bushes have been made for the piston rods and these have been fitted, along with the piston rods. New piston rings have been obtained and fitted to the re-machined pistons. We are still awaiting a chance to collect the replacement cylinder from Scotland. A new reaction pin has been made. This connects the cylinder unit to the frames and, as its name implies, helps to prevent the engine unit from rotating when it is operational. Work has now turned to the frames of the loco. The entire footplate has been removed. Much of this was badly wasted, especially under the tank area. Removal of this plate-work has allowed access to the rear frame gussets, which too are badly wasted and will need new sections welding in (complete replacement would be a much bigger job).

1310 A second attempt was made to lift out the boiler shortly before Easter. This time, and after much persuasion, the boiler did finally come away from the frames. It has now been washed out for a full assessment to be made. This inspection was carried out shortly after Easter and, although the boiler can be said to be in reasonable condition, what we have found is going to be expensive. When the boiler was built, steel rivets were used to join the copper firebox together and the heads of these have now wasted away and require replacement. This, in itself is not a difficult task as they can be replaced by what are known as boiler patch screws. However, ten of these rivets are countersunk on the water side and

covered by girder stays. The only proper way to replace these is to take out the whole firebox to gain sufficient access to replace them. This will mean drilling out all the (good) stays, along with all the foundation ring rivets. This additional work will probably add about £20,000 to the repair bill, all because of ten rivets! Quotations for the work are being obtained but they are not going to be cheap.

BROOKES No.1 (aka THOMAS) As reported in the last Old Run, work continued on re-tubing the loco. We were fortunate enough to borrow a powered tube expander driver to help with fitting the new tubes and this made things so much easier (and quicker). Once these were all in place and expanded the new tubes were beaded over in a hectic two-day spell and a satisfactory hydraulic boiler test carried out. The newly overhauled injectors were fitted and the loco successfully passed its steam test. Some trouble was initially experienced with the new injectors but this was traced to badly fitted joints in the pipework allowing air to be drawn in. Once these were rectified the injectors worked very well and for the first time were able to continue working right down to an empty tank! The loco has now gone away for its summer season of 'Thomas' appearances.

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□ **Future of Scotsman** □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □
□ **decided at Middleton** □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □
□ **Railway blue plaque** □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □
□ **event!** □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □

□ **In the Railway Magazine for June** □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □
□ **2004, NRM chief Andrew Scott re-** □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □
□ **veals in an article entitled *How we*** □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □
□ ***Saved the Flying Scotsman*, that it** □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □
□ **was while attending the ceremony** □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □
□ **at Middleton Railway on 27 March,** □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □
□ **that the future of the locomotive** □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □
□ **was decided—"Halfway along (the** □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □
□ **Balm Road branch aboard a spe-** □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □
□ **cial train,) my mobile rings and it's** □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □
□ **Richard Branson. confirming to my** □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □
□ **great relief that we can proceed** □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □
□ **along the lines we've discussed".** □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □

PICTON Once Brookes No1 was out of the way, the owner was once more able to get on with the long task of renovation. This has generally consisted of much needle gunning followed by application of red oxide primer. However, for a change, some work has been done on the coupling rods. Unfortunately, some 'helpful' person in Trinidad welded the two sets of rods together for transport. Grinding away the weld has now separated these. A start has been made on removing the knuckle pins. The nuts have been removed but the actual pins still sit firmly in place having so far resisted the persuasion of a thirty-ton press. A bit more persuasion will therefore be necessary, in the form of heat and the press!

D2999 Our Brush diesel blotted its copy book slightly by running the rear left hand axlebox bearing hot. This has now come

into the workshop to enable it to be jacked up for repairs. The offending bearing is rather scored but appears to be redeemable and the steady job of re-bedding the bearing to the axle journal is the next operation.

5003, D577, D631, 7401, 1786, Rowntree No.3 and Olive are, as usual, all serviceable and used as required. All other locos are in store pending overhaul or repair. □

Can you spare some time helping to keep the Railway running? Volunteers are needed in all departments, from general maintenance and repairs, through engineering, joinery, booking office and shop staff, to train and engine crew. Full training given. Why not join the band of working members and find enjoyment and fulfilment helping to keep history alive for future generations?

Locomotive facts and figures

Martin Plumb

The following tables show the number of turns completed, and miles travelled, by the locomotives that were used to operate trains at the Railway during 2002 and 2003.

The number of turns, which has been taken from the computerised roster, includes some non-passenger turns such as test runs, 'Thunderbird' rescue duties and 'Troublesome Trucks'. It seems that there were also occasions when the trucks were particularly troublesome because the diesel locomotive in charge of them chose to remain anonymous!

Mileages are generally based on 17½ miles for a timetable A duty, 25 miles for a timetable B duty and the entries in the drivers' logs

for other duties such as special events.

In the case of occasional omissions, a sprinkling of guesswork has been added.

As can be seen from the tables, the most used steam locomotive in both 2002 and 2003 was Manning Wardle 0-6-0ST No. 1601 "Matthew Murray" which clocked up 48 turns and 1,130 miles during the two year period. The most used diesel locomotive was Brush/Beyer Peacock 0-4-0DE No. 91 (currently disguised as D2999) which clocked up 15 turns and 199½ miles during the period and was involved in no less than six 'Thunderbird' rescue missions! Perhaps we should name it after that little-known "Thunderbirds" character "Alf Tracy" :-)

LOCO MILEAGES 2002

Steam Locomotive	Turns	Mileage	Diesel Locomotive	Turns	Mileage
1329 MSC 67	18	335	138C	2	35
1601 Matthew Murray	25	563½	5003 Austins No. 1	9	80
2103	24	530½	7051 John Alcock	5	61½
2387 Brookes No. 1 (aka Thomas)	12	285	91	7	96½
Bellerophon	2	13	D577 Mary	1	17½
			D631 Carroll	4	62½
			DB998901 OLIVE	6	55½
			Rowntree No. 3	2	25
TOTAL	81	1727		36	433½

LOCO MILEAGES 2003

Steam Locomotive	Turns	Mileage	Diesel Locomotive	Turns	Mileage
1329 MSC 67	23	511½	5003 Austins No. 1	8	70
1601 Matthew Murray	23	566½	7051 John Alcock	3	52½
2103	13	332½	91	8	103½
2387 Brookes No. 1 (aka Thomas)	10	261	D631 Carroll	4	70
GWR 1369	2	21	DB998901 OLIVE	5	57
			Rowntree No. 3	3	52½
TOTAL	71	1692½		31	405½

Catching up on coke oven locomotives and railways

Henry Gunston

Inspired by our recently-acquired "Greenbat", I have been digging about for details on coke oven locomotives and the railways they operated, and offer the following notes "for further reading" on the subject. An obvious starting point is "Greenwood & Batley Locomotives 1927-1980" by Adrian J. Booth, published by the Industrial Railway Society in 1986. A section titled "Coke oven locomotives" includes nine photos and a builder's list, which confirms that our no. 420452, dispatched to Royston in June 1979, was the last Greenbat coke oven locomotive to be built. These locomotives also feature in two advertisement pages which are reproduced in the "Publicity" section of the book.

The former home of our Greenbat features in "Images of Industry - Coal" by Robin Thornes. This book contains excellent photographs of sites linked to the coal mining industry in England, taken in the early 1990s by photographers from the Royal Commission on the Historic Monuments of England, who published the book in 1994. For each site there is informative text to accompany the photos. The section covering "Solid Fuel Manufacture" includes text and photos covering the "Royston Works of the Monckton Coke and Chemical Company, Havercroft with Cold Hiendley, West Yorkshire (Grid Ref.: SE 375 122)". A fine photograph, looking down from high level, shows glowing coke being discharged from an oven into a coke car, but a thick pall of smoke hides the locomotive behind the car. The text gives many details of the site, including that the 42 ovens operating in the early 1990s dated from an extensive rebuild in 1976-9. Each oven had a capacity of 15.8 tons of wet coal, and the charge carbonised into coke after twenty hours at a temperature of 1,300°C. By-products included crude tar and benzole and, after ammonia had been "stripped", the gas generated during coking was treated, then distributed to local industrial users.

On the wider coke oven railway scene, the December 2003 issues of the "Industrial Railway Record" (IRR) and "Archive" magazine both included articles on the coke oven locomotives produced by the Wellman, Smith, Owen Corporation Ltd., of Darlaston, Staffordshire. Each article contains a selection of photographs of these strange locomotives at work at various coking plants in Britain - the "Archive" article is particularly well illustrated. (References: "The locomotives of Wellman Smith Owen" by Paul Jackson. "Archive", no. 40, pp. 3-16. "Wellman, Smith, Owen locomotives" by Adrian Booth. IRR no. 175, pp. 402-413.) The IRR has also run a series of articles linked to the South Bank Coking Plant, south of the River Tees, between Middlesbrough and Redcar, which includes details and photographs of the coking process and associated railways. The series comprises: part 1, "Coke making at South Bank" by Cliff Shepherd (IRR no. 167, pp. 49-63); part 2 "Sentinels at Dorman Long" by John M Hutchings - this covers the "conventional" Sentinels, and not coke oven locomotives - (IRR no. 168, pp. 89-101); part 3 "Further contributions" - feedback from readers to the earlier articles - (IRR 175, pp. 414-9).

[Booth uses "Wellman, Smith, Owen", with commas: Jackson does not use commas.] □

Deadline for the next issue is 31 July 2004.

MIDDLETON'S UNIQUE HISTORIC SIGNIFICANCE RECOGNISED -

Blue Plaque awarded - Display Hall and Visitors' Centre inaugurated
Howard Bishop

The Middleton Railway's unique historic significance was acknowledged on 27th March 2004 at the Leeds' Locomotives weekend. Lord Mayor of Leeds, Councillor Neill Taggart, accompanied by the Lady Mayoress, unveiled the Blue Plaque awarded by the Leeds Civic Trust.

Introduced by the President of the Leeds Civic Trust, Dr Olav Arnold, the Lord Mayor said that it was a red-letter day for the Middleton railway and a timely recognition, well-deserved and often hitherto overlooked in Leeds and the wider world, that the Middleton Railway was the world's first railway to have been authorised by an Act of Parliament in 1758, and in 1812 was the operated the first commercially successful steam locomotives, built in Leeds by Matthew Murray. These historic events had ensured that Leeds became a major successful industrial city and the birthplace of the world's locomotive manufacture.

The event was attended by around eighty invited guests, railway enthusiasts and members of the Railway's Council and other members. Guests included representatives of the Leeds Civic Trust who had made the award, the National Railway Museum, Leeds City Council, and the Heritage Lottery Fund. Also present were representatives from the Wade's Trust, owners of Middleton park, the Leeds Leisure Services headed by Park Warden Steve

Joul and members of the Friends of Middleton Park, as well as representatives of local businesses in Hunslet. It was most appropriate that the great-great granddaughter of locomotive builder Matthew Murray, Mrs Diane Dryden was also present for the event

Following the unveiling of the Blue Plaque, the invited guests boarded a special train hauled by the visiting locomotive, for a trip to Middleton Park Halt to view the alignment of the projected line extension to Middleton Park Gates. The special train was hauled by 1932 Leeds-built Kitson & Co Ltd. 0-6-0ST No.5429 *AUSTIN I*, based at Llangollen.

I'm going to see what we as a Council can do to give Middleton Railway the national and international recognition that it deserves"

Councillor Stuart Bruce

It had been touch and go whether the locomotive would be ready in time. Although due to arrive at Middleton on the Thursday previous, because of a mix-up within the haulier's organisation, it did not in fact arrive until 0700 hours on the day of the event! After a hasty steam raising and steam testing, *AUSTIN I*, was finally ready to haul the special train and continued to operate for the rest of the weekend. The visiting locomotive is a fine example of

Leeds steam engines, and complemented well the Middleton's collection of Leeds built locomotives which were all on display or working during the event.

There then followed a visit to the newly-prepared and decorated exhibition in the Old Shed, to partake of refreshments and to view the displays depicting the history of the Railway, the projected extension of the Shed to provide protection for rolling stock, artefacts and interpretation centre, and a plan of the projected line extension. Also on display was a highly informative diagram of the origin and development of the Leeds locomotive building industry.

From the complementary remarks made by many of our visitors, it was apparent that they were very impressed by the

enthusiasm of the members of the Railway, and particularly by the high professional standard of the presentations and displays, which in fact exceeded their expectations at this stage in the development of our Museum project.

Councillor Stuart Bruce, the elected member for Middleton on the Leeds City Council, was so impressed by his visit, the event, the historical significance of the Railway, and its potential for future development, that he immediately went home and added another page to his website featuring a photograph of the Blue Plaque award ceremony. On his web site Stuart writes: "***I'm going to see what we as a Council can do to give Middleton Railway the national and international recognition that it deserves"***".

Another proud day

Ian Smith

On Saturday March 27th, a large crowd descended on Moor Road station to see the unveiling of a blue plaque commemorating the opening of the Middleton Railway, in 1758, and the operation of the first commercially successful steam locomotives, in 1812.

The Leeds Civic Trust have operated their "Blue Plaque Scheme" for over 10 years, with 87 other plaques situated throughout the City, ours being number 88. The Trust publishes a book detailing the plaques, plus several leaflets, again showing people where they can be seen. It was decided by the Marketing Committee that the Middleton Railway ought to have one, not just to recognise the historic nature of the line, but also as a continuous source of advertising. With the commencement of a Lottery Application and ongoing sessions with Leeds City Council regarding our

our lease and the proposed extension, the event could also be used for "networking" too. Finally, if the event could be timed towards the beginning of the 2004 season, it would also fulfil a useful advertising function.

The necessary approval was gained from the MRT Council and work began on the event. The plaque was relatively easy to sort out – a few phone calls and letters sorted out the wording and the actual ordering. All we had to do was await delivery.

The guest list was carefully managed to ensure we invited not only people whom we wished to introduce to our railway and show them what it was all about, but also people who would help us in that aim by



Honouring the Middleton Railway's role in the railway age and the development of the City of Leeds

Top: l to r—Chairman Ian Dobson, Vice-President Ian Smith, Lord Mayor of Leeds (Cllr. Neil Taggart), The Lady Mayoress, Dr Olav Arnold, President Leeds Civic Trust.

Bottom: The Lord Mayor of Leeds unveils the Blue Plaque at the award ceremony, on 27 March 2004.

(Robin Stewart-Smith)



Another proud day cont from page 13

supporting us on the day.

Thus we ended up with an impressive range of guests which included local councillors, some Officers of Leeds City Council and the new head of Lottery in Leeds, Fiona Spears. Our list of "supporting guests" included Richard Kilburn and Robin McDermott from Yorkshire Museums, Libraries and Archives Council, who have both assisted with our Museum registration and our Lottery bid; Andrew Scott from the National Railway Museum and Dame Margaret Weston, DBE, President of the Heritage Railway Association, who also had the HRA Museum Advisor, Rob Shorland Ball [Former Deputy Head of the NRM] with her. The Civic Trust also had a list of guests, many of whom were supporters of the railway and its work.

Our guest of honour was to be Cllr Neil Taggart, Lord Mayor of Leeds, who would unveil the plaque for us.

As things developed, it was decided that we would theme ALL our major events for 2004, using the "Leeds Collection" as our theme. This essentially meant that three major events this year would feature an all-Leeds fleet. In the case of our plaque, we negotiated the hire of "AUSTIN 1", a Kitson built engine, for the weekend. Middleton doesn't yet have a Kitson in its collection and "AUSTIN 1" was both available and eminently suitable for the event.

By the New year, all these plans were in place and progressing fairly well, when Steve Roberts came up with a brilliant plan – "We need to tidy the old shed up!" he said. Yes, we could, except that the sign writing team had set up shop in there and it was nothing short of a tip! Three weeks before the event, the shed was vacated and work began to tidy it up. The "Tidy" bit wasn't all that bad – it's amazing how much you can throw out when you really try! But then Steve and Ian Dobson with not a little help from some others,

Continued on page 20

Centre pages photographs:

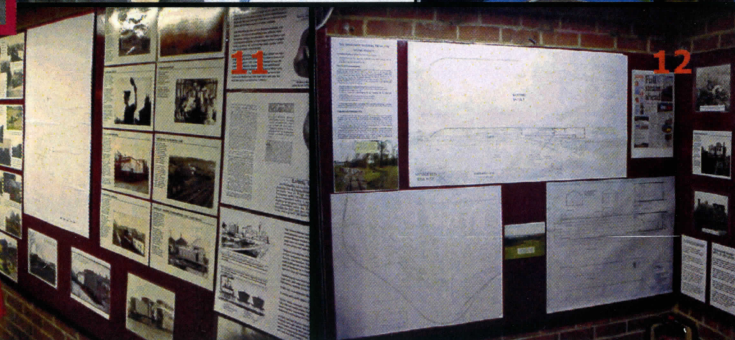
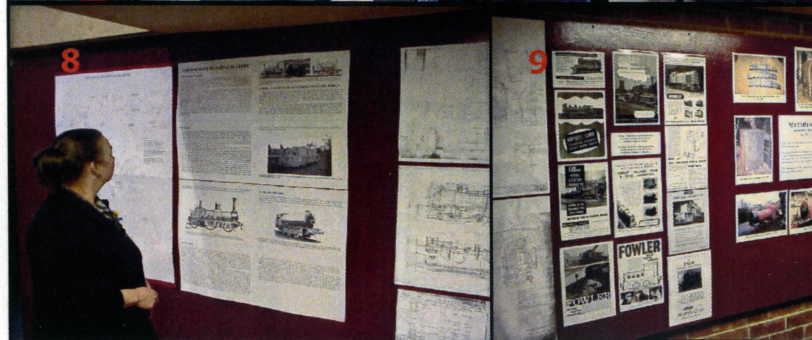
1. Visiting locomotive for the Leeds Locomotives Weekend, Leeds 1932-built Kitson & Co Ltd 0-6-0ST No 5429 *AUSTIN I*, leaves Moor Road on the 1515 hours passenger train, driver Ian Hodgson.
2. *AUSTIN I* heads the 1115 hours train to Middleton Park Halt, MSC No 67 in the rear.
3. Andrew Scott, Head of National Railway Museum, Robin McDermott, Yorkshire Museums, Libraries and Archive Council, Russell Hollowood, NRM and MRT Curatorial Advisor.
4. Chairman Ian Dobson and Tim Waring, PPS Ltd (Tulip Retail Park).
5. Leeds Civic Trust's blue plaque.
6. Mrs Diana Dryden, great-great-great granddaughter of Matthew Murray.
7. Steve Joul, Park Ranger and the Middleton Park exhibition stand.
10. Don Townsley, formerly of Hunslet Engine Company and Sheila Bye.
- 8,9,11 and 12. A selection of the exhibits and displays in the newly opened Display Hall and Visitors' Centre located in the Old Shed.

(2. Robin Stewart-Smith, all others HWB)

1

CIVIC TRUST HERITAGE PLAQUE PRESENTED TO MIDDLETON RAILWAY

2



GUESTS ATTENDING THE BLUE PLAQUE AWARD on 27 MARCH 2004

Yorkshire Museums, Libraries and Archive Council: Robin Mcdermott, Museums Officer; Richard Kilburn, Director (Stewardship and Collections)

National Railway Museum: Andrew Scott, Head of Museum;

Wades' Trust: John Tinker

Heritage Lottery Fund: Ms Fiona Spears

Leeds City Council: His Worship the Lord Mayor, Councillor Neil Taggart, accompanied by the Lady Mayoress; Councillors Barnard Atha OBE, Stuart Bruce, Jack Dunn, Judith Blake, Angela Gabriel, Andrew Carter.

Heritage Railway Association: Dame Margaret Weston DBE, President; Rob Shortland-Ball, Museums Adviser

Vintage Carriages Trust: Robin Higgins, President

Keighley & Worthy Valley Railway: Trevor England, Vice-Chairman

Leeds Civic Trust: Dr Arnold Olav, President; Neville Rowell, Vice-President; Pater Baker, Chair Planning Committee; Lynda Kitching, Vice-Chair; Kevin Grady, Director; Valeria Ives, Plaques Scheme Co-ordinator; Hilary Dyson, Peter Dyson, Roger Garnett, Michael Pemberton, Eric Spark, Vikki Spark, Bob Tyrell, Mark Covell, Jim Brettell, Chris Furniss, Mike Piet.

Other guests: Bill Parker, Locomotive restorer; Don Townsley, Author, Hunslet Engine Company history; Mrs Diana Dryden, descendent of Matthew Murray, Mark Covell Yorkshire Television.

Railway Press: Robin Stewart-Smith, *Railway Magazine*; Derek Raynor, *Old Glory*

Middleton Railway Trust: Gerald Egan, President; Ian Smith and Joe Lee, Vice-Presidents; Ian Dobson, Chairman; Steven Roberts, Vice-Chairman; Tony Cowling, Secretary; Stan Holdsworth, Treasurer; Russell Hollowood, Curatorial Advisor; Howard Bishop, Editor *Old Run*; Sheila Bye, Archivist; Andrew Parsley, Cedric Wood, Hayley Wood, Mike Scargill, John Wilkinson, Council members.



Douglas Lovely and Brian Hall, with Manning Wardle 0-6-0ST *Matthew Murray* and wagon, during the Leeds in Steam event in 2002.



Driver Ian Hodgson, here seen aboard 1919 built, Hudswell Clarke No. 1369, MSC No. 67 at the September Gala, 27 September 2003.

(Both:
Peter
Nettleton)

Another proud day, contd. from page 15

suddenly transformed the shed from an empty building into a prototype museum display, which looks absolutely fabulous!

While this was going on, Christine Nettleton had organised the catering and staff to deal with it on the day; Tony Cowling and John Wilkinson organised a Traffic Notice to allow the operation of demonstration freight trains and I finalised the guest list and liaised with the Civic Trust. The plaque was delivered on the Monday before the event, the "Wednesday gang" ensuring that it was mounted in front of the shop where everyone could gather round and see the unveiling.

Then, on the Thursday before the event, the Gremlins struck with a vengeance – the low loader firm had not collected AUSTIN from her current home in Isfield, Sussex! Frantic phone calls then ensued, and the company promised the loco would be available for the event. It was, just! The loco came off the low loader at around 7-30am on the morning of the 27th!! As insurance against any problems, "MATTHEW MURRAY" was lit up and allowed to gently steam in case of need.

During preparations for the event, the new owners of "MARY" agreed to use the loco on the demonstration freight. This gave us LMS 7051 and "MARY" running together, the two oldest standard gauge Leeds built diesels running together. Then someone else powered up our smallest loco, "Pea". As 7051's second man exclaimed – "it's looking more like a gala every minute!!"

Things began to settle down a little as the time for the ceremony approached. "PEA" and "MATTHEW MURRAY" were displayed at the entrance, the latter still with a small fire burning. "AUSTIN" and MSC 67 were on the train, whilst "MARY" and LMS 7051 worked the freight and then came into the yard for the ceremony. Almost every loco in sight was spick and span and, more importantly, Leeds built. The guests all gathered round the plaque and we waited, and waited, and waited..... Where was the Lord Mayor??

Fortunately, he had only been delayed by traffic and his car arrived about 10 minutes late. He was met by Chairman Ian Dobson, who conducted him to the plaque. The ceremony began with my welcoming everyone and doing a quick précis of our history in the context of the plaque ceremony, before handing over to Olav Arnold, President of the Civic Trust, for the actual unveiling ceremony. Olav explained the scheme and then asked the Lord Mayor to unveil the Plaque. Cllr Taggart was a very good speaker and was certainly well briefed. After his speech, he unveiled the plaque and posed for photographs before making his way to the special train.

The train left slightly late, but no-one was really bothered, and after a stay at Middleton Park, returned to Moor Road, where the guests availed themselves of the marvellous spread organised by Christine. Many of the guests made extremely favourable comments about the railway and all were impressed with the display in the shed. Here, we have the basis of our museum and our plans for the shed extension, AND the railway extension, were on display for all to see. Ian Dobson stayed with the Lord Mayor whilst I and other Council members showed guests around the workshops as required.

The event formally completed at around 2pm, but the Mayor stayed for a total of TWO hours, which was pretty good indeed for such a visit.

The results?? Well, we'll have to wait and see how many seeds actually grow into fruition, but one thing is certain. This event has firmly put Middleton Railway in the minds of many influential people both in the City and in external bodies such as the Heritage Lottery Fund. MRT Council will be working very hard in the next few months to capitalise on the goodwill created by this event.

I would like to pay tribute to ALL those people who helped in any way with this event. Your efforts have not been wasted and I'm sure we will see the results in the near future. □

Media coverage of event publicises railway

Excellent media coverage in the regional press resulted in the Middleton Railway blue plaque event calling attention to our existence and historic significance. Both the Yorkshire Post and Yorkshire Evening Post included colour photographs and detailed write-ups. Here is an extract of one report.

"When a steam locomotive towed its first load of coal from Middleton Colliery it marked the arrival of a new form of transport that was to shape history," the Yorkshire Post of 29 March 2004 reported.

Civic Trust director Kevin Grady, guardian of the city's architectural and industrial heritage, said, "The Middleton Railway is incredibly important in the history of the development of railways. In 1758 it was the subject of the first-ever railway Act to be passed by Parliament, and in 1812 it was the first railway in the world to be commercially successful in running steam locomotives."

Full steam ahead

Honouring city's role in rail age

Civic pride in line from rail's dawn

Vice-President Ian Smith said, "The Middleton Railway and its historic locomotives founded a whole industry within the city, whose products can still be seen both in the UK and throughout the world".

Civic pride in line from rail's dawn

An engineering feat which changed the face of transport and commerce across the world was commemorated in Leeds at the weekend, Joanne Gintley reports.

At its heart, a railway was the Middleton Railway and yet it is the background to the city's history.

Dear Editor, I must say.....

It was with the deepest sorrow that I heard of the death of Dorothy Hebden.

Dorothy's involvement with the railway started when her young son David took an interest in the embryonic Middleton Railway Preservation Society. Dorothy decided to come along—just to keep an eye on David.

She was not one of those people who could just sit back—she had to be involved. Being a primary school deputy head, her experience was greatly appreciated on schools days, and it was in this capacity I first met her. Such was her commitment to the railway, each year she confirmed the dates of the schools events so she could plan her holidays around them.

A reception class teacher told her that the children were too young to understand how a steam engine works. Nevertheless, Dorothy went into full flow explaining to the children who were completely fascinated by her description. At the end of the session that teacher apologised to Dorothy—she would never have believed it possible if she had not heard it for herself.

Dorothy was researching at the National Railway Museum in York, when she heard a little voice exclaim, "Look Mummy, it's the lady from the Middleton Railway!" She was recognised wherever she went.

She gave notice at the end of last year's school days that 2003 would be the last she would be available because of failing eyesight (*see Old Run 179, page 30*).

She may have been a pensioner, but she was always young at heart, and will be sorely missed.

Cedric Wood, York

I have just discovered that during the year 2004 a number of anniversaries take place as follows:

(Continued at foot of next page)

2004 Special Events

SCHOOLS' TRAINS, 15 & 24 JUNE

WELL BEHAVED?? ENGINES' WEEKEND, 10,11 JULY Will Lord Shuntham have got things running smoothly this time? Come and see for yourself.

DIESEL WEEKEND, 14 & 15 AUGUST

Special timetable with all trains powered by Middleton's fleet of diesel locomotives.

CIVIC TRUST HERITAGE VISITORS' WEEKEND, 11 & 12 SEPTEMBER

A chance to look behind the scenes at work being done by our volunteers to keep the world's oldest working railway running.

ENTHUSIASTS' WEEKEND, 25 & 26 SEPTEMBER

With special trains (passenger and goods) and an intensive timetable

HALLOWEEN EVENT, 31 OCTOBER

Scary trains and scary people. Bring your lantern and join in the fun!

SANTA'S SPECIAL TRAINS, 28 NOVEMBER, and 4&5, 11&12, 18&19 DECEMBER

Meet Santa on the train. Presents for the children and wine and mince pies for the grown ups.

Boardroom jottings, (continued from p. 5)

The Old Shed: Council feels very strongly that the freshly tidied 'old' shed should be kept that way and it should not revert to its previous status of workshop/storage area. It is a valuable resource as it provides the only other undercover attraction at the Railway apart from the shop (and the train ride!). It was agreed that any incidents of abuse of this area may be treated as a disciplinary offence but it was hoped that common sense would prevail and the area would be respected. Council agreed to buy some good quality folding tables for use in this area to present a good impression to our visitors and to release our current collection of tables of varying heights and quality to be disposed of.

Ladies of the Railway- what would we do without them?

What we might achieve if we had more?

Men of the railway are often mentioned in the *Old Run* relating to their various working roles but the poor ladies do not often get a mention so in this issue let us try and address the balance.

One of our ladies spends many hours buying in stock e.g. food and drink to sell in the shop and also does a regular supermarket run to keep the shelves stocked. This is not just for the benefit of our customers but also for the hungry and thirsty volunteers. She is especially busy at Christmas time, making sure toys for the children on the Santa trains are bought and packed ready for Santa to hand out to the boys and girls. Our other ladies help with the present wrapping too.

We also have ladies of varying ages, shapes and sizes who help in the shop. They make hot drinks, wash up, sell over the counter and keep the Raffle tickets moving at Christmas-time. They make every effort to remain cheerful and try to keep smiling even though legs and feet may be aching!

Sometimes a lady has to sell tickets if the ticket 'man of the moment' has had to relinquish his post for some reason.

Some of our ladies 'man' a knitting stall and also encourage customers to part with their hard earned cash on the promise of a win on the tombola.

Dear Editor, (contd from page 22)

Our Hunslet diesel is 70 years old this year. The NER Holbeck roundhouse closed in 1904. Neville Hill opened in October 1904.

These dates taken from K. Hoole's book, *NER Engine Sheds*.

Andrew Johnson, Rothwell

All these ladies, with the help of a few men, stock-take, clean the shop, wash the windows and make sure the toilets are presentable, all in preparation for the first day of the season. This work also continues each week for the rest of the year.

We do have lady members who like to dirty their hands. They help, either in the shed with restoration of locomotives or rolling stock, or can be seen on the footplate helping to keep the engines running. In fact, one lady member is fast approaching the status of Fireman. (or should this be Firewoman or even Fireperson!!) We did have a lady guard until recently when she retired from active service. And we do have two lady members who serve on the Trust's governing Council.

Oh yes! The male members may ask, what would we do without them, the lady stalwarts of Middleton Railway? Thanks to them all.

A humble request. How about some of you lady members coming to join them in their endeavours, you would be made most welcome? In this age of equality and gender awareness, we certainly could do with more ladies taking an active part in any and every way. Surprise yourself! You may even be able to surprise the men, and show them how perfectly proficient you are! □

Several items have been held over for a future issue. Thanks to all who have supplied material in recent months. (Ed.)

DOROTHY HEBDEN



It is with great regret that we have to record the death of one of our longest serving members, Dorothy Hebden, in March this year.

Born in Cornwall, in 1923, Dorothy moved to Middleton the following year, becoming an "Honorary Yorkshire Woman". She was educated at Cockburn High School and became a teacher, ending up as deputy headmistress at Dewsbury Road Primary School, from where she retired in the 1980's.

Dorothy became involved with Middleton in its early years, through her sons, David and Paul, both of whom had become members of the MRPS as it was then known.

I first knew Dorothy through Dave, whose house I used to visit on occasions from 1969, when I, too, joined MRT as a 15yr old.

Dorothy was always a smiling, welcoming hostess and as I grew up, I came to value her extremely wise council. She became heavily involved with our school train service from its earliest days and was always willing to lend a hand in the shop until her failing eyesight prevented her from operating the till properly.

On most summer Sundays, she and husband Ronnie would walk in the park and invariably end up at Park Halt, take the train down to Moor Road and chat with both members and visitors, regaling all with tales of the area, which she had herself meticulously researched. She took things in her stride and many has been the time when, exasperated at something which had happened at the line, I had bemoaned the facts to Dorothy who would always have words of sympathy and then point out ways of how to avoid such and such a situation in the future!

Her latest project was the "Friends of Middleton Park" and she recruited me as a member of the steering group in order to represent the Railway. She was in the process of planning a series of historic walks through the park at the time of her death and the "Friends" will be continuing with these plans for this coming summer.

Perhaps the greatest tribute to Dorothy was the funeral – the church was packed, to the extent that the family joked they should have shared Elland Road with John Charles! Not as funny as it sounds, since one of Dorothy's secret claims to fame was that she actually played football with the great man whilst at a school camp!! Many of her friends from the railway attended, which again speaks volumes for this wonderful lady.

Dorothy's death has left a big gap within the ranks of our working membership – she was a great believer in the Middleton Railway and a great friend to all those who knew her.

Ian Smith, Vice President

Who, when and where?

Tony Cowling writes:

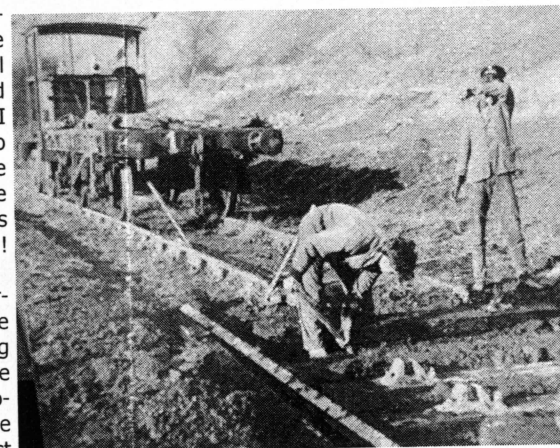
I had a vague recollection that this picture had been published at some time in *Old Run*, but having been through all the issues from the one reporting the arrival of the Alton loco up until the end of the 1970s, I haven't been able to find it. So maybe the recollection was wrong!

I am absolutely certain that the picture was taken during June 1969, while work was in progress to relay the stretch of track just above what we now refer to as the GN bend. At that time the GN bridge was still in existence, and what is now our passenger line went just through the bridge, and then there was a gap where the line down from the Middleton Colliery had been relaid in 1958/9 to connect directly with the GN branch. The project to reconnect the two lasted from 17th June to 30th June, and I wouldn't like to speculate exactly when during that period the picture was taken. If you have a set of *Old Run* that goes back far enough, you will find a description of the project in the Autumn 1969 issue.

Who were the people? I am sure that the one on the left, bending over, is Patrick McAskie, who was our civil engineer at that time (despite still being a student - and an Arts student at that, from what I remember). He was in charge of this project, and made an excellent job of this not-easy post. His

untimely death from cancer at quite an early age was a great loss. I can't now remember exactly when it was - some time in the late 1970s I think.

The other one, who was either wiping his face with his sleeve or



hiding from the camera, is not so easy to identify. It might have been Charlie Milner (another student), who figures in one of the other pictures in that Autumn 1969 *Old Run*, along with Chris Metcalfe and Richard Roberts (another student), but I

don't think so, because the person in the picture is wearing a greasetop hat, and I don't recall Charlie having one of those. So, I think it is probably Bill Greenhalgh, who was another student, but who was also involved in operating trains as well as doing permanent way work. But I may be wrong on that, although there aren't too many other candidates - the most likely other one would be Tim Leech, but I don't think it's him, because I remember him as being rather taller than the person in the picture.

[This photograph was found kicking about in the Moor Road shop and readers were asked in a previous issue, if they could identify the volunteers who were undertaking some pioneering track work. If anyone else has ideas please contact the editor, in writing with the details]

Steep learning curve

Mike Scargill and Rupert Lodge gain essential hands-on experience using the maintenance module of the 'Steam-Up' computer program to identify a fault with Matthew Murray's injector. (See next page)



Caption competition



A railway video will be awarded to the reader who sends the best caption to the Editor by the closing date for the next issue, 31 July 2004. This evocative photograph taken by Keith Hartley.



Mystery photograph competition

In the last issue was won by Dennis Caton of Leeds 9, who was first to correctly identify the location in the picture as the Ballabeg station on the Isle of Man Railway. He receives a free video.

(HWB)

Another First for Middleton!

Our science correspondent, Professor J O King, of the Leeds Metropolitan Regional Training Unit, reports on another ground-breaking development

Following months of behind the scenes activity and secret trials conducted late at night in smoke filled cabs, the Middleton back shed boys have come up with another potential world-beating development! This invention is set to revolutionise the operation and maintenance of steam locomotives throughout the preservation movement and you saw it first at Middleton!

The new invention is a (boiler) suit of computer programs collectively known as 'Steam-Up' for the real time management of steam locomotive operation and maintenance. Different modules cover every aspect of locomotive operations and will, when fully developed, enable complete morons to do all the messy jobs like lighting-up, raising steam, oiling round, driving etcetera. This will allow the crew to get on with more important tasks like chatting to passengers, cooking bacon and eggs and exchanging yarns of exploits on other, less developed railways.

The present release of 'Steam-Up' is incomplete but the boiler management module is reported to work well. All the fireman has to do is follow the on screen instructions to add coal or water. Sensors attached to the loco report on water level, fire temperature, smoke density and colour, whilst a GPS receiver tells 'Steam-Up' where the loco is and the speed and direction in which it is moving. Another input from a top-secret device known only as 'Pocket Watch' reports the current time, so that 'Steam-Up' knows what should happen next. This fact alone illustrates the power of 'Steam-Up'. Who else has any idea of what happens next? All that the crew has to do is follow the simple on-screen instructions and all will be well.

Another feature is the extensive, context sensitive help. A crew member has only to say the word 'duh' and helpful hints such as 'Put the coal on the FIRE not on the floor', or 'Open the fire door before adding coal' guide even the dimmest operative through the process.

Our picture (top, opposite page) shows Mike Scargill and Rupert Lodge using the maintenance module of 'Steam-Up' to help them deal with a simulated injector failure on Matthew Murray. The next instruction can be seen on the screen and Rupert is comparing this with the *Matthew Murray* Operator's Handbook. When the picture was taken, the in-cab display had overheated and an external monitor had to be used. The interface cable to the equipment on board can be seen behind the display screen. An upgraded cab display has now been made using some old asbestos lagging and this works well, although the mains lead and rather large extension reel tend to get in the way.

The present system runs on a PC using the Branch Linux operating system, but versions for the Apple Donkey Jacket and Microsoft Spectacles are in an advanced development phase.

Late Breaking News

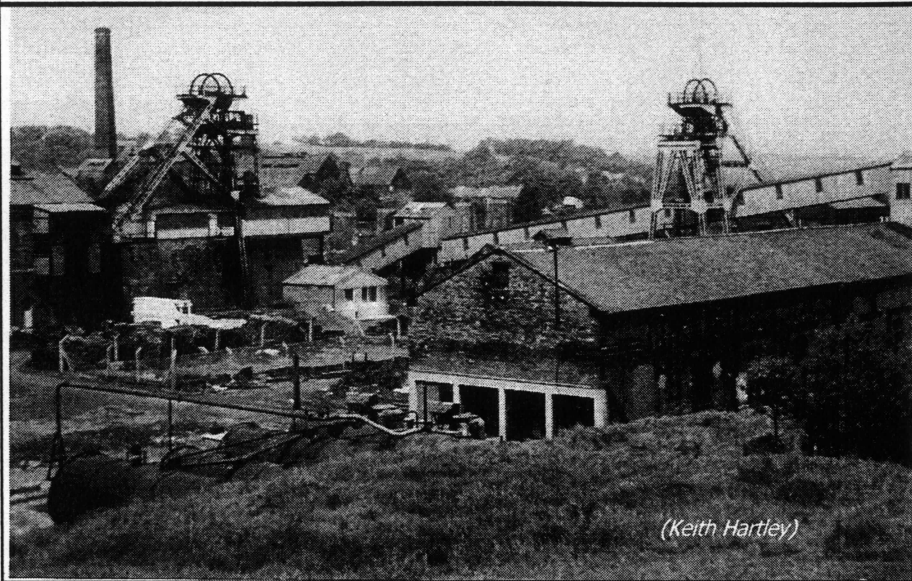
For those who do not have a real steam locomotive for 'Steam-Up' to manage, a fully featured simulation called 'Anorak' is being developed. □

Remember, you see it first in Old Run!

Thomas Green engine moves north

(news from Leeds & District Traction Engine Club)
A unique loco is being moved to the South Tynedale Railway at Alston for restoration for its centenary in 2008. The 2ft gauge 0-62T *Barber* is the only complete survivor of 33 locos built by Thomas Green & Co of Smithfield Ironworks, Leeds, a firm better known for its lawn mowers and road rollers. Supplied new to Harrogate Gas Works it remained there until withdrawn from service in 1949. Transferred to Leeds City Museum in 1957 and a gallery exhibit since 1991, Leeds Museums and Galleries have loaned the loco to South Tynedale Railway Preservation Society.

Spotlight on Broom Pit—1



(Keith Hartley)

Broom Colliery at Middleton, with the Fireclay Works and Middleton Woods in the background, taken on 2 June 1968, and showing the scene as it was following the closing of the colliery. It is now hard to imagine the present-day scene beyond our present terminus at Park Halt having been as shown above. This photograph was taken 17 days after the last shift was worked. The tall chimney and buildings, background left and centre, are those of the Middleton Fireclay works; beyond, and further west are the woods and grassy expanse of Middleton Clearings. The distinctly Heath-Robinson patchwork of modern and archaic structures presumably hastened the colliery's demise. More on Broom Pit in the next issue.

Old Run—new discovery?

It seems obvious that the road after which the Middleton Railway's journal is named, Old Run Road, refers to the Railway's route from 1758 to 1881, or the direction before the 'new run' with easier gradients was opened. The obvious, however, is not always correct.

As Dr Fred Youell pointed out in the *Old Run* of Summer 1989, the name of the road was Odd Run Road, and ran to a place called Odd Run Farm, somewhere near the west end of the GNR viaduct. To confuse the historian, Odd Run Farm is no longer traceable. A map of 1787 by Jonathon Seal, shows another variation, Tood Run, which could be To Od Run or T-Ood Run. It was a trackway parallel to the 1758 Railway, going presumably to the farm. This surely would not have become the Old Run in 1787, when the Railway was **not** old.

Personnel personal profiles

Hall & Co.—a family firm!

Three generations of one family working on the Middleton Railway is an unusual occurrence, but Brian, Lee and Stuart are just such a family. Brian Hall, who these days lives at Liversedge, near Dewsbury, was born in York, and after school joined the British Railways motive power depot at York where he worked through the ranks to become a locomotive fireman. He has fond memories of his time there.

Brian lived in Oxfordshire for some time and was first made aware of the Middleton Railway through Ian Smith, whom he met when he transferred to work for British Telecom here in Leeds, and became a member of the Railway in 1986. He quickly worked through the grades at Middleton to become a fireman, locomotive driver and guard, all three jobs he continues to carry out today depending on the needs of the service. He has also served as a member of the Railway's Council and as Yard Foreman.

Since retiring from full-time work last year, Brian can be found doing a multitude of jobs around the Railway most weekends and some weekdays too, and is a member of the Marketing Committee. When not at Moor Road he can be found enjoying his other hobby of ornithology.

The second part of the trio is Lee Hall, Brian's son, who was born in Oxfordshire, and

moved to Yorkshire in the late 1980s, and having an interest in steam traction engines it was a natural progression for him to join forces with Brian at Middleton Railway in 1988 where he helps with general maintenance and track work. Lee is a HGV driver and is interested in drag racing and American car clubs, being the owner of two American vehicles himself.

Brian and Lee are often seen at steam rallies in Yorkshire representing the Middleton Railway with an exhibition publicity stand.



The third part of the trio is Brian's grandson, Stuart Dickinson. Born in Dewsbury in 1990 Stuart attends Heckmondwike Grammar School. He says he has inherited his interest in railways from his grandfather, Brian. Stuart enjoys life at the Middleton Railway and hopes to become a locomotive driver amongst other things when his age permits. In the meantime he is

happy to take part in general work around Moor Road, assisting where required.

As an investment in the future for himself and his grandson at Middleton, in 2003 Brian acquired Hudswell, Clarke & Co. 0-4-0 HCD577 *Mary* from its then owner, and they are keen to see it continuing to work at Middleton for many years to come.

Did you see? In the press

The **Railway Magazine**, March 2004 **124-page Souvenir edition** celebrating 200 years of steam and 400 years of rails, refers to the contribution made by Blenkinsop and Murray at Middleton to the development of steam locomotives. It also made the point that although it is difficult to be precise about 'first' the proprietors of the Stour Navigation were authorised to build their railways by an Act of Parliament of 1662, (when means that was the first Act to deal with such matters, not the Middleton Railway one of 1758, which is often accorded that honour).

[Our Archivist and Historian, Sheila Bye writes: ***The Stour Navigation Act mentioned two pairs of "footrails" to be built to act as feeders to the navigation, and there was an accompanying map which confirms that the footrails were a railway track (it shows a birds eye view of a waggon sitting with its wheels splayed out onto the rails. The rather long-winded and pedantic, but strictly accurate, claim we can make is that the 1758 Act was the first to***

be titled for—and predominantly concerned with—the building of a waggon-way or railway. In short form: We CAN call the 1758 Act "the first Railway Act of Parliament—the footrails were only incidental to the Stour Act!"]

Heritage Railway March 2004, and **Railway Magazine** April 2004 issue, both reported the Leeds Civic Trust's award of the Blue plaque to commemorate the history of the Middleton Railway and the launching of the 'Leeds Collection' - a recognition of the contribution made by the city of Leeds to the railway industry. As highlighted by the industrial heritage line's extensive collection of locomotives and rolling stock built within the city boundary.

Coverage of the Blue Plaque award ceremony was included in the **Railway Magazine**, **June 2004**, with a full report and photographs of the Lord Mayor of Leeds performing the ceremony and visiting locomotive Kitson 0-6-0ST (5459/32) *Austin I*, emerging from the trees on the Balm Road branch.



The above photograph taken by David Hebden, shows the scene on the afternoon of Saturday, 27 March 2004 when the line to Middleton Park Halt had been blocked by vandals, causing the first train of the afternoon hauled by MSC No.67, to stop short and be returned to Moor Road using a *Thunderbird* diesel loco.

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
Registered Museum No. RD2114
Telephones: 0113 271 0320 (office & fax.) 0113 270 6162 (shed)
E-mail: info@middletonrailway.org.uk
www.middletonrailway.org.uk

President

Gerald Egan

3 Warren Avenue, Knottingley WF11 3JF: 01977 672126

Vice-Presidents

N A Brampton, J K Lee B.E.M., I B Smith

Chairman

I Dobson c/o Middleton Railway, Moor Road Leeds LS10 2JQ

Secretary

A J Cowling 2 College Street, Sheffield S10 2PH

0114 268 3812

Treasurer

S Holdsworth c/o Middleton Railway, Moor Road Leeds LS10 2JQ

Council Members

H W Bishop Spring House, Fosterhouses, nr. Doncaster, DN7 5LE

01302 844889

J A Cowling 2 College Street, Sheffield S10 2PH (Council Secretary)

0114 268 3812

E Lanne c/o Middleton Railway, Moor Road Leeds LS10 2JQ

M McPeake 103 Holgate Rd, York YO24 4AZ (Safety Officer)

01904 617191

A Parsley c/o Middleton Railway, Moor Road Leeds LS10 2JQ

S J Roberts 12 Pinfold Rise, Aberford, Leeds LS25 3EN (Chief Mechanical Engineer)

0113 281 3626

M A Scargill 31 Victoria Walk, Horsforth, Leeds LS18 4PP (Membership Secretary)

0113 258 5068

I B Smith c/o Middleton Railway, Moor Road Leeds LS10 2JQ

0113 271 1089

J Wilkinson c/o Middleton Railway, Moor Road Leeds LS10 2J (Operating Superintendent)

0113 226 3802

C Wood 4 Elm Grove, Huntington, York, YO31 9HD (Education Liaison Officer)

01904 633906

H Wood 11 Easy Road, Leeds LS9

0113 294 8955

Exhibitions Manager

D Plummer 44 South Broadgate Lane, Horsforth, Leeds LS18 4AG

0113 258 1851

Hon. Archivist

Sheila Bye 15 Leylands Lane, Bradford BD9 5PX

01274 543574

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E-mail addresses

Administration (Chairman/Secretary)	admin@middletonrailway.org.uk
Bookings (Advance Travel Reservations)	bookings@middletonrailway.org.uk
Engineering (various engineers)	engineering@middletonrailway.org.uk
Finance (Treasurer)	finance@middletonrailway.org.uk
Marketing (Marketing Officer)	info@middletonrailway.org.uk
Membership (Membership Secretary)	membership@middletonrailway.org.uk
The Old Run (Editor)	oldrun@middletonrailway.org.uk
Staff Rosters (Roster Clerk)	roster@middletonrailway.org.uk

1932 Leeds-built Kitson *AUSTIN I*, 0-6-0ST No. 5429 on the Balm Road loop, with Tulip Retail Park and Hunslet Parish Church in the background, 27 March 2003.
(Robin Stewart-Smith)

