



**The Journal of the Middleton Railway Trust**

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# Introduction

## **The Old Run No. 229 December 2015**

**Editor:** Jenny Cowling  
2 College Street  
Sheffield, S10 2PH  
Email:

theoldruneditor@middletonrailway  
.org.uk

My grateful thanks are extended to all those who have provided copy and images for this issue, and to Graham for his help in getting me started!.

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*The Editor welcomes contributions - photographs, articles, news items and letters - relating to the interests of the Trust and the operation of the Railway. Items for publication, including images, are acceptable in any format and may be sent via CD, post or email. Opinions expressed by contributors do not necessarily reflect those of the Middleton Railway Trust Ltd. or the Middleton Railway Association.*

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**Front Cover**—Slough Estates No. 3 pulls a mixed train towards Middleton Park on a gloriously sunny day. See page 29 for more information.

**Andrew Johnson**

## **On the Platform**

**Jenny Cowling**

Hello everyone. Yes, it's a new voice having a go at producing the Old Run. I thought one of my biggest problems might be knowing enough about the railway to write sensible/amusing/instructive articles, but so far it is turning out to be how to get to grips with Microsoft Office 2013 after many years on the 2003 version on top of Windows 10 and leaving the rest to the experts!

I suppose it's a bit like painting by numbers, if anyone can remember that craze. You painted the colours where indicated on the printed canvas and, if you were careful enough you ended up with an 'Old Master' that wouldn't fool Sotherby's but might look quite good on the wall as 'your' creation. Or perhaps like Steve Roberts giving you a Meccano set to put together and produce a steam engine, rather than all the 'real' bits you would need—plus the knowhow, skill and experience!

However, I'm supposed to be writing about the railway, so here goes: there are lots of exciting things going on at the moment, as you will read in this magazine. I am not qualified to tell you much more about them, but I **can** tell you how fantastic it feels to be part of this enterprise. Our goals are considerable—some would say 'unreachable' - but then they probably thought that in 1960 when all this development began. Lots of help is needed with building the Running Shed and the Picton Shelter and, even if you're not into hefty brick-laying etc., there is always work in the shop/café and Janet Auckland will welcome you in the Engine House with cries of joy. So, if you're in one, dig yourself out of your armchair and come on down to join in the fun at the Middleton Railway.

**'Team Building'** – This term covers one of the corporate ideas in the commercial world whereby a group of workers can bond as a group in carrying out some activity which is not part of their duties as paid staff.

Our railway has been fortunate in having been the recipient of such bonding. We have welcomed teams from both the HSBC bank and The Department of Health. These teams have undertaken a variety of work for us. Tasks tackled, and completed, included painting of the fence facing Moor Road, painting the floor in the Engine House, cleaning the flues of a steam locomotive, wrapping of presents for the Santa season and decorating the Engine House ready for Christmas.

We must thank them all for their efforts and friendly attitudes. After the painting some of the young ladies were noted to be starting a new fashion trend by having black spots (paint) on their faces and in their hair!

As you will see from this edition of Old Run the editorial keyboard has been taken over by Jenny Cowling. Graham Findlay has edited our magazine for some years during which time the layout and style has been developed into a high quality production. We thank Graham for his input into this important aspect of our railway which helps to bond us all together. *(Jenny says she will do her best not to undo all Graham's good work!)*

The members of the council who you elected in the summer have been busy on your behalf. The formation of a plan for the next five years is well underway. I must say that some of the targets and projects are well within

our capabilities. However there are some grand objectives which may have to remain as a vision at this time.

One aim is to have something new for our visitors to see or experience on a repeat visit. Since the summer, more of our working members have been asked to look after an aspect of our railway thus spreading the workload.

What then of this winter? Work is scheduled to start on the foundations for the running shed in the New Year. The ballast has been laid for the track section where Picton will stand. It is approaching a decade since our Engine House was opened and the building is requiring some attention; new flushing systems are to be installed in the toilets; a more welcoming and modern ticket/reception desk is planned and a start will be made upon the internal decorations.

By the time that you read this our Santa Trains Season will be well underway. It would appear that this year Santa is proving popular with both our visitors and volunteers. By the middle of November most of the crew turns were booked up. Some volunteers have had difficulty finding a 'slot' to cover. Most of the staff positions for the shop had already been filled, although we do need some spare people so that we can cover for 'contingencies'.

If you have not received a Christmas card from the members of the Johnson family then please do not feel that you have been ostracised, as the rest of your fellow members of The Middleton Railway Trust are also not in receipt of a card. As in the last two years we have decided not to send cards but instead to make a

# Chairman's Chat

donation to the 'Buy a Brick' appeal for the new running shed. So I would like, here, to wish you all the best for Christmas and 2016.

**Your railway looks forward to you visiting it either as a member to enjoy a day out or to join in the 'Team Building' as a volunteer.**

**Season's Greetings**

**Malcolm Johnson**

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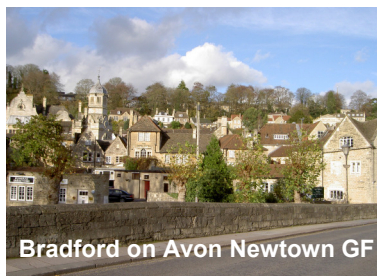
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## An Inspector Calls!

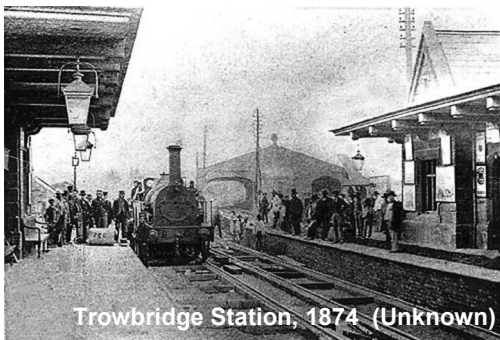
**Graham Findley**

When sitting down to write this article explaining why I've had to give up editing The Old Run, I realise there are two people to blame for this state of affairs; my partner and Steve Roberts. My partner's involvement is easily told; she decided she needed to move down to the South West to be nearer her parents, so we ended up with me taking early retirement and moving to the small Wiltshire town of Bradford on Avon in 2013.

It's like a slightly prettier version of Hebden Bridge with more sunshine thrown in; lots of old stone built houses cover the hillsides that rise up from the River Avon where there used to be a ford (hence the name 'Broad Ford'). The railway station at Bradford on Avon was built in 1848, but it stood unused for 9 years until tracks connecting it to the GWR were finally completed in 1857. It was originally part of the broad gauge empire, but it was converted to standard gauge in 1874. There's a picture of Trowbridge station (just down



the road) taken at the time, showing a broad gauge loco on one track next to a newly converted standard gauge track.





Even now, if you poke about a couple of hundred yards along the line from the station, you can still find sections of old cast iron broad gauge rails which were cut up and re-used as fence posts.

Our move didn't stop me working at the Middleton Railway, as I was still employed on a one-week-every two-months basis at my former workplace in Elland, to help produce a trade catalogue six times a year. This allowed me to do a footplate turn fairly often and also kept me in touch with what was going on at Moor Road and perhaps more importantly, with the people. So I continued producing the Old Run; in these days of digital connectivity, sending and receiving copy and photos and even finished artwork ready for printing, is easy over a distance.



When exploring the surrounding area in Wiltshire, I naturally decided to see what the local heritage railways had to offer. I started to get involved with the Avon Valley Railway, but somehow I couldn't settle there. I remember talking about this to Steve, and he recommended I try the Somerset and Dorset at Midsomer Norton, about 10 miles away from where I now lived – and this is where the trouble started....



**Midsomer Norton signal box and SK coach (Unknown)**

When I first became a volunteer there in the summer of 2014, I found an interesting little set up. There was an original station building with ticket office, a small museum, about half a mile of track (doubled through the station), and a signalbox with a comprehensive signalling layout, plus a couple of Mark 1

coaches, a couple of diesel shunters, a Sentinel 200hp steam loco under restoration and the usual assortment of brake vans, wagons, etc..

But there were no trains! I soon found out why.....

An improvement Notice had been served on the railway some months before due to poor record keeping, lack of personal competency paperwork and an inadequate Safety Management System.

It didn't stop me wanting to get involved though, and my first job was helping to restore one of the Mark 1's – an SK (Standard, or Second, Corridor) with 8 compartments and 48 seats, by laying lino in the corridor and hanging doors in the compartments. As the refurbishment continued, I discovered just how many parts are used in producing a Mark 1, they're surprisingly complicated. Not only that, but not much is really standardised, although it may appear to be. Every door panel is adjusted to fit that one door, each compartment door is slightly different and having been built 50 years ago, there have been a number of modifications over the years.

Coming from the MRT, these coaches were new to me. At this point, dear reader, you need to prepare yourself for bit of a shock. When I first joined the MRT, I knew *approximately nothing* about locos, trains and railways. I was never a train spotter, or took photos of them, or had any books or was at all interested – I didn't know my Prairie from my Jinty. I only visited Moor Road one day because I'd been given a book by Fred Dibnah which mentioned the Middleton Railway in Leeds. I thought that, since I now lived in Leeds, I should go and see if there was anything left! I only became a member because I got talking to the guard of the train who appeared to be very friendly and welcoming – first appearances can be so deceptive, can't they, Ian Dobson?!!



Sentinel double engine loco with Andy Chapman  
one of the owners (Rodw)

My ignorance of railways must have been evident to anyone who has read my editorials in TOR – I always had difficulties in finding something to write about that included a railway subject, and in the end I virtually gave

up the unequal struggle, and used the editorials as a vehicle for my warped sense of humour. In fact, I was slowly heading for an editorial that didn't mention railways at all. (There is the same danger with the new editor!)

Be that as it may, back at Midsomer Norton I, together with a couple of other people who lived in Bradford on Avon, formed the nucleus of the coach refurbishment gang, and over the winter got the SK into a runnable condition.

We then turned our attention to restoring the other Mark 1, a BSK (Brake Standard Corridor) no. 34527 which was a real wreck. It was an early example, built in 1955, and at some point it had been converted into a bright yellow Re-railing coach with the compartments and many of the windows removed, before being half converted back again. Inside was a real mess with various parts, including windows and doors jumbled up with seat frames, bits of wood and fittings of all sorts – plus a huge hole in the floor for some reason or other.

As well as working on the rolling stock, I'd volunteered to take minutes at both the Company and Trust meetings. This put me into a position at the heart of the management of the railway and when the Company Secretary announced he was standing down from the board, I foolishly volunteered for that as well.



**BSK 34527 when used as a re-railing coach**

Incidentally, this is what happens when you retire; to start with, you relish not



**The BSK now (mostly in primer) GF**

working, having all the time in the world to please yourself. My brother, who retired before I did, warned me to always put on a pair of outdoor shoes and leave the house at least once a day. You need some sort of outside interest to keep you sane, and heritage railways are a very good way of spending time outside the house. But once I'd joined the board, I realised I was too busy and something had to go – and that was editing *The Old Run*.

Relief was temporary though; the nail in the coffin for me came when I was on holiday on the Isle of Wight in September and got a text from someone congratulating me on taking on the role of acting Head of Operations. It turned out the existing one had suddenly resigned and the board meeting had volunteered me for the job. Taking on two jobs within a month of each



other, both of which represented a very steep learning curve for me was a bit silly really, but as one of my old teachers used to say, needs must when the devil drives! My brief was to get the railway operational again in time for running Santa trains in mid-December. I hadn't realised before just how much paperwork is needed to run public trains and, although I always knew there was a lot of work going on behind the scenes at the Middleton, I never appreciated how much – I do now!

I got together with a few others and went through everything we needed to do to get running again, and then we arranged for Steve Turner, the Office of Rail Regulation's Inspector of Railways to call (I finally managed to shoehorn that reference in!). We wanted to see what he thought of our progress and to hear if he felt we were ready to resume passenger operations. The verdict was positive; but the best comment of the day for me came when someone mentioned I was a passed fireman. "Which railway?" asked Steve. "Middleton" I replied. "You'll know what you're doing, then" he said – praise indeed!

I'm sorry to no longer be the Editor. The job involves a mixture of panic when the deadline looms with lots of empty space to fill, and satisfaction when the finished magazine is posted through the letterbox. It's also an opportunity to be creative and to insert various in-jokes, horrible punning titles for the articles that appear and cheeky bits and pieces which give satisfaction to no one but yourself! So I would appeal to every member of the MRT to put pen to paper and support your magazine. Don't worry about whether you think you can write or not; the editor is always happy to correct spelling, grammar and sentence construction. It's so much easier to alter or modify something that exists, rather than staring at a blank piece of paper while glancing at the clock. The main thing is to have something to write about; an idea you want to share with other members of the railway.

The job has been made immeasurably easier by all those people who have contributed over the years, especially those faithful contributors Steve Roberts and Andrew Johnson, but there have been many others who have responded to my appeals for articles. I'd like to wish the new Editor, Jenny Cowling, every success and I'm sure she will enjoy the trials and tribulations which await her!

Do come and pay us a visit some time!

Best wishes to all,

**Graham Findley**



Midsomer Norton Station GF



There has been a recent change of personnel within the Safety and Operations Committee – Andrew Gill has stepped down and Douglas Lovely has joined the committee. We would like to thank Andrew for his contribution and welcome Douglas on to the committee.

As has been previously publicised, the Safety & Operations Committee is here to help ensure the working environment at the railway is a safe place to be for both volunteers and members of the public. As such, please don't be afraid to speak up if you see something potentially unsafe or wish to bring something to the attention of the Safety & Operations Committee or Safety Officer – here is a reminder of the number of ways this can be done:-

A) In person – Safety & Operations Committee members are; Mark Whitaker, David Hebden, Alex Bateman, Richard Pike and Douglas Lovely. The Safety Officer is Tony Cowling.

2) Via email – [trafficmanager@middletonrailway.org.uk](mailto:trafficmanager@middletonrailway.org.uk)

3) In writing (marked for the attention of either Traffic Manager or Safety Officer) – The Station, Moor Road, Hunslet, Leeds, LS10 2JQ. Alternatively, this can be left at the workshop signing-in point or shop counter.

There may be a desire for any comments to be made anonymously – the best way of achieving this is in writing. Another alternative is a system predominantly used by mainline operators but available for anyone, including heritage railways,

to report concerns. This is called CIRAS and more information can be found at [www.ciras.org.uk](http://www.ciras.org.uk).

## **Staff or Public Accidents**

It has recently become apparent that not every member is aware of the process to be followed if an accident occurs to either them or a member of public, however it is very important that any staff or public accidents are recorded.

Should an accident need reporting, ranging from the minor cut finger to anything such as slips, trips and falls, the accident book should be completed. There are two on site; one in the shop above the ticket selling window and one in the workshop opposite the health & safety noticeboard. The next available form should be completed and then either sent to, or left for, the Safety Officer. The record of the accident will be maintained by the Safety Officer, and a copy of the accident report sent to the Safety & Operations Committee (via the Traffic Manager) to review, to establish if there are any ways of preventing a similar accident recurring. An in-tray is available for the Safety Officer in the shop at the bottom of the staircase in the Engine House. Please see a member familiar with the area as to where the in-trays are.

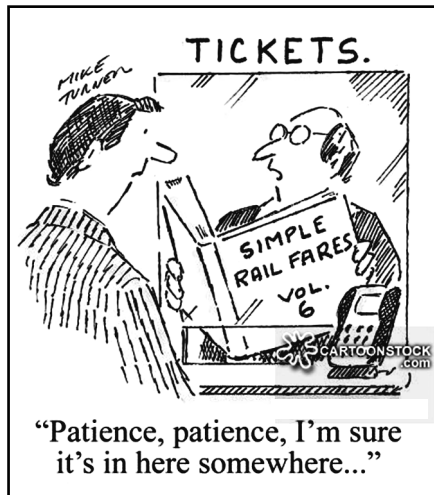
## **Winter Working**

The end of the year is fast approaching and we will soon be parking locos away for the Winter – but unfortunately it is not time to put our feet up and have a rest. As you are probably aware, work will be ongoing on the running shed and Picton shelter projects during our

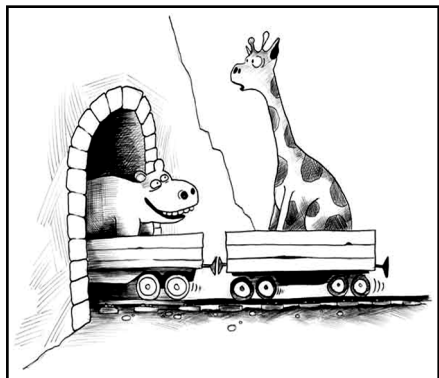
# Safety and Operations

closed months, along with the usual workshop projects and running line maintenance. With the running shed and Picton shelter works, this means part of the Moor Road site will be designated as a construction site. To ensure we comply with legislation, there will need to be specific procedures to be followed and records to be kept when working within the designated site, all of which will be notified by information displayed by the signing-in book and by other means as necessary. The works will involve disruption to the normal walking routes and lines within the yard area, and as such extra care must be taken when around the yard. Any specific rules for the designated construction site must be followed – one in particular is that all areas designated and marked as a construction site require high visibility clothing to be worn at all times when in the designated area. The high visibility clothing must be a minimum of a vest and can be either yellow or orange; anyone who needs one will be issued a vest by the Railway.

*(The Editor would prefer that trousers are also worn, although these need not be high visibility.)*



In case you haven't yet met him, this is our Chairman, Malcolm Johnson



## Middleton Railway MICs Winter 2015/16

**Monday 18<sup>th</sup> January – Locomotive theory.** A top up course for established steam drivers and those who are new to the role.

**Thursday 18<sup>th</sup> February – Lubrication.** A re-run of the excellent course by Mike McPeake, relevant to all crew of both steam and diesel as well as those working to maintain our fleet of rolling stock.

**Saturday 12<sup>th</sup> March (2pm) – Safety and Operations.** An important refresher on all matters operational before the start of the new season. (For any volunteer unable to make the mid-week slots.)

**Tuesday 15<sup>th</sup> March - Safety and Operations.** An important refresher on all matters operational before the start of the new season.

**Thursday 14<sup>th</sup> April – Preparation and Disposal.** A new title for an MIC as Mr McPeake returns to shed some light (up) on this important topic. One not to be missed.

**All MICs take place in the Engine House from 7.30pm apart from  
12th March 2016, 2.00 pm.**

**Please see John Linkins for further details.**

**Mutual Improvement Classes** are a valuable tool for all volunteers involved in operations and we have the good fortune of having volunteers that have many years of experience, both at the Middleton Railway and other railways - and they are willing to share this for free!

Can we ask that all crews make every effort to attend the MICs. You will notice the operations and shunting MIC is running again - anyone who hasn't yet done so, please try to attend one of these in March.

If anyone has any queries, or wishes to provide material or ideas for MICs in future, please do not hesitate to contact **John Linkins** or me.

**Mark Whittaker**

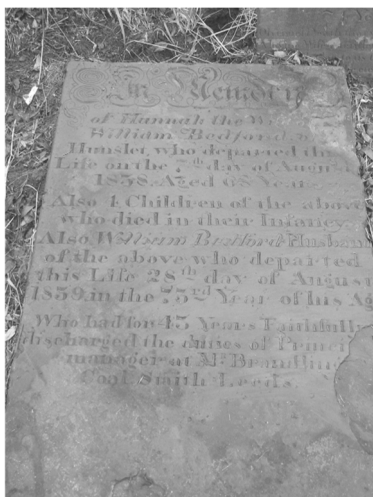
## The Middleton Railway Saga Continues - William Bedford

Now a main street for shopping, Briggate was laid out as plots for the burghers of Leeds. These parcels of land were used to build houses, public buildings and workshops for artisans. Briggate runs from the Headrow on a gentle downward slope to cross the junction with Duncan Street and Boar Lane. On the south side of this intersection the land falls away more steeply down to the River Aire and Leeds Bridge; the location of the first river crossing in Leeds. Over the river there is a complex junction with the main road, Meadow Lane, swinging off to the right. A short distance along this road from the bridge is a petrol filling station.

In the 18<sup>th</sup> century the market town of Leeds was growing and there was a demand for the fuel of the day for heating and cooking from the residents. Under the hills to the south of the bustling town large reserves of fuel were starting to be

mined from the coal seams at Middleton owned by Mr Charles Brandling. Carting the coal, one wagon at a time, into the town of Leeds added significantly to the final cost of coal. Mr Charles Brandling decided that the cost could be reduced by transporting a number of wagons at the same time along a wagon way or railway. Thus in 1759 he constructed, by act of Parliament, a railway from his Middleton pits to a site as close to the centre of Leeds as possible. Coal staiths were constructed on a plot of land close to Leeds Bridge, this site being not far from the present petrol station.

Rothwell churchyard has been extensively catalogued by John Readman who, after reading the account about the service around the grave of John Blenkinsop, advised me of another grave that might be of interest. William Bedford died in 1839 and was interred in the same grave as his wife who had died just one year previously. The inscription on their gravestone reads:



'In Memory  
of Hannah the Wife of  
William Bedford of  
Hunslet, who departed this  
Life on the 7<sup>th</sup> day of August  
1838. Aged 68 Years  
Also 4 Children of the above  
who died in their Infancy  
Also William Bedford Husband  
of the above who departed  
this Life 28<sup>th</sup> day of August  
1839 in the 73<sup>rd</sup> Year of his Age  
Who had for 45 Years Faithfully  
discharged the duties of Principal  
manager at Mr. Brandlings  
Coal Staith. Leeds'



Just as the present filling station will have a manager and staff to attend to the business and its clients, the coal staith at the end of the railway from Middleton would have been similarly manned. William Bedford must have been the manager from the late 1700s and into the next century. He would have had sufficient manpower to unload the coal from the railway wagons to sell and dispatch the coal by cart to the citizens of the town. He would have experienced the Industrial Revolution, when Leeds grew rapidly year after year. Buildings on the south bank of the River Aire included new mills, warehouses, workshops and housing for the thousands of workers who were attracted to the growing town. Factories required coal to be burnt to supply heat to be converted into power for their processes and the populace required fuel for warmth and cooking. William Bedford would, therefore, have seen a year upon year growth of tonnage of coal being transported from Middleton into Leeds. He would have been manager at the Coal Staiths when the first Blenkinsop steam locomotives were introduced. What did he think about the changes and the new technology? We may never know.

As can be deduced from his gravestone William Bedford held an important position with the Middleton Colliery and was a family man. The period of time covering William's lifetime was before the introduction of the compulsory registration of births, marriages and deaths, therefore all the information gleaned about him was from parish records and

newspaper entries<sup>1</sup>. William Bedford was born about 1766 and was some four years older than his wife, Hannah, who was born about 1770.

In the 1700s it should be noted that large swathes of land to the south of the River Aire including Hunslet and Middleton were part of the parish of Rothwell. The Brandling family of Middleton held the patronage of the parish and appointed the Vicar. In February 1796 the Rev Ralph Henry Brandling, son of Charles Brandling (1735-1802) of Middleton, was appointed Vicar of Rothwell. He was thus his own patron and owner of the Middleton Estate<sup>2</sup>. It is likely that both the career and family life of William Bedford was regulated by this connection with his employer and minister of his religion.

From his gravestone we know that the wife of William Bedford was called Hannah. It is possible that their marriage took place on 10<sup>th</sup> November 1788 and that William's spouse was Hannah Sandford<sup>3</sup>. This record gives no details of the bride and groom other than they were 'of this parish' and that one of the witnesses was James Bedford. It is, however, the most likely record, especially as the groom was a literate man and signed his own name.

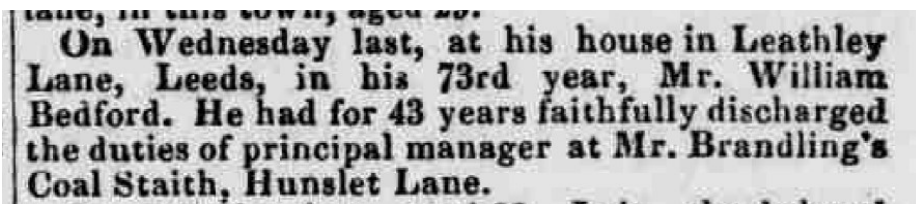
The first recorded child of their union was Sarah who was born on 27<sup>th</sup> March 1790 and baptised at Rothwell on 25<sup>th</sup> April. She was the first of at least eight siblings. Unfortunately Sarah died in February 1799 at the age of 8 and was buried in the churchyard at Rothwell<sup>4</sup>. Perhaps she was the first of the four children

who died as infants as recorded on William's gravestone.

The family appear to have lived in Leathley Lane, Hunslet<sup>5</sup> which was close to the staiths where William worked and conducted business.

Both the inscription on his grave and the notices of death in the newspapers state that he was Principal Manager for the Brandlings.

first month, £2001 16s 11¼ with much more donated over the next days. One of the people appointed as a collector for this fund was William Bedford at the Coal Staith, Leeds. On a wider note The Leeds Intelligencer announced that after an audit of the assets of a bankrupt partnership those claiming a dividend could do so by applying to William Bedford at The Coal Staith.



On Wednesday last, at his house in Leathley Lane, Leeds, in his 73rd year, Mr. William Bedford. He had for 43 years faithfully discharged the duties of principal manager at Mr. Brandling's Coal Staith, Hunslet Lane.

As well as the running of the coal staith in Leeds, William was also the letting agent for some of the unused premises of the Middleton Estate. For example in 1809 he advertised '*Two Excellent CHAMBERS, fit for the Warehousing of Corn; also a very good CELLAR, well adapted for a Dry-Salter or Oil-Merchant*<sup>6</sup>.' In 1820 he was advertising a number of properties in Hunslet along with Casson Close where the original coal staith was situated<sup>7</sup>. Thus the claim that he was 'Principal Manager' can be verified and, it must be assumed, that his salary reflected his status.

William Bedford would appear to have been involved in the wider life of the mining community as he was treasurer of The Middleton Friendly Society<sup>8</sup>. On 12 January 1825 there was an explosion at the Middleton Colliery which caused many deaths, injuries, left families destitute and children orphans. A relief committee was set up which had raised, in the

In the autumn of 1833 three farms and another property were advertised as being to let. Sealed proposals were required to be sent to Mr William Bedford, Coal Staiths, Leeds. It would have been the norm to send such proposals to the overseer of an estate and so we must conclude that William Bedford was indeed a 'Principal Manager' for the Brandlings.

It would appear that William Bedford was a successful entrepreneur. As early as 1814 he was advertising, as the owner, seven cottages for sale. Parliamentary voting in the 1780 was limited to 3% of the male population. At that time Leeds was not represented by an MP. The 'Great' Reform Act of 1832 gave the vote in towns only to men who occupied property with an annual value of £10. This still excluded six out of every seven males but did include William Bedford whose name appears in the electoral rolls from 1832 onwards.

**To be SOLD by PRIVATE CONTRACT,**  
**A**LL those SEVEN COTTAGES or Tene-  
ments, situated at Hunslet-Moor-Side, near the  
Glass-House, in the several Occupations of Martha  
Gregg, William Waite, James Thompson, John Bata-  
ty, Ann King, and Benjamin Harrison.  
For Particulars apply at the Office of Messrs. Tot-  
tie, Richardson, and Gaunt, Solicitors, Leeds; or to  
Mr. William Bedford, the Owner, at the Coal-Stack,  
in Leeds.—19th February, 1814.

William Bedford may therefore be classed as middle class. It was at the age of 72 years that, on 28<sup>th</sup> August 1839, William passed away and was buried on 6<sup>th</sup> September<sup>13</sup>. His address at the time was given as Pottery Field in the township of Hunslet.

**William Bedford, a person connected with the ongoing saga of Middleton Colliery Railway.**

*Footnotes:*

1. The Parish Registers of Rothwell in the West Riding of Yorkshire. Published 1906, 1908 & 1919. West Riding of Yorkshire Parish Records - Ancestry.co.uk, Newspapers in The British Library collection - Findmypast.co.uk

2. The History of Rothwell by John Batty. Published 1877 Reprinted 1986 by Almar Books

3. West Riding of Yorkshire Parish Records - Ancestry.co.uk

4. West Riding of Yorkshire Parish Records - Ancestry.co.uk

5. UK Poll Books 1832 onwards - Ancestry.co.uk

6. 1809 Mar 20 Leeds Intelligencer - Findmypast.co.uk

7. 1820 June 26 Leeds Intelligencia - Findmypast.co.uk

8. 1822 2 March Leeds Mercury - Findmypast.co.uk

9. Leeds Intelligencer 17<sup>th</sup> and 20<sup>th</sup> February 1825 - Findmypast.co.uk

10. Leeds Intelligencer 19<sup>th</sup> October 1833 - Findmypast.co.uk

11. The Struggle for Democracy - nationalarchives.gov.uk

12. UK Electoral Rolls 1832 to 1839 - Ancestry.co.uk

13. WY Parish Registers - Ancestry.co.uk



Class H 1310 approaches Beza Road Level Crossing with a mixed train.  
Andrew Gallon/Feversham Media



BL D631 "Carroll" and "Mary" heading towards Park Halt on 11th April 2015, when Ron Redman's book "The Railway Foundry Leeds: The Diesel Era" was launched.



Class H 1310 approaches Beza Road L looking forward to going home after a





**Mary crossing the Moor Road Level  
Crossing into the Yard Andrew Gallon**



**Level Crossing with a mixed train,  
long and exciting day. Andrew Gallon**



**This, and the opposite picture, by Tony  
Cowling.**



### Radio Leeds Broadcast

At the end of July an email message arrived from Radio Leeds. This said that for their morning programme which is presented by Richard Stead (their Richard Stead, not to be confused with our Richard Stead) they were planning a special series on things do in the summer holidays, and would like to feature the railway: could they come and do an outside broadcast from our station? Naturally we got back to them as quickly as we could, and established that they were looking at possible dates in the week beginning Monday 10th August. So, we told them that we would be running trains on Wednesday 12th August, and the broadcast was fixed for that date.

What could we do to make it a memorable broadcast? Apart from explaining on air what the railway does, and why it is important, and what it could offer to visitors, they suggested that they would like to interview long-standing volunteers. Meanwhile, we decided that an occasion like this would justify running a steam train, rather than the diesel trains that we normally run on August Wednesdays. Lots of other people chipped in with ideas, like cooking breakfast for the presenter on a shovel in the locomotive firebox, and several enquiries from possible visiting parties were pointed at that date as being a good one.

A planning meeting was held on the previous Saturday, to work out just who we could put forward for being interviewed. By the end of that meeting we had a long list, ranging from one of our junior members who had been awarded a BBC “Blue Peter” badge for her efforts as an “elf” during the previous Santa train seasons, to Susan Youell as our longest standing member. Also, we were delighted that Darren Farrar and Sally Backhouse from Schneider Electric, who had been the main sponsors of the recent Hunslet 150 event, were willing to contribute.

As well as these arrangements, we had to sort out the technicalities of what we could provide for Radio Leeds in the way of communications facilities on our site. On the day, this ended up with Andrew Gill disconnecting most of our network and running an Ethernet cable all the way down the Engine House for them to link their control box to our internet connection, since they reckoned that this would be more reliable than them trying to use their satellite connections.

Fortunately we had good weather for the day itself, and all the arrangements worked smoothly. In fact, it turned out that we had more potential interviewees than they could fit into the time available. There were plenty of passengers, and more arrived during the day saying that they had heard about the railway from the



broadcast, and decided to come and see for themselves. So the whole event was a huge success, and we hope that it will be possible to repeat it next year.

The picture below shows Richard Stead of Radio Leeds interviewing Ian Smith on the platform, watched by his producer and Ailsa and Ellen Sayles.

We were delighted that Don was willing to accept this invitation, and that he agreed to it being publicised as part of the interview that he gave during the Radio Leeds broadcast. So, during this interview Malcolm, as chairman, formally issued the invitation, and Don formally accepted it.

### The Future of the Moor End Training Centre

Readers who know anything about planning legislation will be aware that local authorities up and down the country are having to create Local Development Frameworks to replace their previous Unitary Development Plans, and Leeds is no exception to this. We had not expected this process to affect the Middleton Railway, but late in October Dave Hector happened to see an exhibition in the Rothwell Library about the proposals for the Sites

Allocation Plan that forms part of this framework, and noted that some of the sites listed were very close to the railway. So, he started asking questions about what was being planned for these, and was sufficiently concerned by what he was told that he alerted the other members of our council.

Specifically, it turned out that the site of the former Moor End Training Centre, on Tulip Street, is being proposed, in this plan, to be safeguarded for use as a Gypsy and Traveller site of 8 pitches. Those who have been involved with the railway for any length of time will be aware that we have in the past experienced significant problems when there have been encampments of Gypsies or Travellers in the vicinity of



### New Vice-President

In July the council agreed to invite Don Townsley to become a vice-president of the trust, in recognition of the significant contribution that he had made to the Hunslet 150 event. This was not just limited to the talk that he gave at the social evening on Tuesday 7th July, although that was certainly appreciated very much by all who attended it.

Don is, of course, the leading authority on the Hunslet Engine Company and on its history, having worked for it throughout the whole of his career. Not only that, but he is an honorary Alderman of the City of Leeds, and is actively involved in the running of the Friends of Leeds City Museums.

the railway, of which the most serious was in June 2011, when shortly after a camp was set up close to our passenger line, quantities of metal were broken off from components along several hundred yards of the track, resulting in the line being closed for over a month. Fortunately, when that happened, we were given considerable assistance in obtaining suitable replacements relatively cheaply, and then installing them; otherwise the line would have been closed for a lot longer, and the potential costs might have been close to ten thousand pounds, rather than the actual figure of a couple of thousand.

Even so, we certainly did not wish anything to be done that might increase the likelihood of such occurrences in the future, and so we investigated the possibility of making a formal objection to this particular proposal. It turned out that the planning justification for this proposal included a reference to the site being "separated from the adjacent residential area by a disused railway line" - by which they meant our Balm Road branch. Not only is this certainly not disused, but much of it has been relaid in the last couple of years (which should have been obvious to even a casual inspection of the area). Furthermore, describing this line in these terms completely ignored the status of the whole of the railway as a heritage asset, which should have been taken into account as part of this planning assessment. So this gave us grounds for making a formal objection, and this has been submitted. We do not expect a quick response, however, as the whole process of considering this Sites Allocation Plan will be a lengthy one.

### **LOCO NOTES**

We have managed to get through the main operating season with no real problems (quickly finding some wood to touch!) and now have just the busy Santa season to get through before we can relax a little bit.

#### **1601 MATTHEW MURRAY No. 4**

Matthew Murray has seen use on occasion, as required. A couple of times it has struggled to get through the day due to a badly clinkered fire, this generally being due to the crew using the fire-irons because it is not steaming too well. It is thought that the reason for the poor steaming is due to air ingress into the smokebox. A small hole has been found in the right hand back of the smokebox, which is the probable source of the trouble. Since this was discovered, it has not been used, so we do not know whether its rectification has provided the cure, or not.

The cylinder block continues to cling to life although a replacement is going to have to be considered at some point. We have had informal discussions with the VCT about jointly having a pattern made for a new cylinder block (Sir Berkeley's is identical) but advances in technology mean that throw away patterns are likely to be a cheaper option than a traditional, long lasting, wooden pattern.

#### **No. 6**

No real progress to report this time. Again, holidays and galas have restricted available manpower. A plan to send the boiler away for repair during 2016 has been put on hold by Council because of the need to commit funds to other projects.

## 1210 SIR BERKELEY

Sir Berkeley has been used as required over the season. However, it was found to have a leaking mudhole door joint after a day's service at the beginning of October. As rectification required the draining of the boiler and there was little likelihood of it being used again with the onset of the poorer weather, it was decided to withdraw it and prepare it for its next boiler inspection, which falls due in the early part of 2016. The boiler has now been stripped and washed out in preparation for this.

### No.11

Nothing to report.

## No.1310 (NER H)

Available for traffic and used as required. We received an urgent request from the Great Central Railway to hire the loco for the opening of their Mountsorrel Branch as they had been let down by the planned loco. The loco was quickly despatched to Loughborough on a low loader to fulfil this request and it ran for the two days of 24/25<sup>th</sup> October, topping and tailing with 'Teddy' on loan from the Chasewater. It is planned to use the loco for some of the Santa specials.

## 1544 SLOUGH ESTATES No.3

Available for traffic and used as required. Running satisfactorily, if a little clankily (is that a real word?!) Again, it is planned to use the loco for some of the Santa specials.

## Sentinel No.54

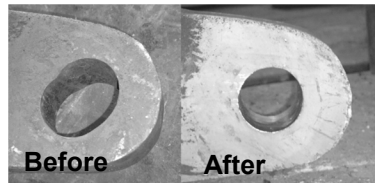
The Sentinel presently sits in the Engine House and has had no work done on it for several months as we

await developments with the boiler. However, we have now been informed by Israel Newton that they expect to have the boiler finished by March 2016 so the loco will now move up the work priority schedule and, by the time that you read this, should be back in the workshops. If the boiler is returned by March, there is a good possibility that it will see service before the end of 2016. There is still a lot of work to do once the boiler is back in the frames, though. The main outstanding job is the large amount of pipework still to make and fit, including the main steam pipes and exhaust pipes.

## HE 2387 BROOKES No.1

Work progresses apace on the overhaul of this loco and it is largely going to plan. In the last Old Run it was noted that we were having difficulty in removing the levers from the brake shaft. Well, after several attempts and an awful lot of heat, we won through and managed to separate the brake shaft and the levers. This has enabled us to effect the necessary repairs, which have principally involved welding up the very worn brake shaft journals and some equally badly worn holes in the

brake levers. This work has now been completed after quite a few (volunteer) man hours and the levers have once again been fitted to the brake shaft. Re-fitting them was much easier than removing them and simply required heating the levers up until they had expanded sufficiently to





## Moor Road Happenings (cont.)

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simply drop back onto the shaft; just a couple of hours work, including tea breaks! The brake shaft pedestals were also considerably worn and have been repaired. The repairs have consisted of boring out the pedestal hole to make it round and then pressing in a cast iron bush to bring the bearing hole back up to the original size of 3½". The huge amount of wear found has undoubtedly been caused by lack of lubrication and, in the process of doing all this work the original oil holes were discovered and were so full of detritus that they had to be drilled out. We have decided to modify the lubrication arrangements by converting it to grease lubrication and grease nipples have now been fitted.

The sanding linkages have all been freed off, removed, checked and primed. Many of the linkage pins have been replaced by nuts and bolts at some time past so we will have to make new pins for these.

With the completion of the alignment jig referred to in the last Old Run, the focus of work has recently been transferred to the axleboxes. These have been placed back in the horns to enable the amount of wear to be assessed and establish what needs doing by means of repair. The task of measuring up is now complete and repairs are underway. Some of the axleboxes have been found to have quite a bit of play in the horn guides whilst others have very little. Fortunately, the axleboxes have been repaired in times past and have been fitted with brass slippers so the necessary repairs should be a relatively straightforward job, consisting of removing the slippers

and inserting the requisite thickness of steel shim to take up the wear. The axlebox underkeep pattern has been completed and two new underkeeps have been cast to replace the two broken ones. They do, however, still require machining up to fit.

To make the work on the axleboxes easier, it was decided to remove the wheelsets completely from under the loco and, to avoid having to lift it significantly higher, the rear derailing beam had to be removed. That entailed another fight with fitted bolts and a lot of heat to enable their removal. More new bolts required! Removal of the wheelsets has made them much more accessible for cleaning and this work is now progressing more rapidly.

Cleaning down of the frames is now almost complete and once this task is over we can start to consider the start of the re-assembly process.

### **K 5469 CONWAY**

Work continues on this at Shildon. The new spectacle plate frames are now almost complete at Middleton and will be formally handed over to the NRM at Shildon in a small publicity ceremony in December.

### **Fowler 42200033 HARRY**

There is little progress to report on this loco, which is available for traffic but is little used at present. The new design of vacuum/air proportional valve has been arrived at and a pattern is being made for the castings required.

### **Peckett 5003 AUSTIN'S No.1**

In regular use. As noted in the last Old Run, the loco will have to come out of traffic during November due to

## Moor Road Happenings (cont.)

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the condition of its air receivers. Drawings were prepared for replacements and tenders received. As a result, an order has been placed with Abbott's of Retford with an expected delivery early in the new year. The new receivers will be slightly different from the originals as nothing in Abbott's standard range was identical, so there will be a small amount of modification necessary, principally with regard to the method of mounting. When the loco comes out of service it is intended to attend to many of the smaller jobs that could do with being done but which get overlooked because they are of little consequence in themselves.

### **D2999**

In regular use. The belt drive to the fuel lift pump has recently been renewed as the existing one was showing signs of deterioration.

### **D577 MARY**

Available for service when required.

### **6981**

Work continues on this as manpower allows. Nearly all the cab windows have now been removed for refurbishment and to allow the adjacent bodywork to be cleaned down and primed. Needle-gunning and priming of the body continues; a long slow process but necessary to return it to good condition.

### **D631 CARROLL**

Available if required but generally on display in the Engine House. It has been used on several occasions in the last few months, both on its own and double heading with **Mary**. Its greater use has enabled more drivers to become familiar with its operation and for them to be passed out as

qualified to drive it.

### **L.M.S. 7051**

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

### **OLIVE**

Available for traffic, if required.

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

## **CARRIAGE & WAGON NOTES**

### **Coach No.1074**

In the last Old Run, it was stated that the heater wasn't working. The reality was that there was nothing wrong with it! We asked for a service engineer to look at it and he, at first, thought the same. The heater would start up and then, at the end of the purge process, shut down. However, it became apparent that we misunderstood exactly how it worked and, once we became aware of this we realised that it was actually working, just not producing any heat because it was warm enough! Our expectations were coloured because we expected the heater to work in a similar way to the old Smiths heater on our other coaches. It is also so silent that you cannot hear it when running at slow speed, which it does when the air temperature in the coach is high.

Two tables are presently being made for this coach. This will then enable it to be used for birthday parties, a prerequisite before we can withdraw saloon coach **No.1867** for overhaul as this coach is presently used for that purpose. The seat in the guard's

## Moor Road Happenings (cont.)

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compartment has also been modified to enable the disabled ramp to be better stored. Coat hooks and a flag rack have also been installed.

### **Coach No.1867**

Options are presently being considered for the overhaul of this coach. It was planned to take it out of service for a complete rebuild, along the lines of coach **No.1074**. However, lack of workshop space means that we cannot really do this as we would like. The floor is in poor condition but remains serviceable, as do the seats. The really bad bits are the east side and all of the doors. (The west side was re-panelled two years ago and remains in good condition.) However, to re-panel the east side and replace the doors will be to some extent a waste of time and effort when we come to rebuild it as it will need modifying to accommodate new and better disabled access together with re-arranged seating and a timber floor (the present one is lightweight concrete.)

### **LMS Brake Van No.158760**

Work proceeds apace on this vehicle. The body was carefully jacked up clear of the chassis and a scaffolding framework built underneath it. This enabled the body to be safely craned off the chassis and on to two trolleys to enable it to be moved into the old workshops where it was jacked off the trolleys and onto a sleeper crib. The bodywork is generally in poor condition and much of it will require renewal but we will save as much of the existing material as we practically can. The first bits to be removed have been the two solebars, which run the length of the body at the bottom and on which all the rest of

the body is carried. These were in poor condition and new 6" x 3" pitch pine timber has been obtained to replace these. Work has just started on cutting these to shape and is likely to be the main thrust of the work on the body until the new year.

Once the body had been removed from the chassis it was possible to get a better understanding of the work required on the latter. Over the years, corrosion has taken its toll and quite a bit of work will be necessary to get it fit for purpose. Because of the nature of what is required of them, brake vans have to be quite heavy and this weight is achieved by the addition of extra ballast. Unlike many later brake vans, where the ballast is of concrete, our van has several large cast iron weights inserted into the framework. These weights are held securely in position by means of several cast iron wedge blocks, which are themselves bolted to the frame. The first major task has, therefore, been to free off the wedges. The first couple of wedges took several days of hard effort and a lot of heat to remove but removed they eventually were. Once these first couple had been removed, it took a lot of pressure off the remaining weights and the other wedges that we have removed have been fairly easy to do. (Just don't tell those involved that it was easy!) Three of the weights have been removed to enable access to the frame for cleaning, repair and painting but the others have been left in place for the moment as there is nowhere convenient to store them.

Parts of the frame and running gear have been needle-gunned and painted but there is still much to do.

## Moor Road Happenings (cont.)

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Some badly corroded areas of the south headstock have been built up with weld and ground flat to restore strength. Most of the corroded areas are where the rubber pads that the body sits on were located and it is obvious that this forms a bit of a water trap. One of the 'W' irons (the hornguides in which the axle-boxes sit) has been partially pulled off the frame due to corrosion so this will all have to be stripped down, cleaned and refitted with new bolts.

### **16T Mineral Wagon No. B227009**

After many years at Middleton, the National Railway Museum has requested the return of this wagon. Whilst a 'nice to have' in our collection, it has seen little use in recent years as it is neither vacuum fitted or through piped for use in vacuum braked trains and has mainly been used for storage purposes. Its departure will also free up scarce siding space.

### **IN THE WORKSHOPS**

Earlier in the year, Council agreed to the replacement of the workshop's heater, which was considered to be life expired and potentially unsafe. The old heater was removed over the summer but the purchase of a new one was delayed as it didn't seem sensible to buy one during the summer for it to just stand idle. With the onset of Autumn the new heater has been purchased and installed, although it still requires commissioning. In order to provide the necessary space around the heater the old timber doors that divided the old and new workshops have been cut through horizontally so as to remove the lower half. We should

have, perhaps, removed the upper half, as well but the logistics of doing so made us think twice! One thing that we soon realised in doing this was that we built these doors to last back in 1984 and dismantling was not an easy task!

Another major acquisition in recent times has been the purchase of a mortising machine, which arrived only a couple of days ago. We have often considered that such a machine would be of benefit to us but the need to do a considerable number of mortise and tenoned joints when overhauling the brake van was the catalyst for obtaining one. This has also necessitated some re-organisation within the joiners shop to both improve things and accommodate it. We have a good, useful circular saw but, because of the position of the stanchions which support the upstairs stores, we could not handle standard 8ft x 4ft sheets of material. The solution has been to provide a new supporting stanchion in a different position and then remove the old one. We can now handle the larger pieces of timber that have been problematic in the past. Most of what was in the joiners shop has now moved around and, as one member said, 'I can't believe that we have more equipment in here but now seem to have more space!'

### **MOOR ROAD SITE**

Work on the platform at Moor Road has now been completed and the tactile pavements have all been re-laid so there are no significant tripping hazards.

We have been fortunate to have the services of several teams of

# Moor Road Happenings (cont.)

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volunteers from HSBC in recent times and they have done quite a bit to improve and tidy the Railway. The most noticeable to the visitor arriving at Moor Road has been the painting of the fence and gates. The teams have also been active on lineside clearance further up the line to Middleton Park and, although much still remains to be done, it is a big improvement. Another team also did a lot of present wrapping for us, helping relieve us from one of the major chores of the Santa season!

The new CCTV system is now up and fully working after an extended period of installation. The quoted 2-3 days took well over six weeks of part time working by the contractors. The new system is a big improvement on what we had before, recording continuously and with sufficient clarity to enable car number plates to be read. Additional cameras have been installed in the workshops because we are well aware that we get unwanted visitors sneaking in, even when we have people in the building and it is not unknown for things to go missing. There is no truth in the rumour that their prime purpose is to enable the C.M.E. to keep a watch when he is not present!

**Steve Roberts**

Chief Mechanical Engineer

## Building Projects

Members will be aware that we have two building projects in progress at Moor Road. One is, of course, the running shed, where the whole project consists of seven phases, as follows.

1. Overall design and planning

2. Construct a pit
3. Detailed design and tendering
4. Design and construct foundations
5. Erect framework
6. Roofing, cladding and brickwork
7. Fitting out

Phase 2, the construction of the pit, was completed in April, and currently we are getting close to the end of phase 3. The list of firms who will be invited to tender has been drawn up, and the tender specifications are being sent out to them. At the time of writing we expect to place the contract at the end of December.

The intention is that the selected contractor will actually design the framework of the building and the foundations, and then we will do most of the work of constructing the foundations. This will be during the period from January to March when no trains are running, as it would not be safe to be digging holes for foundations alongside track on which trains might be moving. We can not do all of the foundation work, though, because part of it involves excavating a hole roughly 2.8 metres deep in order to house an oil separator. This is sufficiently deep that, as was discussed at the recent Mutual Improvement Class on site safety, we do not have sufficient expertise to carry out this bit of the work safely. Therefore, the contractor will need to do at least this bit of the excavation and installation for us.

The selected contractor will also fabricate the steel framework for the building, and the coated steel sheet for the roofing and cladding. As soon as the foundations have been constructed then the framework can be erected (phase 5) and, depending



## Moor Road Happenings (cont.)

on cost, it is likely that the contractors will do this work too. Our aim is to have this phase finished before trains start running again, but then the work for phases 6 and 7 can be carried out safely while trains are running.

The other building project is the construction of the "Picton Shelter" building in the north-west corner of the car park. Originally this was envisaged as a single-track shed, where the roof would extend towards the car park to cover a separate siding on which Picton would sit under cover. Eventually the single-track shed became a building that is two tracks wide for much of its length, although it will still only have a single track inside it: the additional width will provide much needed storage space for things other than rolling stock.

This building does not involve the construction of any pit, although clearing the site for it has involved removing considerable amounts of spoil, and that has been going on

steadily since Easter. Along with this the sleepers were laid for the length of track for Picton, but the weeds then grew up round them sufficiently quickly that it was decided to lift them again and put down a layer of geotextile. The area has now been ballasted, and laying the side will be one of the first jobs to be done in January.

Apart from these differences, the phases of its construction are the same as for the running shed, and so the two projects are being managed together. Thus, the tender specifications cover both buildings, in the hope that doing them together may reduce the overall cost. While we do not have to worry about running trains alongside the site of the Picton shelter while it is being built, we do have to worry about the safety of cars in the car park. Therefore the aim with the Picton shelter is, again, that erection of the steel framework should be complete before we re-open to visitors.



### Ian Dobson's Famous Social Evenings

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

any organisation is required to attend.

So why not bring your friends? A splendid time is guaranteed for all, so this might be just the introduction to our railway that they need to encourage them to volunteer and find a wonderfully rewarding way of spending the rest of the week!

<b>5th January 2016</b>	<b>Ian Dobson</b>	<b>Travels in recent years in the UK</b>
<b>2nd February 2016</b>	<b>TBA</b>	
<b>1st March 2016</b>	<b>David Hebden</b>	<b>Middleton Railway—</b>

# Letters to the Editor

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Dear Editor

Watching "The Day of the Jackal" (half a century behind the times as usual) recently, I noted a railway-related, er, incident. The would-be assassin, readers will recall, boarded a direct train for Paris at the town of Tulle. There was no mention of changing trains. The train was hauled by a green diesel loco. When the Jackal arrived in Paris Gare d'Austerlitz however, the loco had morphed into something liveried in red! Oh dear! Shouldn't the Continuity Assistant have spotted this?

Just a moment.... Gare d'Austerlitz is of course named after one of Napoleon's greatest victories. In London, Waterloo Station is similarly named after a great military victory by the Duke of Wellington. What, therefore, about Moor Road Station? An obvious possibility would be "Marston Moor Station", after the famous victory in the Civil War by my hero, Oliver Cromwell, who thrashed the forces of the horrible absolutist Charles 1st and thus opened the way to Parliamentary democracy, freedom of speech, the NHS and lots of other wonderful things.

Naturally there may be objections from other readers who may want to change the name to "Adwalton Moor Road Station", Adwalton Moor being the scene, also during the Civil War, of a quite uncalled-for victory for the forces of royalist reaction over a parliamentary army.

Just a thought.

PS

Quick research reveals no other

stations, in the UK or abroad, which are named after battles.. What I have found is as follows.

Waterloo was named and built in 1840 - but was it named after the road on which it lies rather than the battle?? La Gare d'Austerlitz, more interestingly, was also built in the 1840s with the name Gare d'Orleans. It was re-named when rebuilt and extended in the early 1860s. As some of our members may recall (from their history lessons at school, not from personal experience) there was at this time much tension between the UK and France; there was indeed a naval arms race! So, quite possibly, La Gare d'Austerlitz was so named as part of this rivalry.

Returning to Middleton, the world's first successful load-hauling steam loco was of course named after the Battle of Salamanca (although the battle took place a month after the loco started work). So it seems we can claim yet another first for Middleton. On top of being the first railway and running the first steam trains, Middleton inaugurated the tradition of linking rail transport to battles!

Yours

**Richard Stead (Ours!)**

*Thank you Richard—some very interesting points there, both in continuity and history. Next time we visit the cinema we will keep a careful look out for mistakes like that. As for re-naming our station, I don't think "Adwalton Moor Road Station" really trips off the tongue. It might trip it up!*

*Anyone else like to submit interesting historical anachronisms? Ed.*

**Leeds Community Foundation**

**Photo Exhibition at Leeds Town Hall**

**Andrew Johnson's photograph, now on the front cover of this magazine, was picked as one of the top ten pictures chosen by**

**"My Leeds in Focus"  
Photography Exhibition**

The Exhibition starts on 14th January 2016  
in the Albert Room, Leeds Town Hall  
and runs until March 2016.

Do go and see the magnificent pictures on show and  
remember that you saw one of the winners here first!

**Congratulations Andrew**



## Memorable Moments





## **The Middleton Railway Trust Limited**

(Limited by Guarantee and not having a share capital)

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

**Registered Company No. 1165589 Registered Charity No. 230387**

**Accredited Museum No RD2114**

**Telephone 0113 271 0320 (Office) & 0113 270 6162 (Workshop)**

**Email: [info@middletonrailway.org.uk](mailto:info@middletonrailway.org.uk) Website: [www.middletonrailway.org.uk](http://www.middletonrailway.org.uk)**

### **President**

Gerald Egen, 3 Warren Avenue, Knottingley, WF11 0ET 01977 672126

### **Vice Presidents**

J K Lee BEM, Ian B Smith, Don Townsley

### **Chairman**

Malcolm Johnson, email: [m.johnson324btinternet.com](mailto:m.johnson324btinternet.com)

### **Secretary**

Tony Cowling, 2 College Street, Sheffield, S10 2PH 0114 268 3812

### **Treasurer**

Ann Roberts, 0113 271 0320

### **Council Members**

Janet Auckland

Mark Calvert

Neil Carmichael

David Cook

Jenny Cowling (Council Secretary)

David Hector

John Linkins

Richard Pike

Steve Roberts (Chief Mech. Engineer)

Richard Stead

Robert Taggart

Mark Whittaker (Traffic Manager)

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Sheila Bye (Honorary Archivist)

Sue Gill (Membership Secretary)

Derek Plummer (Exhibitions Manager)

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Life Membership (LT).....£3

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**Medical Officer**

**Membership (Membership Secretary)**

**Old Run (Editor)**

**Staff Rosters (Roster Clerk)**

**Traffic Manager**

[admin@middletonrailway.org.uk](mailto:admin@middletonrailway.org.uk)

[bookings@middletonrailway.org.uk](mailto:bookings@middletonrailway.org.uk)

[education@middletonrailway.org.uk](mailto:education@middletonrailway.org.uk)

[engineer@middletonrailway.org.uk](mailto:engineer@middletonrailway.org.uk)

[finance@middletonrailway.org.uk](mailto:finance@middletonrailway.org.uk)

[info@middletonrailway.org.uk](mailto:info@middletonrailway.org.uk)

[medicalofficer@middletonrailway.org.uk](mailto:medicalofficer@middletonrailway.org.uk)

[membership@middletonrailway.org.uk](mailto:membership@middletonrailway.org.uk)

[theoldruneditor@middletonrailway.org.uk](mailto:theoldruneditor@middletonrailway.org.uk)

[roster@middletonrailway.org.uk](mailto:roster@middletonrailway.org.uk)

[trafficmanager@middletonrailway.org.uk](mailto:trafficmanager@middletonrailway.org.uk)



## Into the sunset?



At Park Halt are **Mary** (in red livery) on the left with **Carroll** (in green) just visible in front of her, and the last coach of the day in the platform, waiting for the happy passengers at the Gala in September 2015.

Richard Pike