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# Old Run

Journal of the Middleton Railway Trust

No. 184

December 2004



**Diesel delights**  
**Steam Gala special**



## Editorial

**W**elcome to another packed edition of *Old Run*. Thank you to all contributors.

As we end one year and look into a new one, there is much to focus our minds. Just how much have we achieved in 2004? What does 2005 hold for the Middleton Railway and its future?

This edition of our magazine contains some record of what has been achieved in the last three months, including not only our Enthusiasts' weekend in September but a highly successful Diesel Gala in August and the launch the Wickham Railbus into passenger service culminating in a Diesel Railcar day in October. Photographs pay tribute to the often unheralded work, week in and week out, of the relatively small nucleus of working members who keep our Railway running.

As we go to press we still await hearing from the Heritage Lottery Fund concerning our bid for funds for the construction of our shed extension, designed to provide protection to our unique Leeds locomotive collection and access to the public to our historic artefacts and records.

There's much to look forward to in the next twelve months. Season's greetings to all!

*Howard W Bishop*, Editor

**The deadline for the next issue is 31 January 2005**

## Front cover photo

**With headlights ablaze, Wickham Railbus DB999507 makes a grand sight on the 1015 from Moor Road, forging up the gradient on the Great Northern curve, against a backdrop of the Leeds City skyline, as she undertakes the line check on the Diesel Gala on 15 August 2004, driven by Graham Parkin.**

(HWB)

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

# President's page

**Y**es, it's that time of year again, as our editor reminds me! How the years seem to roll by these days.

Last year I referred to OR175 published in the Autumn of 2002 and discovered what a difference a year makes. The same can be said again.

Sadly our *Thomas* events are no more, although not from want of trying. Passenger figures recently supplied by our Treasurer show a reduction of a thousand adults and six hundred children. One satisfaction is that we know that this in the main represents a reduction via *Thomas*.

Having discussed the situation with our Chairman, David Monckton, I am advised that the Council is to try and arrange more family oriented events in the future, and indeed *Percy* (when fit) may prove a good alternative.

I still believe that a line extension into Middleton Park would also boost our Railway.

Many thanks to everyone who helped at the Railfest in York. The Middleton Railway certainly played its part.

Steve Roberts tells me that he has been busy putting together our Heritage Fund application. This has been no mean task. If we are successful and the Display Hall and Interpretative and Visitor Centre established, visitors numbers will increase.

Cedric Wood has taken on the extra responsibility as Commercial Manager. We all know that Cedric backed by his wife is a 'hundred percenter', especially every year with telephone bookings for our Santa's specials. One of his unofficial duties witnessed one Sunday recently was doing a litter pick from the tunnel area. What a man!

An innovation for 2004 was the Railcar Day in late October. Thank you Graham Parkin and Ian Dobson for two superb vehicles.

Next year will bring lineside developments by the City Council, and perhaps some service curtailment as a result. The associated problems will I am sure be overcome and may enable work to be carried out in areas which otherwise would not be possible.

Finally to all our members and families I say thank you for your membership, and your involvement in the running of our Railway, and on behalf of the Council and myself every good wish for Christmas and the New Year.

*Gerald Egan*, President



# From the Chairman

**We are all doomed!** It is just that some of us are more doomed than others!

During a recent few days holiday in Scotland, where it did not stop raining and virtually everywhere I wanted to see was shut or they could not find the key to the shed I was heartened for all the wrong reasons to read the 'history' of a particular society. This told of their struggles against adversity and the highs and lows of their 30 year story of building a railway and operating trains. Near the end of the book is perhaps the most telling paragraph – *'At the time of writing (2003) the Society has no working steam engines, there is no passenger service, the track is dangerously overgrown and the future is uncertain. But we've been there before.'* The situation did not seem to have changed in 2004.

Perhaps no matter how bleak we may sometimes believe the future is for our Railway we have a long way to go before a Scottish visitor reads such a postscript to the latest edition of Sheila Bye's History of The Middleton Railway.

Two other Scottish Railways, which I visited were open and also had sheds they couldn't find the key for. Both owned up to not having working steam of their own – one had cancelled their service 'for the time being until the boiler is fixed' and the other had hired in an engine from south of the border.

Look at our Railway next time you are there and see all there is **not** to feel depressed about.

A possible cause for a state of affairs which is not exclusive to Scottish Railways is the fact that we really are all doomed - to getting older.

If you look back to the Saturday of the Gala you will probably remember that most of the usual suspects were at the Railway, a roll call would include amongst others Tony Cowling

on one engine with Dave Hebden, Steve Roberts was plugging a gap in the roster on another. Peter Nettleton and Graham Parkin were busy in the shed, Christine was busy selling and Bill Turnpenny had just arrived to do his bit. Sheila Bye was in the shop discussing the history of the Railway with Ian Smith, whilst Derek Plummer manned a display stand.

Other members, too numerous to mention, were on site in response to an urgent plea in *Old Run* for volunteers to help on the day. Geoff Saunders flagged away the train and in usual fashion *Windle's* wheels set off for the park to be shortly followed by its boiler and frames.

Yes the year I am talking about was 1986 (my first Middleton Gala) but could pretty well have been many of the preceding years and most of the subsequent nineteen years. The Middleton Railway like most Societies relies on an active core of long serving members, many of ours joined shortly after 1986 and are not named above but are equally valued and we could not do without them. My guess is that by 1992 most of today's regulars would have been present.

Inescapably we are all doomed to become less active as time passes and the challenge remains to either recruit the next generation of long serving members with more credits on their 'doom meters' or to organise our affairs in such a way that we can properly run the Railway from our bath chairs as 'top ups' are not readily available. In reality we should and are going to try to achieve both.

Preservation Societies by their nature tend to look backwards from choice: we have the opportunity and time to look forward, but must use it wisely, otherwise in ten years time we may look back to 2004 or 1986 or 1960 as a golden age and the Scottish Society's problem could become ours.

David Monckton, Chairman

# Thanks for the memories

Martin Plumb

I was amazed to discover that Tony Cowling's article, "Who, when and where?" in the June edition of *Old Run* caused a whole folder's worth of hitherto-forgotten memories from the 1970s to be instantly restored from the archive section of my memory!

I was amazed by the speed of the data restoration because, the older I get, the more trouble I seem to have recalling things that happened in the past. Hardly surprising, I suppose, considering that my memory is based on the valve technology that was all the rage in 1960 and, each time another cell fails, it's a case of, "Sorry Guv but we can't get the parts any more"! Under normal conditions, when I try especially hard to remember something, I sometimes have to wait several days for the appropriate archive tape to be loaded and read and, even then, it seems that the restored information is unable to cross the final boundary into my online cache until I place both of my hands in a bowl of hot, soapy washing-up water.

What made it doubly amazing was that the memories in question had nothing to do with Middleton Railway but were all triggered by one name in Tony's article – Patrick McAskie. Patrick McAskie was an English teacher at my school – Rodillian School (nee Rothwell Grammar School) – where his colleagues referred to him as Paddy McAskie and we called him Mr McAskie, at least when he was within earshot! I didn't realise that he worked at Middleton Railway until I read Tony's article. From now on, I will refer to him as PMcK.

If my memory serves me correctly, PMcK didn't arrive at the school until I was in the sixth form and he never actually taught me (could anyone?). Nevertheless, he features in many of my pleasant memories of school and stands out as one of the 'real characters' thanks to his enthusiastic involvement in extra-curricular activities.

Shortly after he arrived at the school, he set up a lunchtime railway club which proved very popular. This was, after all, well before the media had declared it socially unacceptable to be a rail enthusiast and those of us who spent much of our leisure time at the ends of station platforms realised that the railway club was just what we'd been waiting for. As far as I was concerned, the subject matter was much more interesting than anything to be found in the 'real' lessons and, safe in the knowledge that I would eventually become a top-link train driver, I took much more notice of PMcK's lecture about the different types of transmission used on diesel locomotives than I did of French irregular verbs. Perhaps he mentioned Middleton Railway but I don't remember him trying to recruit any extra volunteers; if he did, I would surely have joined.

As well as the lunch-time railway club meetings, PMcK also organised trips to other railways and, when the numbers involved were small, those of us who took part often got to ride in the back of his small, grey van which I think was a Morris 1000. Its registration was 'GWR 823' (or possibly 'GWR 832?') and he always referred to it as 'Great Western Railway Countess Class No. 823 (or 832?) "Countess Jellymould"'.

Whatever the nature of the trip, he took every opportunity to throw in some extra educational and/or character building components.

I remember him once leading a walk through the mountains of Snowdonia from Llanfairfechan to the school camp at a place (or rather a field) called Hendre above Conwy and, during the lunch break, he taught me how to take compass bearings – all very interesting but little did I know just how soon I would have to put the newly-acquired skill to the test. Somewhere in the region of a mountain called Tal-y-Fan, all of the 1<sup>st</sup> year (year 7 in new money) pupils failed with what they claimed to be exhaustion and I was promptly despatched with a map, compass and, of course, the single line token to run back to camp and summon

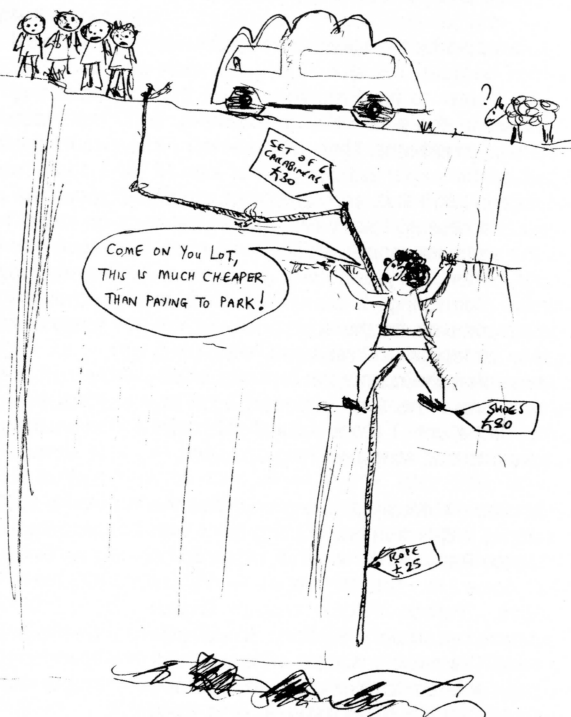


assistance in the shape of the school minibus which I had to navigate back to an agreed meeting place.

On another occasion, PMcK took a small group of us in "Countess Jellymould" to one of the Welsh narrow gauge railways – it might have been the Snowdon Mountain Railway but I can't really remember. Instead of parking in the car park, he drove up a track overlooking the station and then, after a minimal safety briefing of, "make sure you have two firm hand-holds before moving your feet or two firm foot-holds before moving your hands", encouraged us to follow him, lemming-like, down a near-vertical cliff face. Whether or not it was as severe as I recall, I'm not sure but it seemed like the north face of the Eiger at the time and the gradual build-up of a group of bemused onlookers reinforced my impression that this wasn't an approved entry route. When we finally reached terra-firma and watched our knuckles return to their usual colour, one lad summed up our collective thought by asking, "Sir, do you think we could park in the car park like everyone else another time?".

I remember one year when PMcK joined us on the annual school cycling trip around Scotland. Adopting a streamlined racing position on the long downhill section between Lecht and the Spittal of Glenshee, I think I achieved the fastest speed that I've ever reached on a bike. This was before the days of cycle computers and it was difficult to count telegraph posts at speed so I don't know exactly how fast I was travelling but, having more recently seen what 40mph looks like from a bicycle saddle, I guess it was somewhere in the region of 45-50 mph. I had just decided that the uncontrollable wobble of the handlebars might be a signal to slow down when PMcK shot past with a cry of, "The McAPT speeds past the Inter-Village 125 on the fast line!" Shortly afterwards, the two of us overtook a moving car and, as he drew alongside,

PMcK bent down and gave the driver a cheery wave! That was nothing compared to adventures of later years because a book about the school's history notes that, "In recent years, some routes have included a 'rough stuff' alternative section over unmade tracks, pioneered by the much-lamented Paddy McAskie with his crossing of the 2507-foot Corrieveairack pass to Loch Lochy, where his party glissaded down snow-slopes on their capes!"



When I was in the Lower Sixth (year 12 in modern parlance), a small group of us was sent to Conwy to set up the tents at school camp in readiness for the younger pupils. We were to go there in the school minibus and PMcK was rostered as the driver. Shortly before the departure time, he decided that he wanted a detailed schedule for the journey and volunteered me to make one using an average speed of 50 mph on motorways, 30 mph on all other roads, a couple of physical needs breaks and an agreed amount of recovery time. I went to the

school library, found a road atlas and started by making a list of locations and distances. So far, so good. In converting the distances to times, though, I made a silly mistake because, instead of multiplying the distances by 60/50 for the required 50mph average speed, I multiplied them by 50/60 and, as a result, produced a set of times that required an average speed of 72 mph. Even worse, the average speed for normal roads turned out to be 120 mph instead of 30 mph! My excuse was that I had produced the schedule in a hurry but it was still a careless mistake and one which proved to be rather embarrassing given that I was studying 'A' level maths at the time. Still, there was no quality control check and, as I climbed into the passenger seat of the minibus clutching my clipboard full of timing sheets, nobody had any cause for concern.

PMcK treated the schedule so seriously that he waited for the correct departure time before setting off but the minibus had a cold engine and failed to attain the required 120+ mph before Tingley so we were already several minutes late by the time we joined the motorway there. "Not to worry....", said PMcK, "...we'll soon make up the time". Wrong! As we passed each motorway junction, we were further behind schedule than we had been at the one before. PMcK encouraged me to write down the actual passing time at each location and gradually drove faster and faster in a desperate attempt not to lose any more minutes even if he couldn't regain the ones that had already disappeared. If only his confidence in my mathematical ability hadn't been assigned a higher priority in his brain than the signals that were arriving from various sensory inputs, the alarm bells would, most definitely, have been ringing! Was the speedometer really so inaccurate? Why were so few vehicles going faster than us? Should it really be necessary to wrestle with the steering wheel?

The minibus would probably have been capable of achieving an average speed of 50mph over the M62's gradients but a 72mph average would have been impossible without an engine transplant – something that it was in danger of needing before journey's end thanks to the PMcK thrash!

In those days, the M56 motorway ended near Queensferry and the final physical needs break took place at a café there. I can't remember

how many minutes had been scheduled for the break but it was purely academic because, even before the wheels had stopped turning, PMcK announced, "I want you all back on the minibus within 10 minutes". His amazing ability to engender a team spirit meant that my fellow pupils all responded accordingly and climbed back on board even before their nerves had had chance to reset themselves.

When we arrived at the camp, it would be an understatement to say that the teachers who were already there were astounded by our early arrival. and, as the minibus breathed a sigh of relief and PMcK explained, "We didn't even manage to stick to Martin's 50mph schedule", attention suddenly turned to my timing sheets. Funnily enough, that was the last I ever saw of them! The minibus and my credibility both suffered a lot that day and you may be surprised to learn that I went on to pass my maths 'A' level.

All of the above events happened before the days of detailed risk analysis and the threat of parental litigation but, fortunately, we all lived to tell the tale. Perhaps there's something to be said for minimising the risks and dangers to which children are exposed but I can't help thinking that, if modern-day restrictions had been in place in those days, very few of the things would have taken place and the memory that is used to store such happy recollections would have remained blank. It could even be argued that it's thanks to PMcK that I eventually turned into a robust character who can confidently wrestle the controls of *John Alcock*. Alright – before someone submits a correction, I'll settle for "a robust character who can confidently let his son wrestle with the controls of *John Alcock*!"

Characters like PMcK are few and far between and we were very sad when he died at such a young age. I'm pleased that Tony's article not only refreshed the memories but encouraged me to transfer them to a 21<sup>st</sup> century storage medium. At least I'll now be able to recall them without having to do more washing-up! □



# Time for a new t(r)ack?

The steam railway preservation movement is full of folk who love their hobby to bits and are prepared to devote many hours a week in pursuit of their passion. Heads are ruled by hearts, nostalgia abounds by the bucketful, and enthusiasm knows no bounds.

Increasingly, though, the wider picture can be forgotten, and the breadth of vision confined to the railway's own boundaries. All too often no-one stands back, removes the rose-coloured spectacles from their eyes, and looks about them with a totally objective and perceptive eye.

A heritage railway is as much a working environment as a car factory or a steel mill, but does it have to resemble a scrap yard? Does the first train of the day inevitably leave late? Do the customer facilities really have to be relegated to a second-rate building and the car park have to resemble a quarry?

Children of today, and their parents, are sophisticated, demanding and spoilt for choice. If an attraction is to entice them to come back after their first visit it has to make them hungry for more. Such are the leisure alternatives available to families these days that second-best will not do and standards have to be spot-on, be it in a theme park, a shopping mall, or a heritage railway centre.

The UK railway preservation movement is surely the best in the world, and provides enormous pleasure to tens of thousands of volunteers, employees and paying customers. But it is in one of the most fiercely-fought sectors in the country – leisure – and to survive, let alone grow, it has to be continually on its toes, always looking at ways to improve, always eyeing the main chance, and for ever seizing every opportunity.

Sharp business brains must also be attracted to its core, men and women who have proved themselves in the harsh world of commerce and who have expertise and acumen to offer.

The members of the Middleton Railway have achieved so much over the years of which they can be justly proud. At the time of writing we eagerly await a response to our application to the Heritage Lottery Fund to enable us to extend our premises to provide accommodation for our Leeds Locomotive Collection and to provide the public with full access to our Museum archives and artefacts and develop our educational facilities as part of our working museum complex. We have been contemplating extending our main running line towards Middleton Park, and have forged formal links with the Friends of Middleton Park, a recently formed pressure group seeking to develop Middleton Park and the South Leeds area into an attractive visitor centre in its own right.

The existing officers and working members of the Railway are already hard pressed in maintaining the existing infrastructure and operations. In order for the Railway to forge ahead in the next 40 years, questions arise such as: Do we need to seek and employ (whether paid or unpaid) a professional fundraiser, marketing expert or manager who could use his or her experience and knowledge to tap into the financial and other resources needed to make our Railway a continually attractive place for families and their friends to want to visit on a regular basis? Should the proposed extended Display Hall and its facilities as a community resource have a dedicated curatorial person appointed to enable it to operate on a professional basis?

Food for thought? Can we afford to stay just as we are? Is it time for some tough thinking? What do you think? □

*(Concerned at the downturn in visitor numbers, the writer of this article, who prefers to remain anonymous at this stage, raises some important points which are worthy of consideration and debate. The editor will be happy to enable a discussion to take place. It's over to you. Ed.)*

## Dear editor, "I must say..."

I've gone on to Sheila Bye and others in the past on the theme "What can be done for 2012?" (centenary of the Blenkinsop/Murray building of Salamanca).

Should we/how can we build a useful Blenkinsop replica, and how MRT must get the "Steam Elephant" on loan.

However, I don't have time to contribute actively, and my ideas seem to have been rather unwelcome, presumably because people feel too stretched already (with which I sympathise).

**Peter Excell,  
Bradford 9**

*(Perhaps the last part of your final sentence hits the name on the head. 'Many hands make light work', and we really do need so many more, just to tread water, not to mention the cost. What do others think? Ed.)*

I accept that it would be difficult to achieve on a regular basis but it would be interesting to see published in Old Run photographs of locomotives, now on the Middleton Railway, at work at their former industrial locations.

Before you ask, the only photographs of No. 67 I could provide are of special trains, e.g. RCTS railtours, around Trafford Park and the Manchester Ship Canal lines.

**Dr J G Blears  
Ripon HG4**

*(If Dr Blears, or anyone else will send in such photographs they will certainly be considered for publication. Ed.)*

**Deadline for the  
next issue is  
31 January 2005**

### Photographs on pages 10 and 11:

#### Shots of the Diesel Gala event, all taken 15 August 2004.

- Hunslet 1932-built 0-6-0 No. 7051 John Alcock** driven by Martin Plumb with Andrew Plumb as second man, lifts the 1100 hours train to Middleton Park Halt.
- Wickham Railbus DB999507** on its very first trip on the Balm Road branch since arriving at Middleton, undertakes the line check at 1015 hours.
- Wickham Railbus DB999507** returns from Park Halt passing the Sports Stadium at 1050 hours.
- 1115 hours passenger train** returns from Park Halt, negotiates Dartmouth Junction.
- View of same train** as it is about to plunge into the tunnel mouth.
- Hudswell, Clarke 1946-built 0-4-0 D631 Carroll** and **Hudswell, Clarke 1932-built 0-4-0 D577 Mary** leave Moor Road on the 1140 hours passenger train, driven by Peter Nettleton and Brian Hall respectively
- Hunslet 1935-built 4 wheel Courage** reaches the country end of the line with the 1300 hours all-line tour train.
- Graham Parkin and the driver's view from the controls of Courage** as the little engine is about to burst from the tunnel mouth.
- View over the "bonnet" of Courage** as the diminutive engine manfully climbs the grade approaching Great Northern Curve.
- End of the diesel gala scene**, with our two railbuses on the mainline, **1950-built DB998901 OLIVE** nearest camera and **Wickham Railbus DB999507** in the background.  
*(2 & 10 Ian Dobson: all others HWB)*



1



# Diesel delights

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See page 9 for captions



## We need Friends.....

**D**id you know that a group of local people get together every month to talk about Middleton Park and to take action to make it a better place for everyone? They are a mixture of local residents, and other people interested in the Park, such as local City Councillors and council employees, including the Middleton Park Rangers.

Middleton Park forms what is left of the ancient woodlands dating back to medieval times. It forms an essential lung of green and pleasant land in the heart of South Leeds, bounded by the village of Middleton and the Belle Isle housing estates on the one hand, and the industrial remains of Broom Colliery, the local brickworks, and associated tips, more recently landscaped and planted with trees and shrubs. A large park, it consists of ancient woodlands, 18-hole golf course, bowling greens, play area, tennis court, basket ball court, in line skating, fishing lake, small pond and miles of footpaths and bridleways. There is an abundance of flora and fauna.

Alarmed at the vandalism and general neglect of the area, the Friends of Middleton Park was set up by concerned local people just over twelve months ago. Their aim, to make Middleton Park a better and more attractive place, and a safe amenity for the area. Their ultimate aim is to make Middleton Park and the South Leeds area as attractive for local families and visitors from further afield as Lotherton Hall and Roundhay Park.

In the twelve months of their existence the Friends have already become an effective pressure group, lobbying local Councillors and local government departments to increase patrols in the area to deal with vandalism and anti-social behaviour such as the use of guns and motor cycles. They have raised money to provide seats in the woods, had clean-up sessions (litter picks), and lobbied the Council to clean-up the local pond and make it less hazardous.

Concerned at the condition of the 300-year-old cottages in the heart of the Park, which had been boarded up for some years and more recently heavily vandalised and in danger of collapse, the Friends have lobbied the City Council to make them safe in order to prevent further damage and consider their future potential as an asset for the people of the area.

The Friends have come down firmly in support of the building of an extension to the Middleton Railway, seeing this as an integral part of the development of the area as envisaged in the Council's development plan for Middleton Park and South Leeds. Representatives of the Friends visited the Middleton Railway in July this year and said how impressed they were with our facilities at Moor Road and the dedication of its working volunteers. They walked the route of the proposed extension, and at a subsequent meeting said they were fully in support of the building of the line, believing it to be an ideal environmentally-friendly and novel way of encouraging people to travel into the Park.

The Middleton Railway is represented on the Friends of Middleton Park by one of its Council members, currently *Old Run* editor Howard Bishop.

Plans for the coming year include encouraging more people to come into and enjoy the Park by bringing in bands and other performers on selected days; organising events, including involvement with the Middleton Railway; to serve refreshments; to carry out planting and making other improvements; continuing to work with the City Council and other agencies to put residents' views across and make sure that what is done meets local people's needs; to work out ways of cutting down on vandalism and other abuse of the Park and its wildlife; and to promote the Park through publication of calendars, postcards and pictures of the area. □

## Makeover time

**A scoop investigative report into the disappearance of one of our locomotives and the return of an old friend!**

**T**homas and his Overweight Minder (OM) were enjoying a quiet moment over the pit a few weeks ago when Thomas sighed deeply and said *"Please Boss, I'm really, really tired do I have to do it again"*, the OM thought for a minute and said *"Nay lad, now you come to mention it, so am I. Its been five long years at the coal face of corporate branded service in the trenches of interactive, interpretive, harmonic, Terpsichorean travel experience for young adults and their carers and we both deserve some quality time and a comfort break. I will send Arthur (carrier pigeon with*



*saddle tank)* to head office with one of those flea-mails and tell them we are not going to be show ponies dancing to their tune any more and I won't take neigh for an answer." Thomas seemed suitably impressed. "Oooer, will you be able to fit all that on Arthur's leg?" "Stupid boy" said the OM "I will put half on one leg and half on the other." "Please Boss" said Thomas thoughtfully *"does that mean if one of his legs falls off they will only get Arthur message?"* "Stupid boy" said the OM seriously considering bricking Thomas up in the tunnel.

They stood in thoughtful silence for the next week or so until one day Arthur could be seen

approaching floating on the ether above the motorway, he buffered up to Thomas sufficiently lightly to only propel him one coach length backwards. As a result of this impact both of Arthur's legs dropped off and fell in the pit. The left one was addressed to Thomas which he asked Percy to read for him, it said *"cool mate, sorted, chill out*

*man but the shade will have to change, not to compromise corporate image copyright"* "Magic" said Thomas *"that blue was so 1940's, get me a colour chart"*. The other leg showed signs of toothmarks where Arthur had passed too low over Robbies, the OM read it quietly to himself,

muttering *"I don't believe it! What does it mean?"* Percy looked over his shoulder and read out loud – *"cool mate, sorted but we do have a problem with the corpulence factor which may become an issue if it appears in public with you as it may be confusingly similar to a copyrighted character."*

Thomas sniggered *"Great! I get a nice new coat of paint and you've got to go on a diet"* Steam rose from the OM and turning to face Thomas he bellowed *"Tunnel - three months and when you come out you will be Brookes No1 – Percy get the cement mixer."* □

**Farewell "Thomas", and welcome back old friend!**

**Websites relating to Middleton Railway can be found at**  
[www.middletonrailway.org.uk](http://www.middletonrailway.org.uk) [www.wickham-railbus.org.uk](http://www.wickham-railbus.org.uk)  
[www.thewoodheadsite.org.uk](http://www.thewoodheadsite.org.uk) [www.vintagecarriagestrust.org](http://www.vintagecarriagestrust.org)

# What you think of *Old Run*

In order to gauge the views of members a Reader Questionnaire was sent out with the September 2004 issue of *Old Run*, and there has been an excellent response.

The editor would like to express his thanks to all who have taken the time and trouble to respond, and for the several offers to write articles for future issues.

So how good is the magazine? Well it is gratifying to know that the overwhelming majority of readers who took the trouble to reply are either satisfied or very satisfied with the general content of the magazine.

**Only 20% of responders think we should "go glossy".** Probably this is because it would inevitably mean having to charge extra in order to cover the additional production costs.

20% of those who replied also think we should increase the number of photographs in each issue, to which we say "Send them in and we'll try to oblige". In order to be of use for reproduction however, photographs do need to be of a good quality in terms of definition, and they are more likely to be used if they show something from an unusual or a different angle. Human interest photographs are particularly welcome with suitable captions and, so that due acknowledgment can be given, photographs should be accompanied with the name of the photographer and the date taken.

Surprisingly, over 60% of readers think we should include articles covering topics on items other than those directly relating to Middleton Railway, comment being made that "there are some non-Middleton topics we can learn from". Someone wants to know who wrote the article about Australia in the last issue: to that person, the clue is in the first sentence!

On individual topics covered, a few find Loco Notes somewhat "dry" and too technical, and there is a view that locos should be identified better than with just their numbers.

A few people thought we should have more articles on the history of the Railway and more maps showing track plans past and present. Also more articles covering the history of our locomotives. (Have these people invested in the Railway's most excellent History Book and Stock Book? Most of these are covered in these publications and to include them again in *Old Run* would be using space which is already at a premium)

**60% want more non-Middleton Railway articles**

One of the purposes of an in-house magazine is to enable communication between the elected officers and its members. Therefore the opinion (albeit very small) that the articles by the President/Vice-Presidents and the Chairmen in their attempts to communicate with the members, were "not interesting" came as a surprise!

A few people thought we should include the Railway's timetable and more information about special events in each issue. However, this again would reduce the space available for other material, and the annual leaflet containing this information is in fact sent, for the information of members, with the magazine early at the start of each year.

**Majority say they are happy or very happy with the overall content of *Old Run***

Moreover, for those who do not regularly attend at Moor Road, up-to-date information about timetables and special events and on-line booking facilities as well as a whole host of other information can be found 24/7 on the Railway's website [www.middletonrailway.org.uk](http://www.middletonrailway.org.uk)

The results have proved that the reader survey was a useful exercise in obtaining the views of

the membership. These views will be taken into account in shaping editorial policy, and the editor looks forward to receiving more articles, photographs and other copy in the days to come!

If you would like help and guidance in writing for the magazine, or how best to take photographs for publication, please get in touch. □

**Lucky Readers' Survey draw winner : Mr Walter Bradbourne of Leeds 16, who wins a video tape.**

## EVERYONE SHOULD HAVE ONE!

Some comments were received in the recent Readers' Survey asking that full details of locomotives referred to in these pages should be included each time. Also that more historical notes of events and locomotives should be included in these pages. To do this when this information is already available would be to prevent other material being published. You can get all the information you need by having a personal copy of the **Middleton Railway Stock Book**, and **A History of the Middleton Railway (Eighth edition)**, both available from our Shop at Moor Road. Also details of all our locomotives are to be found on the Railway's website, [www.middletonrailway.org.uk](http://www.middletonrailway.org.uk)

## Centre fold pictures:

**Top, 1 to r:** View through the motorway tunnel of **Hudswell Clarke & Co 0-6-0T MSC No.67** approaching from Middleton Park Halt; Visiting locomotive, **Hunslet "Austerity" 0-6-0ST Whiston**, returns from our connection with Network Rail at Hunslet East, crosses over the points to run-round the freight train in the exchange sidings loop at Beza Road; Scene at Moor Road on the first morning of the Gala as **MSC No. 67** overhauls **Manning Wardle 0-6-0ST No. 1601 Matthew Murray**; **MSC No.67** in the Yard loop. (all 25 September 2004, HWB)

**Middle, 1 to r:** Three shots of **Whiston**, the first in the car park at Moor Road on the evening of Thursday, 23 September 2004; the second as it pulls away from Moor Road heading the 1120 hours passenger train to Middleton Park Halt on Saturday 25 September 2004, and the third in the loop at Middleton Park Halt, having detached from piloting **MSC No. 67**, waits for the train engine and coaches to move forward into the platform before completing the run-round movement. (All 25 September 2004, Ian Dobson)

**Lower, 1 to r:** **Hunslet 0-6-0T No.2387 Brookes No 1** heads an all-line tour passenger train off the Balm Road branch en-route for Middleton Park Halt; **MSC No.67** arrives at Moor Road from Middleton Park Halt; **Matthew Murray and Brookes No 1** having run-round their freight train prepare to leave Balm Road loop. (All 25 September 2004, Andrew Parsley)





# Gala special





**I**n the last Old Run I wrote that we were unlikely to have more than two steam locos for part of next year. The decision by the owner of Brookes No.1 to give up the Thomas licence and make the loco available for Middleton's use has eased the situation considerably. In addition, good progress is being made on No.6 and there is every possibility that it may see service next year, depending on the state of the boiler when we get down to the detail examination.

**1601 Matthew Murray** Our Manning Wardle Class L has continued in regular service with only the usual attention to valve glands. Some winter maintenance work is planned if space can be found for it in the workshop.

**2103** Our Peckett is available for service but has not seen too much service this season. We are hoping to keep it in traffic until the expiry of its 10 year boiler certificate in August 2005 and we may be able to agree an extension to the end of the season with the Boiler Inspector, depending on the condition of the stays when it is next inspected.

**No. 67.** The loco duly returned to traffic at the beginning of September, following various minor maintenance jobs, including re-machining the big end brasses and attention to piston glands. The fireman's side injector had become unreliable and a spare has been fitted after an overhaul. Other routine work carried out has included re-packing the regulator gland.

**No. 6** At long last, significant progress is becoming apparent with this Hawthorn Leslie saddle-tank. All four axleboxes have had the horn cheeks built up by welding and machining and the horn faces have been machined back and suitable liners fitted (a lot of work not justified by the one line in this report!) The front axlebox brasses and underkeeps have been built up to eliminate considerable wear. They have both been re-white-metalled and machined, followed by several hours of careful scraping to bed the bearing.. Fortunately, the rear axle

bearings were in much better condition and have only needed minor work to the bearings.

Completion of the axleboxes meant that, at long last, the loco could be re-wheeled. This task itself was relatively straightforward but we have not been able to drop the frames completely onto the wheelsets as the Armstrong oilers, were found to be in poor condition when retrieved from storage. These help lubricate the bearings and are found on most oil-lubricated items of rolling stock. Once, there were millions in use (at least four on every wagon!) but now, they essentially only exist on Heritage Railways. They consist of a lightly sprung worsted pack that bears on the underside of the bearing journal. The worsted pack has tails, which dip into the oil reservoir, siphoning up the oil and keep the journal well lubricated. They are still made, by the North York Moors Railway, and obtainable at a price. However, to keep costs down, we have decided to produce our own, to our own design, and these are presently being made.

Fitting of the wheelsets has allowed much other work to happen. The new running plate, cut out some while ago, has been fitted, entailing the drilling and countersinking of a large number of holes. The rear sandboxes have been re-fitted, as have the rear and middle footsteps. The brakeshaft has been fitted and the brake pull rods have been cleaned down for assessment and repair. They are in quite poor condition and have obviously suffered over the years, judging by the weld repairs found. The eye ends of the rods are being machined out to take bushes in an effort to restore reasonable clearances. All four brake hangers have been bushed at the top bearing and will receive similar treatment at the bottom. The hanger pins have been built up with weld, and machine back to original size, as necessary. On top of all this, many other bits and pieces have been cleaned, checked and re-fitted. A start has been made on needle-gunning and priming of the cab but this has only proved to us just how bad it was and it is likely that it will need

almost total replacement!

All this replacement of parts has required a lot of painting, just to keep up with progress. The wheelsets have now had their first coat of green, carefully matched to the original APCM livery. The inside of the frames have received a second top coat of red gloss and look very smart inside. The trouble with painting is that it takes a relatively long time and often holds up mechanical progress. This leads to the temptation to fit now and paint later, usually resulting in an inferior job. It is also not something that many can't do, properly, that is! It is an art and we, unfortunately, are short of such artists!

**1210 Sir Berkeley** At Middleton, little apparent progress has been made on Sir Berkeley. However, Israel Newton are starting to make progress with the new boiler. The backhead and throatplate have been cut out and flanged and the backhead has been marked out and is presently being drilled. We are discovering lots of subtle differences between Sir Berkeley's boiler and Matthew Murray's, upon which the new boiler is based. Modern design requirements also have to be taken into consideration and much checking goes on to make sure that what is being made will fit into the locos frames! Manning, Wardle did not believe in providing generous clearances between components. The firebox door has been removed for overhaul and a start has been made on removing the various fittings, such as the regulator, which will be re-used on the new boiler.

**No.11** The owner's retirement has not resulted in any rapid progress with this loco. Indeed, the only work carried out recently has been the overhaul and rebuilding of the remaining buffers. However, the loco has now been carefully levelled to enable the axlebox and horn guides to be accurately measured and any necessary work assessed and planned. It needs to be back on its wheels soon to enable No.6 to be moved from the back of the workshops.

**54** Little progress has been made on this loco in recent weeks, due to pressure of other work.

**1310** As with the Sentinel, there is little progress to report..

**BROOKES No.1 (aka THOMAS)** The loco arrived back at Middleton from its summer travels during September and was used at the annual gala. The owner has decided to relinquish the Thomas licence at the end of the year and it is likely that it will eventually revert to a saddle-tank. It has one more booked appearance as Thomas (in November) after which it will come into the workshops for a re-paint. Various other minor repair jobs will also be necessary.

**PICTON** The coupling rods have been receiving attention in recent weeks. The seized knuckle pins have been drilled out and the rods themselves have been cleaned up and primed. Other minor tasks have been carried out, all aimed at eventual completion of the restoration..

**D631** This Hudswell diesel made a brief visit into the workshops during September to have its brakes adjusted and one or two other minor jobs completed. It remains serviceable.

**5003, D2999, D577, 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.

## PLANT & MACHINERY

This topic has been absent from the Old Run for a while now but it doesn't mean that nothing has happened. In the workshops it was originally intended to site a reciprocating compressor outside of the building on the oil tank bund wall but when we obtained the Ingersoll Rand rotary compressor this project fell by the wayside. A new, larger air receiver has been installed and commissioned and it has been located on the site originally intended for the reciprocating compressor.

We have recently acquired a Ward turret lathe at nil cost and this has been used to replace our existing one. The new lathe is in much better condition than our original but is

(Continued on page 20)



## (Loco Notes )continued from page 19)

smaller. It comes with a comprehensive range of tooling. A very useful item recently obtained is a plasma cutter. This serves a similar purpose to the traditional oxy-acetylene cutter but has many advantages, not least in operational cost. It does not generate the heat of oxy-acetylene and items cut can essentially be picked up immediately. This lack of heat also means that items do not warp, a fact especially advantageous on thin materials. Plasma cutters can also be use on stainless steel. Our particular cutter can cut up to 1/2" thick steel plate, covering much of what we usually need.

Other items acquired in recent months include several small needle guns, seat cutters, tube expanders and racking, all very worthwhile in helping us to both keep costs own and keep work progressing at a good rate. Our workshop may not be the largest in the Heritage movement but our equipment is the envy of most, including the larger lines. An item installed some time ago but which has escaped mention is a machine hacksaw. This has replaced our previous one and is a much heavier duty version. □

## 2004 Special Events

**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



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

**O**ur friends at the Leeds and District Traction Engine Club keep us regularly informed of their activities and include the Middleton Railway's events and news in their newsletters.

• Members of the Middleton Railway are particularly welcome to their regular Social Evenings, held on the third Tuesday of the month at the Dewsbury Road Social Club, 393 Dewsbury Road, Leeds, at 7.45 for 8.00 p.m.

Future dates are, 21 December, 18 January, 15 February, 15 March and 19 April. The 18 January meeting will include their President's annual steamy slide show.

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**Deadline for the next issue is  
31 January 2005**

## Wickham Railbus launched into public service

**W**e congratulate owner Graham Parkin, and those who have assisted him in the conversion of the Wickham Railbus from track recording vehicle into a passenger carrying vehicle, at having obtained HMRI approval in time for its use for the September Gala and participation in the Diesel Railcar day on October 23rd. An article on the conversion of the Railbus appeared in OR 179 in Autumn 2003. Graham has promised another article on the conversion process in the near future and we are looking forward to that. A photographic report of the Diesel Railcar Day will feature in the next issue of *Old Run*. See website [www.wickham-railbus.org.uk](http://www.wickham-railbus.org.uk) for more information.

## STAMP COLLECTING IS EASIER

**I**f any member was thinking of taking up philately then 2005 may be a good year to try it. For those of us who will try to keep the Middleton Railway going in the next year or so this is going to be a challenging time. First the good news ~ negotiations on our new lease from Leeds City Council are nearing a conclusion which will see us secure in our tenure of Moor Road for at least the next twenty years (our present lease expired in 2003 and we have been pressing for renewal for some time).

Now for the challenges. Leeds City Council are wishing to develop part of the open land near to and on the other side of our track from the South Leeds Stadium. Their intention is to close a number of reasonably local schools and combine them all into one new complex. As part of the enabling works for this project and to provide a link to the stadium facilities from the East, the Council is going to provide a new road bridge over our track. The design has been all but agreed and the latest word is that construction will take place during April, May and June 2005, necessitating closure of the top end of our line for that period.

Our negotiations with The Heritage Lottery Fund are also nearing a critical stage, with our intention now being to submit a revised Bid for works at Moor Road by the end of November 2004 for ultimate approval or otherwise at a meeting in March 2005. If our Bid is approved then the works will include building a significant extension to the south of the 'old shed', remodelling much of the track work in the yard and moving the location of the platform to a new position nearer the south end of the yard. A much fuller description of what we hope to do will be included in a future edition of *Old Run* once the likely result of the Bid can be assessed. The 'organised' chaos at Moor Road is likely to last through 2005 and hopefully not too far into 2006 when we will have a site much better equipped for the next generation to continue to preserve The Middleton Railway. Has anybody got a spare 'penny black'?

## Wanting to volunteer?

A long-standing member contacted the editor recently asking how could he volunteer to work on the Railway? Were there any openings for his particular skill? This despite regular adverts in this journal seeking help from members!

Well, it's your Railway, and all you have to do is visit Moor Road, talk to those already there, and get stuck in! Quite simple really. Bring the experience and skills you already have. Learn new skills. Get trained-up on the job. Commit yourself to as much or as little time as you feel happy with.

On Operating Days staff are sometimes rightly preoccupied with their work. Better perhaps to visit on say a Wednesday daytime when a nucleus of regular volunteers are usually on site and can answer questions and suggest ways you can help.

## So how about it?





#### Facing Page:

Featured are some of the people who were actively engaged in running the Diesel Gala on 15 August 2004. Clockwise from top left, Bob Payne and Martin Plumb; Andrew Plumb, Bruce Ingham and Stan Holdsworth; Matthew Morley, Colin Turner and Ken Hardy; Chris Cordner and Andrew Johnson; Bruce Ingham on traffic duty; Andrew Parsley on *Courage* looking across at Peter Nettleton and Ian Hodgson on *Carroll*.

(All photos these pages, HWB)

#### This page:

Featured are some scenes from the Enthusiasts' Weekend on Saturday, 25 September 2004. Clockwise from top left: Guest locomotive Hun-slet 0-6-0ST *Whiston* pulls away from Balm Road loop; Wickham Railbus returns from Balm Road on its first ever passenger carrying duty; Ian Dobson's photographs of visiting locos for the Galas over the last several years; *Whiston* and MSC No. 67 back on to the train in Moor Road, as viewed through the rear aspect of *Henry de Lacy II's* cab.



# Times past—the great Parkside crash

Sheila Bye

**I**t was early morning on Monday, 12th October, 1931, and Mr. W. Palmer, Middleton Estates & Colliery Company shunter, was sitting in his hut at the place where the branchline carrying traffic from Clayton's Dartmouth Works crossed the "express" reserved tramtrack to Middleton before joining the Middleton Colliery main line, immediately north of the site of our modern tunnel.

It was a poetry book autumn morning, with what the *Yorkshire Evening News* local paper described as "The first fog of the season" concealing all but the immediate surroundings. Very little was to be seen of the Middleton track or the tramtrack, running side by side, uphill towards the Great Northern line's viaduct to the south, and largely on a level to the north, towards the present Moor Road Station site and Leeds beyond.

Westward of his hut, Mr. Palmer would have heard the unmistakable noises of the M.E.C.C.'s locomotive **Niger** being shunted, light engine, out of the Dartmouth Works yard towards the headshunt and then along the old branchline alignment, which ran alongside the site of the modern pedestrian tunnel immediately west of our own tunnel under the M621. **Niger** had come as a new loco from the works of Manning, Wardle, less than a mile away, in 1892 (Works No. 1262). She was an 0-6-0 saddle tank, with inside cylinders, and was destined to be scrapped within the next 16 years. That foggy autumn morning she was being driven by Mr. Joseph Brooke.

Unfortunately, the noisy progress of **Niger** towards the crossing man's hut was concealing the much quieter approach of another vehicle, Leeds City Transport's Car 127. The writer well remembers the Middleton tram route, which left Moor Road at the north east corner of Hunslet Moor, running right up past Parkside, through Middleton Woods, and then alongside Middleton Park Road, on its

own 'reserved' trackbed. The electric trams ran with a quiet swishing sound, except when rounding curves when there was a deal of metallic screeching, just as with locomotive wheels. Here, however, the track was straight, and, though No. 127 was a Chamberlain type and not so quiet as the slightly later 'Middleton bogie' cars, it would have made far less noise than **Niger** was undoubtedly making, negotiating the curves *en route* from Dartmouth Yard.

Suddenly, Car 127 and **Niger** reached the point where they became mutually visible, but it was far too late to prevent the inevitable. Mr. Palmer said later that "I saw the tramcar approaching through the mist, and I immediately shouted a warning to the driver. He instantly applied his brakes, but there was no room to pull up."

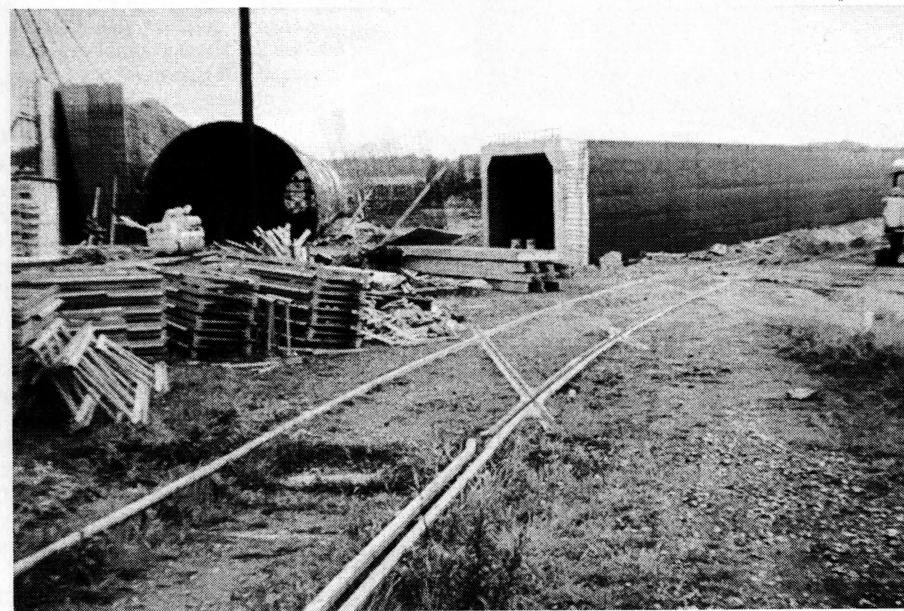
Driver Joseph Brooke noted that the crossing man saw his approach and did not stop him, so he kept on. "I saw the tram coming, and I thought I had time to get over the crossing as the car was about 50 yards away. But I evidently could not do it. The tram driver was probably thinking the same as I was. If I had stopped he might have run broadside into me."

He was most likely right, though the tram driver, J.W. Playford, made no comments to the *Evening News*, despite being uninjured by the crash. It was left to a tram passenger to tell their side of the story, that the tram was "only going between 10 and 15 miles an hour when the engine loomed out of the mist going towards Burton-road" (the stub of which is now our car park entrance). "Almost before we knew where we were the engine, which was cab first, was right across the lines and we crashed straight into it." The *Yorkshire Evening News* reported that "All the windows in the tramcar were smashed or splintered and the front was also badly damaged." □



Newspaper photograph  
of the time  
(MRT Archives)

The damaged tramcar after the collision with a railway engine at Parkside Crossing, Hunslet, Leeds, to-day.



The crash scene, 40 years later: looking southwards to the Armco railway tunnel, left, and pedestrian tunnel, right, during motorway construction work in June 1971. The old Dartmouth Branch curves away from the main line, via the railtrack/tramtrack crossing, a section of which is now on display at Moor Road.  
(S Bye /MRT Archives)





## Mystery photograph result

Last issue's competition was one by Nicholas Menhinick of Leeds 9 who identified the railway as the Alfred County Railway near Durban in South Africa, and the train as the Banana Express. The loco are Manchester-built Garratt locos at the Railway was closed down by South African Railways in August 2004. He wins a railway video tape.

## Caption Competition

To win a prize, send your caption for the picture below to the editor by 31 January 2005



## More on that burning car issue!

Martin Plumb writes: At the risk of allowing the 'burning car' story to smoulder for longer than the car itself, I would like to make a minor correction to Mike Scargill's correction in the interests of hysterical (sorry, historical) accuracy.

The train in question was double-headed by diesel locomotives 577 *Mary* and 7051 *John Alcock* which were crewed by Brian Hall/Graham Parkin and Martin Plumb/Andrew Plumb respectively. Shortly after rounding the GN curve, the train was stopped because there was a burning car on the line at the site of the old 'beat waste' crossing. Since the car was (a) crewed by nobody at all but, perhaps more importantly, (b) on the line and (c) on fire, our only option was to return to Moor Road. So, Graham phoned the fire brigade and I walked/ran back with the single line token.

The exercise obviously did wonders for my health because, by the time I joined Mike Scargill on the footplate of rescue locomotive MSC No. 67, my newly acquired youthful complexion fooled him into thinking that I was Andrew. Regrettably, the transformation didn't last long because I age considerably every time I climb into *John Alcock's* cab!

## Models of Middleton Railway, part 2 Andrew Johnson

Continuing from the last issue, I now list models of Middleton Railway locos that are currently available.

### NER 1310

Just to prove that there are still models available in this unique scale, Connoisseur produces a model of the LNER Y7 (NER H) 0-4-0T (3mm/ft). For those with not so much space a reasonable shunting layout could be produced to use this diminutive loco.

### The Sentinel (LNER Y1/Y3)

This is well represented in most of the popular scales and also some of the less common ones. PD Marsh produces a body kit to fit onto a HST power bogie in N scale. Oldbury (3mm/1ft), Warren Shephard (7mm/1ft). Also available in battery power, or live steam, for the garden railway from GRS (Gauge 3). I have seen kits produced in 1/76 but have been unable to find any recent references to them. This could use a Tenshodo power bogie of the appropriate wheelbase and diameter in 1/76.

### LMS 7051

Our well-travelled famous 1932 built diesel loco. It surprised me to find that a model is available from Kalgarrin (KIKD1) of Hunslet 0-6-0 LMS 7051 (1/76). Being an early diesel loco from a very small production I had expected that it would not be possible to represent this in a model form.

### 1369, MSC 67 Hudswell Clarke 0-6-0T

Agenorina produce (AM09) HC 0-6-0T MSC & Sweden type, which unfortunately I have not been able to find an image of so as to be able to verify the similarity or otherwise of this item. They produce a kit of (AM07) Hunslet 0-6-0T "*Lady Armaghdale*/MSC" which would make a nice MSC based pairing.

### 1309, Henry De Lacy II & 1882 Mirvale

AGENORIA produce various Hudswell Clarke 0-4-0ST as mentioned earlier it may be necessary to compare the prototype with the design of this 1/43 (7mm/1ft, 0-gauge) kit.

### Brookes No. 1 (aka Thomas)

With the loco currently representing the famous 'Thomas' character from the Thomas the tank engine books by Rev W Audrey it would be possible to buy a Hornby (ready to run) toy. Alternatively the "*Lady Armaghdale*" also masquerades as *Thomas*.

### Manning Wardle

The models found to represent the output from the Boyne works includes quite a vast selection. The K class can be used to represent *Aldwyth* as in Armley Mills or *Sharpthorn* (Bluebell Rly.). For *Sir Berkeley* and *Matthew Murray* the L class can be used. The Agenorina *Alice* kit has various options available so the variations in cab details etc may be represented within the kit for the L. Other MW models that are available have been listed for completeness.

Kalgarrin

KIKS06 Manning Wardle Class I 0-6-0ST (1/76)

KIKS30 Manning Wardle Class K 0-6-0ST (1/76 & 1/43)

Agenorina (1/43)

AM23 Manning Wardle contractors' 'L' Class 0-6-0T

AM12 Manning Wardle 0-6-0ST (Littleton No 4 & 5)

AM14 Manning Wardle 0-6-0ST (Warwickshire)

AM17 Manning Wardle 0-6-0ST (ex-C.M. & D. P.L.R. / GWR Nos. 28 & 29)

SL2 Manning Wardle Penrhyn 'Jubilee 1897' (Preserved at Tywyn)

### Rowntree No. 3 - Ruston & Hornsby

Amongst most of the industrial loco kits are listed various R&H models. This R&H 88DS can be modelled using the Kalgarrin/Impetus kit available in both 1/76 and 1/43 scales.

### Wickham Railbus DB999507

After having a good look at the Dapol (ex Airfix 1/76) Railbus kit and this vehicle, with much modification (kit bashing) it would be possible to make a fair representation of it. In the model press there are also many good motorizing kits for this vehicle.



## Coaches

The SR PMV's are available as plastic kits in 1/76 (Parkside). You will need to perform quite a lot of 'kit bashing' so as to modify the outline to match the specific item of rolling stock. You would then need to scratch build the inside from plastic sheet, brass or whatever you have to hand. Be careful not to be confused by the CCT as the ends are different.

## Goods Wagons

There are so many very good models available off the shelf from Hornby, Bachmann, Dapol et al that the common items such as the steel and wooden open trucks, closed vans and certain tank wagons it would be a waste of time to build kits. However certain items are only available as kits.

**People** – essential part of any model (and) railway. Does the stock get a gala type loading or a quiet Saturday afternoon one? Load it how you like to see it, say a party in the southern coach with balloons and trimmings. Do you model your favourite train crew and their own stylish clothing? For the locos that you can see the staff *Sir B* & 1310 best to include some staff. Some figures may be taken from Subbuteo (1/76) – one set included a nice 'press photographer' that could be used to represent an enthusiast.

## Other models

The DJH diesel starter kit (1/76) is the BR 02 0-4-0DH as built by Yorkshire Engine Co and could represent D2854 as visited for the 1994 gala. Listed are details of some of the kits that are available for other items from the various Leeds loco works. With a lot of modification some of the other loco's within our collection may be able to be represented. Alternatively you can do the usual modellers 'what if' we had say a BR 05 diesel shunter visit for a gala.

Hunslet Austerity 0-6-0ST

Bachmann, Dapol and Hornby produce a selection of ready to run models, available in a selection of liveries, WD (green), LMR, LNER, BR and industrial. Some of these models represent locos built at other works (AB, RSH, WB, VF and Hudswell Clarke). The Bachmann models are unpainted 1/43 brass whereas the others are 1/76 painted.

LMS 3F 0-6-0T "Jinty"

Bachmann make 1/76 scale models in different ready to run liveries. Triang and Hornby have also in the past made this popular loco in 3mm and 4mm scale. Some of these were built by Hunslet.

IMPETUS kits

KIKS13 Hunslet 15" 0-6-0ST (1/76 & 1/43)

KIKD17 Hudswell Clarke 0-6-0 Diesel BR & Industrial (1/76)

KIKS16 Hudswell Clarke 0-6-0ST (1/76 & 1/43)

KIKS21 Hunslet 16" 0-6-0ST (1/76 & 1/43)

KIKD22 Fowler 0-4-0 Diesel (1/76 & 1/43)  
{Curved bonnet front}

AGENORIA - all are 1/43

AM05 Hudswell Clarke 0-6-0ST (ex L&MM Rly GWR 359 *Hilda*)

AM06 Hudswell Clarke 0-4-0ST

AM11 Hudswell Clarke 0-6-0T (*Elizabeth*)

AM13 Hudswell Clarke 0-6-0ST (ex Port Talbot & GWR 813)

AM18 Hudswell Clarke 0-4-0ST (ex-Taff Vale Rly. / GWR No. 1342)

AM19 Kitson 0-4-0ST (ex-Cardiff Rly Nos. 5 & 6 / GWR Nos. 1338 & 1339)

AM24 Hudswell Clarke Port of London Authority 16-inch 0-6-0T

AM25 Hudswell Clarke later type 16-inch 0-6-0T

AM31 Hudswell Clarke 0-6-0ST *Walton Park*

The Stourbridge Lion series Hunslet Quarry 0-4-0ST

SL1 Dinorwic *Alice* without cab

SL4 & 5 Dinorwic/Penrhyn Port class

SL6 Penrhyn large quarry

SL7 *Lilla*

Judith Edge - all (1/76)

Various industrial diesel kits

DC Kits

Produce a cast resin body for a Hunslet BR 05 0-6-0 (1/76)

## Useful websites

Agenoria <http://www.ogauge.co.uk/agenoria.html>

Connoisseur & Oldbury see <http://www.finneysorg.uk>

DC Kits <http://www.dckits.co.uk>

Impetus/Kalgarin - <http://www.kalgarin.com> - has a link to MRT site.

Judith Edge <http://www.ukmodelshops.co.uk/catalogues/judithedge.html>

Warren Shephard <http://www.warrenshephard.com/> □

# Personnel personal profiles

## Bill Hampson

This issue we feature one of our long-standing members with an inimitable style and character! Dr. Ing. Professor Frederick William Hampson, MPhil, PhD, CChem, CEng, FRCS, FIMMM, Eur.Eng. is a retired industrial engineer and scientist.

Born on 21 July 1933 in Harrogate, Yorkshire, he remembers visiting his grandparents at Wigan, Lancashire. Their house overlooked the Crewe, Wigan and Carlisle main railway line, and he has visions of 'big blue engines and carriages with silver stripes, and big red engines and carriages with gold stripes throughout'!

Having obtained his professional qualifications and two higher research degrees by wholly part-time educational routes, he went on to become the first United Kingdom polymer engineer and scientist to gain the status of European Ingenieur (Eur.Eng) as well as the rare distinction of being recognised as both a Chartered Chemist and a Chartered Engineer. For over a quarter of a century he has been active on senior educational and industrial consultative bodies, at local regional and national levels, his work being recognised by a National Training Award for Individual Training Achievement whilst with Rolls Royce on Ministry of Defence, Marine and Naval work.

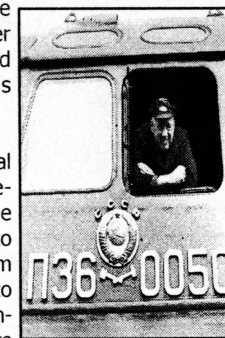
He has presented and published over twenty invited international conference papers in the scientific field, as well as having given over one hundred and fifty invited, illustrated railway oriented lectures on United Kingdom and European railways locomotives and operational methods, his sense of humour showing through in many of his presentations. He retired from full time employment on 31 December 2000, because he says he did not want to work in the new millennium, which he correctly reminds us started on 1 January 2001 and not 1 January 2000.

For over forty years Bill has been active in the Scouting movement, serving at Group, District and County levels in Northumberland, and is the holder of the following Scout Association national awards: the Medal of Merit, the Meritorious Conduct Award, The Silver Acorn "for special distinguished services to Scouting" and Bar to long service decoration for over 25 years service. Additionally Bill is a member of the UK Russian Scout Fellowship, developing links and reciprocal visits between young people and leaders within the Russian Confederation of Independent States and scouts and leaders in the UK in respect of interchange visits to each others home countries with associated home hospitality.

He has the unique honour of a Lenin Medal with ribbon and clasp presented in 1990 in appreciation from the City of Kiev for thanks in respect of young people from Chernobyl and their visits to the UK as part of their rehabilitation processes following their experiences, and as guests of the Scout Association.

Bill is also one of the six owners/trustees of the North Eastern Railway Class H, No. 1310 (Y7) and Danish State Railways Class Hs Nr 385 locomotives, both based at the Middleton Railway, and has been a life member of Middleton Railway since 1969. An additional achievement is his authoritative history of the Railways of Rockall (ISBN 0-9516697-0-2). The accompanying photograph of Bill shows him in Russia/Ukraine, whilst driving one of the SZD's flagship locomotives, the P36, 4-8-4 express locomotives. Bill's comments are "a P36 with 18 coaches on the mainlines of Russia needs slightly different awareness and driving needs from No. 1310 or Nr 385!"

He looks forward to the day when the new building and extension of the line at Middleton Railway are completed - and knowing Bill he has no intention of leaving us until these have been achieved! □





## Book review

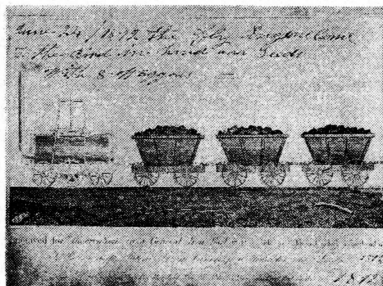
A new edition of the Middleton Railway History (the eighth) was published earlier this year in time for the Railfest200 event.

This edition contains much needed updates as regards recent history, as well as some corrections to the original text in the light of discoveries made since the last edition was published.

The locomotive list has also been updated to reflect recent additions to the fleet.

Opportunity has been taken to include some new

### A HISTORY OF THE MIDDLETON RAILWAY LEEDS



EIGHTH EDITION

and up to date colour photographs.

The layout and style of the previous edition has been largely followed and it seems a pity that a more contemporary style and appearance could not have been incorporated whilst the revision was taking place. A very useful reference work and publicity tool for members and deserving of a much wider audience.

**A History of the Middleton Railway, Leeds Eighth Edition. ISBN0 9516205 5 X, £3.50, paper. Middleton Railway Trust Limited. □**



David Mitchell sent in this interesting photograph of a Railway Correspondence & Travel Society visit to Middleton. The fascinating scene is in the Broom Colliery yard, before the pit closed, with a number of operational steam locomotives and wagons adapted for passenger carrying, with steps positioned for access.

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Guest locomotive, Hunslet "Austerity" 0-6-0ST Whiston (HE3694 of 1950) emerges from the tunnel and attacks the gradient towards Middleton Park Halt, at the Enthusiasts' weekend, on the 1520 from Moor Road, on Saturday, 25 September 2004. This early autumn shot contrasts with the springtime shot by Mike Scargill in the June 2004 issue. (HWB)

