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**The Carriage Shed / The Richard Holland Building  
almost ready for occupation**

### **The Old Run No. 243 July 2019**

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Sustainability is a word much used these days – in its simplest form it means the ability of an organization to exist constantly though nowadays it is most commonly used in the broader environmental sense of being a way for people to use resources without the resources running out.

To survive the Middleton Railway must be a sustainable organization.

In its financial sense this means that year on year the Middleton Railway must earn at least as much money as it spends - failure to do this has one inevitable outcome, to quote Mr Micawber "misery". This is why financial discipline is critical to the future of the Trust and why our Treasurer, Philip Calvert is using the new accounting system to strengthen the budgeting process and to provide more information to budget holders about expenditure or income v.s. budget so that plans can be adjusted if necessary to prevent "misery". Good financial discipline is not about cutting costs and doing things on the cheap; it is about spending money wisely and carefully with an eye on the long term. It is usually cheaper to do a job once and do it right than cut corners and end up doing it twice. This is why over the years the quality of the restoration work done by the Trust has steadily improved so that maximum value is obtained from the work and monies invested in the Trust's locomotives and other assets.

However, to secure its long term future the Middleton Railway must also operate in a way which does not waste or degrade the resources of our planet. This is a big challenge for an organisation which fundamentally is based on the consumption of a non-renewable resource – fossil fuel.

Thanks to the generosity of one of our members, Richard Stead, the Trust has been able to install an array of solar panels on the Engine House roof so that now a part of the Moor Road Site's energy demand is met from renewable resources. The solar cells will help reduce our operating costs – which helps address the financial sustainability issue – and also reduces the Trust's 'environmental foot print'.

The Commercial Manager, Janet Auckland has embarked on the process of phasing out



single use plastic items in the café because the use of such items is both wasteful of non-renewable resources and is also a contributor to the degradation of the natural environment.

Going forward the Trust will have to consider alternate forms of heating for the Engine House and workshops – one option being a heat pump powered by electricity generated by renewable resources.

Then there is the difficult problem of the fuel consumed by our locomotives. Currently it is drawn from non-renewable resources and no effort is made to offset the carbon dioxide released by its consumption. In the medium term the Trust will probably have to consider some form of carbon off-set arrangement so that the amount of carbon released to the atmosphere by our activities, primarily the use of our locomotives, is sequestered by some mechanism so that our operations become carbon neutral. Longer term the Trust may have to explore the use of locomotive fuels derived from renewable resources – a process which may be hastened by the increasing difficulty of sourcing lump coal and its rising cost.

All of this may seem to be verging on the fantastical to readers of my generation who grew up in the days of 'King Coal' but the UK Government has made a commitment that the UK should be carbon neutral by 2050 – just 31 years from now. Other western governments have made similar commitments, major insurance companies are withdrawing investments from producers of fossil fuels because of liability fears, KLM-Air France are investing heavily in bio kerosene, China is investing massive amounts of money in renewable energy. Change is happening and the Middleton Railway's survival in the future will depend on it being sustainable in both the financial and environmental sense.

Going forward, this is why both financial and environmental sustainability will form important parts of the Trust's five and ten

year plans so that the Trust is prepared to meet the challenges of the next sixty years. Given what the Trust has achieved thus far, we should have no reason to fear the future; good progress is being made towards financial sustainability and through the generosity of Richard and the work of Janet the journey to environmental sustainability has started.

On the subject of journeys, two which will shortly come to an end are the building of the carriage shed and the rebuilding of coach 1867.

The carriage shed has been erected and is now being fitted out and by the next edition of 'The Old Run' it should be 'open for business'. The carriage shed will help with the sustainability of the Railway – by keeping our passenger coaches under cover they should run for longer between major overhauls and so consume less resources. Building the carriage shed has been a protracted process for a number of factors outside of the Trust's control and I would like to thank the many volunteers who have given freely of their time to act as Site Supervisors and to move rolling stock out of the way of the contractors during the many weeks taken up by its erection. Without your efforts we would not have come so far.

Again, by the time of the next edition of 'The Old Run' I should be able to report that coach 1867 is back in service earning money and contributing to our financial sustainability – it is at the snagging stage of its rebuild and soon should be 'good to go'. I am sure that Philip is looking forward to seeing 3 coach trains filled with passengers in the near future!

**Charles Milner**  
Chairman





Members of the railway will be sorry to hear of the death at the age of 78 of Rev. David Guest, who had been a key member of our Engine House shop team until a few years ago.

Born in Barnsley in 1941, after school he took a degree in theology, but then became a school teacher, teaching mathematics. This lasted until the early 1970s, when mathematics syllabuses started to change to focus on “the new maths”, and David decided instead to train for the priesthood. He started in 1973 as a curate in Horsforth, and then moved to Richmond in North Yorkshire. In 1978 he became Rector of Middleham, and in 1986 moved to the former mining villages of East and West Rainton, in County Durham.

There he was able to build up significantly the two churches of St Mary's West Rainton and St. Cuthbert's East Rainton, but in 2003 ill health forced him to retire, and he returned to Horsforth. Not long after this he began to volunteer at the railway, and was elected to our Council in 2006. This was shortly after the Engine House had been completed, by which time David was already a familiar sight behind the ticket desk, ably assisted by his dog Benji. It is in memory of Benji that a water bowl is provided for dogs outside the front door of the Engine House.



Unfortunately David's health continued to deteriorate, and in 2012 he decided that he could no longer continue as a member of the Council. He was still able to continue with shop duties for some time after this, and in 2013 he was appointed as one of the signatories to our bank accounts, but by 2015 he had to step down from this role, as he was no longer able to visit the railway sufficiently regularly to be available when cheques needed to be signed.

He died in hospital in Leeds on Wednesday 26th June, after a short illness. His funeral service will be at 12 noon on Monday 22nd July at St Oswald's Church, Church Street, Guiseley, LS20 9BB, and this will be followed by cremation at Rawdon. Members who knew David will be welcome to join his other friends at these services.

## SteamPunk - as seen by Richard Stead

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The railway has, as readers will be aware, a commitment to outreach - involvement with local people. One element of this programme is our relationship with the SteamPunk community, to whom we render the service of hosting, annually, a SteamPunk Market. One such was staged recently. SteamPunk, for those whose acquaintance with these matters is not quite what it might be, includes the celebration and quasi-recreation of the styles of attire of Victorian times, and the Market involves the display and sale of appropriate items of apparel, adornment, and domestic ornamentation. For the enlightenment of those readers who have not seen this event, I here attempt a brief description of the appearance of the vendors and their clients, beginning with the distaff side.

The items of striking importance here were the ostentatiously-displayed (that is, externally-mounted) corsetry (mostly leather), the diminutive millinery and the extensive, not to say luxurious (mostly ankle-length), drapery. Given the volume of cloth worn by the typical Victorian lady, the size of the textile industry in nineteenth-century Britain can be readily understood. The staging of the event in high summer is not quite so easy to comprehend.

On the spear side, distinct themes emerged: the military man (that is, army uniforms - nothing naval!), the businessman (frock-coat, waistcoat and stove-pipe hat), and the tropical fellow - the explorer or perhaps the administrator of the Raj (I allude to the pith helmet). Many gentlemen carried goggles upon their headgear. Other impedimenta included a silver-headed cane (carried perhaps by a pall-bearer), a longsword and a knitted dragon.. A horned crash-helmet was also in evidence as were some richly-inked tattoos.

Mention should finally be made of the fire-eating (on a warm day?), the coffee-jousting ( ? ) and the tame owls. I am not sure what they ate. It is however clear that many visitors, stall-holders and volunteers went for the carrot cake, the lemon drizzle and / or the coconut-and-jam cake. A good time was had by all.

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A pleased visitor recently sent us this email following her visit with her children:-

*Hi,*

*My 2 children and I took a trip today to the railway, it wasn't our first visit. My son has loved trains for as long as I can remember so whilst my daughter was at school we would visit. On every visit we have made I have found your staff friendly, helpful and really very good with children. I'd just like to say a big thank you. Your staff have really made our day.*

*Kind regards*

*JJ*

Many thanks for this lovely message. It is very encouraging to know we are managing to help people to enjoy their visit with us.



# Our Young Volunteers Part 2

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## The Young Ones – Part 2

As I said in May 2018, I hope to keep the membership up to date with the activities of the youth group of which I have the unenviable task of coordinating, unfortunately for me the success of this has led to a growing band and I now have (last time I counted and hoping I haven't lost any!) 6 in my merry band.



Having started back in 2017 with the formal arrangements for young volunteers, I am very happy to say that the group has gone from strength to strength and although perhaps not making the progress in skills acquisition that I would like, they are certainly making themselves useful around the site. Since completing the wagon work in September, the lads have been completing various jobs on the restoration of No 6, cleaning down and disassembling Sir B and preparing the site for the new carriage shed. They also put in a lot of time over the busy Santa season, Kenny alone doing 3 days of solid TTI duties in the lead up to the big day. As always, monitoring and supporting young people is quite a task in itself and I regularly find very little time for myself to actually get stuck in (now I know how Steve feels). However, I do find it very rewarding and hope that other volunteers agree that our youth group is beginning to shape up nicely. As 2019 began we were joined by another young member, James, who is currently studying at Leeds College of Music and has a considerable interest in all things musical, electrical and mechanical. This means we have at least 4 in our group who have an active interest in music and there has been talk about a MRT band...I'm sure Gavin would

# Our Young Volunteers continued

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happily help develop this as an experienced band member himself!



Anyway, I digress. In early February I delivered a shunting and site safety MIC to the group; this included both a theory and practical element. I was glad to get the opportunity to show them around the yard, introducing various aspects of shunting, coupling, use of vacuum hoses and the like which I am sure were of great benefit to the lads in understanding our operations. We even got some practical experience as a shunt was taking place at the same time. As they progress at the railway several in the team have shown an active interest in getting involved with running trains so a sound knowledge base is essential to ensure they can conduct these duties safely. In addition, I am very grateful to Malcolm Johnson for showing a

couple of them 'the ropes' on the lathe. Although this is a skill that is learnt over many years, I am hopeful that at least a couple of the boys will be able to get involved more in this area of our workshop in future.

Going forwards, we have another wagon in our sights (the other flatbed, ex-Hunslet works) and further on perhaps the GWR 5-plank or tank wagon from Leeds Forge. I have more MIC training in mind, both theoretical and practical with some offers of help from other volunteers in this area, which is always greatly appreciated. That being said, with a group of 6 I am almost at my supervisory limit and any offers of support would be greatly appreciated. It has been suggested that I could train up someone who has relatively little experience with youth work and therefore the position is open to anyone! Finally, I would ask that all volunteers are mindful of their inexperience and sometimes youthful exuberance; we all started somewhere and the future of MRT lies in their hands. As long as they bring biscuits, perhaps you can put up with them for a little longer...

## June 2019 Update

Since I last wrote the group has gone from strength to strength, we now have 10 members and although they don't all come at the same time, this is great testimony to how much young people can get out of voluntary work. I am now at a stage where I am having to turn away young people who are wanting to come from as far afield as Keighley and Bury, where youth groups at local railways are either non-existent or not providing them with any valuable experience. Muhammed and Asaar have joined us from Leeds City College and recently a

# Our Young Volunteers



third young person from their course, Sufyan has joined us. Separately, Joel, who first applied back in January; has finally had time for an induction and proved a very quick learner, bringing with him a practical background in a wide range of PPE equipment!



Since the last report a major project has been begun, progressed and abandoned and, although that is rather disappointing it is much better than continuing and wasting further resources. The ex-Hunslet Works flat wagon has been found to be beyond repair and despite some considerable hours having gone into this, it will now be sent for scrap. The boys still got valuable experience in the work they did do on it and likewise on No 6's tank. They have learnt that not all items on a heritage railway are what they appear to be at first glance. We can't rescue everything and some items just need to be replaced.

We have spent some time around the site re-painting items such as the railings at the side of the Engine House, tidying the running shed and completing lineside clearance. I hoped to do more of all these jobs but the weather has not been conducive to making much progress. In the





## Our Young Volunteers

sheds the team have helped with the re-paint and re-fit of two of the coaches, Sir B's valve gear and the work on the Hunslet diesel. Additionally a number of jobs on No 6's pipework have kept them entertained, though again, I'd like to see more engineering opportunities for all the boys.



Finally, other items of work such as the carriage shed have given the group some important P-Way skills as well as assisting with site clearance and drainage works. It is sometimes a challenge to find the lads something constructive to do but I am grateful to others such as Robert Taggart and John Holmes who have taken on

members of the group to assist with projects they are completing. The first half of the year came to a very successful conclusion with Kenny being the first of the group to pass his shunters test successfully.

The culmination of the first 2 years of the youth group is that we will soon have a number of young people with more heritage railway experience than some adults who join us, with time and enthusiasm to offer but still very much 'blank canvasses' onto which we can paint the MRT pattern.

I addressed the AGM recently and clarified some issues which have arisen. This was received very



well and I am grateful to all volunteers for their patience and understanding while our young people are still learning. Please can I remind all of you, as before,

that we need to show them the ropes in the correct manner and give them a positive experience going forwards so that we may secure the future of MRT and all its wonderful history.



**John Linkins**

## TRAIN SPOTTING DAYS - Part 2 - Michael Cox

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### Continuing from issue No. 242:-

On 5th March 1961 56D Mirfield and 55G Huddersfield sheds were visited with permits and then on the 11th Leeds was again visited. This time I decided to take the family camera, a Kodak 127 with just 8 exposures (how I wish we had digital cameras then), and took pictures of Holbeck as well as 46133 The Green Howards, 45724 Warspite's nameplate (must have copped it ), 63348 and D274, and it was now that the Peaks were starting to creep in to St Pancras expresses with D11 and D12 noted. Leeds was again visited a week later with several A3s noted, with 60036 Colombo, 60038 Firdaussi, 60086 Gainsborough, 60092 Fairway, 60074 Harvester, 60072 Sunstar, and 60080 Dick Turpin, which at this time were transferred to Holbeck for work on the Settle and Carlisle line along with the Royal Scots and Jubilees, which was quite usual.

Next I went to Hest Bank on the West Coast mainline on Easter Monday, being driven there with a friend's family. We were there only just over an hour, and noted 23 steam locomotives, seeing 46242 City of Glasgow and 46251 City of Nottingham. Two days later on 5/4/61 I visited Warrington again. I also went there on the 10th with 45671 Prince Rupert returning us to Manchester from Warrington.

On the 16th, 56D Mirfield and 55G Huddersfield were visited again, with Mirfield being visited yet again on 30/4/61 by bike. There were 35 steam locos on shed including 61411, 61412, 61413, 61414 and 61447 which had just been transferred there. I also saw 45642 Boscawen (26A) on shed.

The 6th May saw us back at Doncaster with permits for the works and 36A with Northern Railfan. Again we travelled via Leeds taking in 55A Holbeck with A3s 60036 Colombo, 60082 Neil Gow and

60092 Fairway on shed there. We were hauled by 60905 from Leeds to Doncaster. In the works were 61997 MacCailin Mor and 53802 for scrap and several A3s including Scottish ones 60098 Spion Cop and 60099 Call Boy, and six Britannia's and the new AC Electric locos being built, E3056 and E3062 to E3067. On 27th May our first trip to Crewe which was via Manchester Piccadilly being hauled by E3031 to Crewe at what we thought was great speed. The electrics all came off at Crewe as only the Manchester and Liverpool to Crewe lines were electrified at that time. There was plenty of steam about, the plant stream (ie locos fresh out of the works) being noted as 46150 The Life Guardsman, 45004 and 41240 with, later in the day 45596 Bahamas seen for the first time with a double chimney.

Haulage back to Manchester was behind 45534 E Tootal Broadhurst. June 3rd saw us back at Leeds with 55A Holbeck being visited as usual, still there was plenty of steam to be seen, but there were more Peaks appearing on the scene.

The Manchester area was the next day out on 18th June, sheds being visited were 9A Longsight, 9E Trafford Park, 9G Gorton, 26A Newton Heath, 26F Patricroft and Reddish. Unfortunately I had still not itemised the individual sheds, and can only make out the sheds by studying the numbers. Trafford Park had 7 Metro-Vick Co-Bo's and 5 Peaks, the rest being steam; 46105 Cameron Highlander was on 66A Patricroft; and Gorton still had plenty of ex LNER steam and quite a lot of ex LMS on shed with 41702 being one; and 26000 Tommy was noted on Reddish depot. A week later it was a trip to Sheffield with 41A Darnell, 41B Brightside and 41C Millhouses. We must have travelled via Penistone because I noted that we were hauled by 26057 to Sheffield Victoria but

## TRAIN SPOTTING DAYS - Michael Cox

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by now all the Director 4-4-0's had gone.

On 22nd July I had a trip to Crewe, but it must have not been an organised one because I only noted 5A Crewe North, Gresty Lane and Crewe Diesel depot which all must have been bunked, Crewe South must have been a bit too hard! Or we just bottled it.

We must have gone the Stalybridge-Stockport route from Slaithwaite. We must have visited the diesel depot first and having the Brownie 127 with me I took a photo of D10 Tryfan, and then walked down Gresty Road to the GWR shed with 5919 Worsley Hall, 5926 Grotrain Hall, 3816 and 3744. It must have been full! Then back up to Crewe North and through a hole in the fence at the back of the half round house where I took a photo of 46200 The Princess Royal, then back on the station where I took photos of 46226 Duchess of Gloucester, 45638 Zanzibar and 7822 Foxcote Manor which we cabbed after arriving in the bay platform from Shrewsbury. Two days later and I spent some time at Slaithwaite where I saw 17 steam locos: 45645 Collingwood, 45512 Bunsen, 45708 Resolution, 45581 Bihar and Orissa, 45695 Minotaur, 61039 Steinbok and 61008 Kudu, and diesels D5804, D279, D293 and D244. It must be said that we did spend a lot of time at Slaithwaite station but for some reason I only made notes occasionally.

The summer holiday that year: on 11th August we went to Clacton by train overnight leaving Huddersfield behind 44907 and 45181 double heading with 60136 Alcazar on the front. On arrival at Kings Cross from Liverpool Street, D6718 was in charge with very little steam seen afterwards, returning behind 70006 Robert Burns, with my head out of the window all of

the way back, with 60066 Merry Hampton noted on the front at the end of the journey at Wakefield or Leeds before going onwards home.

The next train spotting trip was a day out in Sheffield, I had heard that my last Patriot, 45514 Holyhead, was stored withdrawn on 41C Millhouses but we could not get in so I never saw my last Patriot. So down in the dumps I went back to the station and to a perch to the north of the Midland station where both the Midland and the lines out of Victoria could be seen.

Our next trip was to Shrewsbury on 30/9/61, I can't remember who did the homework to work out the trip, having to go via Stalybridge, Stockport and Crewe to get there. We were double headed by E3043 and E3050 to Crewe from Stockport and 46125 3rd Carabinier to Shrewsbury. What a great day! No diesels, just pure steam and almost all new to us. noted was the Talylyn special into Shrewsbury behind 4704 from London and out again behind 2222 and 5555. It was such a great day that having saved up we were again on our way to Shrewsbury on the 11th November with the same all steam day. I cannot remember if we had found our way to the shed, but on reflection I don't think we had and I think we were happy just to sit on the end of the platform. So ended a great year's spotting.

It was about this time that we joined Halifax Railfans club based at Elland, and it may have been about this time that Donald Macallum and Chris Thewlis joined the diehards of Ira Chapman and me. The first trip out on 8th January 1962 was to Crewe with permits for 5A and 5B, but not the Works. Again we were double headed from Stockport to Crewe with E3040 and E3050. Noted on Crewe South were 46211 Queen Maud and 46212



## TRAIN SPOTTING DAYS - Michael Cox

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Duchess of Kent waiting for the call into the works to be cut up. Crewe North had still plenty of front line Staniers, including 8 Duchesses and a Princess Royal. 46209 Princess Beatrice was on shed with another 5 Duchesses seen on the day around Crewe. Then on 4th February 56A Wakefield, 56B Ardsley and 56D Mirfield were visited, steam was plentiful with 6 A3s, 2 A1s and an A4 seen on the day.

We had heard of an exhibition in Manchester so on 31st March we headed to Manchester Piccadilly and the show which I believe was in the old Mayfield station next to Piccadilly. Featured were D62, E3058 preserved, 506 Butler Henderson, 1000 Midland compound and, star of the show, 46256 Sir William Stanier, all the locos being climbed all over, no health and safety then. Afterwards we bunked 9E Trafford Park where there was 46158 The Loyal Regiment, and 46153 The Royal Dragoon on shed with 40208, 42472, 42428, 40018, 40141, 43211 and 43580 stored. Next was a trip out to 56D Mirfield, but for some reason I didn't record the date. 46113 Cameronian was on shed.

We next had a trip to Derby on 14/4/62 with permits to the works, seeing 17A Derby and 17B Burton with the Halifax Railfans. The remains of 31261, 32545, 30931 and 31067 were spotted at a scrap yard at Swinton which I believe had been part cut up at Ashford works. Then on to Derby where there was still plenty of steam about but the place was teeming with Peaks with 67 seen on the day, including the naming of D163 Derbyshire and Lancashire Yeomanry. The shed was visited first with 45 steam locos noted including 42350 ex works; then it was on to the works via the half round house and the preserved locos 42 Cecil Rhodes, 80 Thundersley, 118 and 158A, then into the shops with loads of diesels under repair and D166 to D177

under construction and 10203, one of the pioneer diesels under repair, on the scrap lines compound the last compound 41168 (the only one I saw) along with a number of ex Midland 0-6-0 3Fs, also 53808 was noted in the works. Back at the station to take a train to Burton behind 45690 Leander and to the shed where 11 Jubilees were among 47 steam locos noted there, but then hauled back to Derby behind D24 and then onwards to Leeds behind D103 and home to Huddersfield.

The next trip out was again with the Halifax Railfans to Doncaster on 19th May with the works and shed visited also 41F Mexborough. I noted that 60068 Ladas hauled us to Doncaster where D6581 and D6584 passed through with the cement train (Cliffe Vale-Uddingston) which was worked through out of the Southern region to Scotland. First we visited Mexborough with 69573 in use as a stationary boiler, the shed being full of mainly ex LNER 01s and WD Austerities. Back at Doncaster the shed was visited next with the long walk to get there, keeping an eye out over the wall just in case anything went past on the mainline. The shed produced 90 steam locos including 60008 Dwight D Eisenhower, 60017 Silver Fox and 60530 Sayajirao, (64A). It was then back up the road and over the bridge to the main event, the works. The first shop visited was where the electrics were being constructed for the West Coast mainline (E3075-79, 87 and 88), then into the works proper to see 60037 Hyperion, 60093 Coronach, 60100 Spearmint and 60011 Empire of India, all copped being Scottish locos along with Britannia 70040 Clive of India and also 60015 Quicksilver were copped. Back on the station 70008 Black Prince and 70034 Thomas Hardy were also copped. What a great day it was with 123 locos not seen before.

Halifax Railfans next took us to Liverpool on 2nd June for all the sheds there

## TRAIN SPOTTING DAYS - Michael Cox

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including 8A Edge Hill, 8C Speke Junction, 8H Allerton, 6C Birkenhead, 6F Bidston, 27A Bank Hall, 27B Aintree and 27E Walton on the Hill. Bank Hall was visited first with 19 steam locos including 45706 Express and 45627 Sierra Leone and several small dock shunting engines. Walton was next with 11 steam and then on to Aintree with 17 steam noted, then on to Edge Hill where 46233 Duchess of Sutherland, 46241 City of Edinburgh, 46245 City of London, 46257 City of Salford and 46208 Princess Helena Victoria were seen. Among the 60 steam locos there, also there was the new DP2. I had my camera with me but the pictures taken were very poor. Allerton was next with 2 steam being 42763 and 49426 and then next door to Speke Junction, I always remember this shed; as you walked down to the entrance there was a block of flats that overlooked the path and you had to watch out for the missiles being thrown. There were 29 steam locos including a number of jinties and also diesel shunters for the dock areas. We then crossed the Mersey to Birkenhead where there were 2 ex GWR locos, 7921 Edstone Hall and 6871 Bourton Grange, and also plenty of dock shunting locos, both steam and diesels. We finished off by going down to Bidston with 11 steam including three 9Fs, 92045/46/47 for the iron ore traffic.

A week later and we had a trip out to Crewe but my notes do not record visits to sheds, I can only think that the day must have been spent on the station or on the banking close to the diesel Depot where the freight lines could be seen along with the station with still plenty of steam about. The plant stream being noted as 92095, 45277, 70045 Lord Rowallan and 45668 Madden. A few days later and another trip to 56D Mirfield with a permit with Halifax Railfans, with 19 steam locos on shed including 46130 The West Yorkshire

Regiment.

21st July was what must have been our last trip to Dunford Bridge, it must have been at the time yellow warning panels were starting to come in, as I noted the different electrics with the panels and also one 26040 with a white one. Then on 29th July we had a trip by coach with Halifax Railfans to Crewe taking in 26E Lees Oldham, 8E Northwich, 5D Stoke, 5A&B Crewe and 9B Stockport Edgeley on the way home. I took my camera again getting a nice shot of 52248 stored at our first port of call, Lees Oldham, with 18 steam on shed. Next was 8E Northwich with 25 steam locos noted, next it was on to 5D Stoke, all steam with 68 locos noted. I think that it was on this trip that there was a sale of loco smoke box number plates in, if my memory is correct, a basement cellar of some BR premises near the station. The plates were spread out on the floor and you could walk over them and pick up the ones you wanted. I think they were 10 shillings (50p) each and I bought two, there was also a Duchess name plate there but it was damaged, and I cannot remember what price was on it. Next we visited Crewe North where I noted 46248 City of Leeds ex works and for some reason 46101 without name plates( Royal Scot Grey). Then we went on to Crewe South with 100 steam on shed, of note 92097 was on the works lines, with 45505 The Royal Army Ordnance Corps, which went in for scrap and a stranger, 5766 ex 81B Slough which ended up scrapped at Central Wagon Co at Ince, Wigan. Why it travelled so far and what it was doing on the works lines was a mystery, but we all copped it, I took a photo but it was not very good.

*You can follow Mike's train spotting in at least one more issue, possibly two. We hope it reminds you of your own spotting days! Many thanks Mike.*

## **A Golden Jubilee - 1969 - 2019 - Ian Smith**

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July 2019 sees the Golden Jubilee of our regular passenger services, which started during the visit of the then famous “Hunslet Feast” to Parkside.

The first trains comprised the Midland Brake van pushed up the line by “HENRY DE LACY II” with Fowler “D1” (As it was back then) taking over when “HENRY” went for water. The service started at Tram Crossing, approximately where the current yard South gates are today, and ran to Middleton Park, more or less where the Park Halt platform is now. Of course, there were no facilities in those days and elderly or portly passengers had to be assisted into the vehicle – proper “Rear end assistance!”

That first week was a great success and trains ran right through the winter but, not surprisingly, didn't attract that many people and thus the service was cut back to between Easter and September. A small platform was provided at Moor Road, but little happened at Middleton until about 1972 when a temporary platform was finally constructed at Park Halt using some of the contents of the slag heaps, held in place by old sleepers, which were in turn “pegged” using old boiler tubes.

An open wagon was soon added to the train and this formation was used for some considerable time before being replaced with the current PMV conversions.

Running passenger trains was never easy in those days and many were the incidents that occurred. Sheila Young (now Bye) was one of our regular guards, along with Dianne Quigley (who is immortalised in our etchings on sale in the shop) and they often had to stop youngsters from trying to hitch a ride on the brake van steps!

Our steam locos weren't always as well maintained as they are now and there were some amusing times to be had...

The Sentinel used to leak water at quite a rate and you would often arrive at Dartmouth to find no water in the gauge glass. No problem – you unscrewed the boiler plug and filled the boiler using a pop bottle! It usually took around 10 bottles to get enough water to light up!! Also, that particular engine had a fierce reputation as a spark thrower and it wasn't at all unusual to have to stop on the way back from the park to put out a grass fire or two!

My first introduction to steam locos came around this time when I arrived at Dartmouth Yard to be greeted with the question “Have you ever fired a steam engine before?” from the youthful driver. On hearing my reply of “No”, he threw some newspaper at me and said “Now's the time to learn!” That driver was our well respected Mick Jackson!

Sadly, vandalism was just as rife in those days as it is today and we often had to stop the train to remove boulders and bits of the Old Run retaining wall which children had placed on the rails.....

Slowly, things improved. We bought a container for Moor Road, then built a proper platform and gained a 2nd container to give quite a decent shop. Eventually we obtained an “Inner City Grant” which allowed the construction of a new shop, complete with toilet facilities at Moor Road – a great improvement. We obtained and converted some PMVs which gave us the vehicles we still use to this day and of course introduced vacuum brakes and run round loops at each end of the line.



## A Golden Jubilee!

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Our locomotive fleet has expanded and maintenance standards are far better than they were in those early days, whilst the facilities at Middleton Park Halt are somewhat better with the construction of a new platform and extra landscaping of the area in 2012, thanks to Leeds City Council.

There are some photos in this issue to show our pioneer trains and some of the improvements the railway has made over the years.



Henry De Lacy and Sentinel top and tail a special, heading back to Moor Road, passing the remains of New Pit, just above the GN Curve.

**27.9.1969**



Henry De Lacy with passenger train approaching Top Curve, with Sweet Pea with permanent way train attached, returning to base after track relaying at Broom Pit, **Summer 1970.**



Henry De Lacy on the passenger service at Park Halt with D1 [JF3900002] on the rear, presumably going back to Moor Road for more materials for track relaying into the colliery yard. **August 1970**

Furnes:  
footbrid  
Acader  
**2012.** I



Henry De Lacy leaving Moor Road "station" **August 1970.** The platform would now be inside the Engine House!



# Jubilee!



“WINDLE” drifting back down to Moor Road **15th June 1986** The train would have just passed under the road bridge by the school today.



s 20 Approaching the  
ge to the South Leeds  
my, **24th June**  
Photo John Goacher.



**BROOKES No 1 at Park Halt 24th June 2018.** A great improvement from those early days!

# Loco and Carriage and Wagon Notes

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Your Editor kindly reminded me that my Loco and other notes were due just as I was setting off for my long summer holiday! Thus, I can't even escape Middleton goings on for even a couple of weeks. It may be tempting providence but when I was last at Moor Road, all was satisfactory with regard to engineering and operations, apart from the perpetual shortage of train crews. We always manage to run our train service but it can be touch and go at times.

## 1601 MATTHEW MURRAY

1601 covered the first few days of service, generally as planned but tube leakage in the firebox has been a recurring problem. The tube ends have once more been expanded and received attention from the beading tool. We can but wait and see if this latest attempt is successful. In its previous period of service, Matthew Murray's tubes started to leak after about nine years and the present leakage is following almost exactly the same pattern as last time. Although not an uncommon occurrence with boilers on steam locos, we have not experienced similar tube leakage with any of our other boilers. It may therefore not be a coincidence that 1601 has a different boiler water treatment regime from all our other locos. Whilst all locos are treated with tannin, Matthew Murray's water is also treated with a chemical solution intended to dissolve any scale that forms. Whilst scale is not something that we want in the boiler, it does help in sealing any minor leaks that occur. The decision has therefore been made to cease use of this solution in the hope that a slight build-up of scale will help keep the boiler from leaking without being detrimental in other ways..

The boiler received its annual inspection during June. It was found necessary to slightly enlarge the two fusible plug holes in the firebox to restore a good screw thread form. Whilst the inspector found nothing else untoward during the inspection he did stipulate that, at the time of the next inspection it will be necessary to lift the boiler from the frames and carry

out a thorough inspection and hydraulic test. This was not unexpected although it had been hoped that we might have had another year's use before it became necessary. Thus, if all goes as expected, June 2020 will see Matthew Murray's last year of service. Whilst the boiler is still in fairly good condition and likely to require little work, the same cannot be said for the cylinder block which is life expired and in a poor state. It has been repaired on several occasions and is beyond the point of further repair. It would be folly to spend money on overhauling the boiler without agreeing to a much larger expenditure on a new cylinder block. Whilst the cost of such things has dropped significantly in recent years, a new cylinder block is still likely to cost about £25-30,000.

Other recent work carried out has been replacement of the fittings where the lubrication pipes enter the cylinders. Both pipes had become loose and, as a consequence the screw threads had become damaged.

## No. 6

Work is progressing well on the boiler overhaul at Northern Steam Engineering in Stockton on Tees. The new firebox sides have now been riveted to the boiler at the foundation ring and steel set screws fitted along the vertical seams. The boiler support angles have also been riveted on. The various stay holes have been reamed out ready for screw threading, necessary operations preparatory to the fitting of the new stays.

The smokebox was quite thinned at the top where the chimney is. Whilst it would have been possible to replace just the top half, the cost of doing this was not significantly less than total replacement and, as the front plate was rather bent in places, it was decided to replace it in its entirety. The old smokebox has now been removed and will act as a pattern for a replacement. The original door and hinges will be re-used. Removal of the smokebox has enabled easier access to replace thirteen rivets holding the smokebox tubeplate to the angle ring and

this work has now been completed. It is probably too early to forecast an accurate completion date but October is a possibility. It may be that completion is delayed somewhat, though, as it is pointless in having the boiler finished and tested if we are not in a position to accept it.

It was long intended that to fit the boiler it would be simply necessary to remove just the top half of the cab and the overhauled cab had been left with just a few bolts holding the top to the coal bunkers for this purpose. However, it has been realised that removal of the complete cab will make both the fitting of the boiler and the subsequent fitting of the insulation and cladding a much easier task. For this reason the cab has now been permanently attached to the coal bunkers and a start has been made on unbolting the cab from the frames preparatory to its removal.

In the last Old Run mention was made that the saddletank was in worse condition than expected. However, it was not until we removed the chimney that the full extent of the corrosion became apparent. The decision to replace it then became an easier one. Tenders have been obtained for a replacement and an order for its supply placed with Ashfield Sheet Metal Ltd. The new tank will be of all welded construction but will be as visually similar to the old tank as we can make it. However, the opportunity is being taken to make some slight design changes to make installation and future maintenance easier, principally in eliminating the need for someone (small) to crawl into the tank when it is required to remove it or fit injector and balance pipes. The original handrail knobs, footsteps and other fittings have been removed from the old tank and will be re-used on the replacement tank.

### 1210 SIR BERKELEY

The last Old Run mentioned that work was progressing on the overhaul of the eccentric straps. For various reasons this has been a somewhat protracted affair

but the four eccentrics have now been fully white-metalled and machined to size. Attention has now turned to the brake hanger brackets, which are in generally poor condition. Where necessary, new pins are being made for these. The principle problem however is how they are attached to the frames. In theory, this should be with close fitting bolts (known as fitted bolts) which provide no clearance. However, over time and for various possible reasons, the bolts have become a loose fit. The usual method of repair by simply drilling out and reaming to the next size is not possible as there is insufficient room to fit a larger bolt. The exact method of repair is yet to be finalised but it is likely that they will be fitted with a machined stud that will mate with a close fitting reamed hole to provide the accurate close fitting required.

Attention has once more turned to the boiler and the removal of the boiler tubes. The remaining tubes have had the smokebox ends collapsed to make their removal an easier task.

### No.11

Nothing to report yet again. Perhaps next time!

### No.1310 (NER H)

1310 entered service for the season during May. We received a request for the loco to go to the Tanfield Railway for their gala which we agreed to. However, shortly before the event, the loco failed with an injector steam valve that could not be shut off. When the valve was stripped for inspection it was found that the screw thread in the valve body had stripped. Initially, it was thought that the only practical solution would be to have a new valve body cast and machined; not a five minute job so the intended visit to Tanfield had to be called off. However, after some thought, a possible method of repair was devised. This involved machining out the damaged area of the valve and pressing in a sleeve with a new screw thread machined in. To ensure that the sleeve could not become loose and rotate, two small holes were

drilled through the body and two screwed pegs inserted to secure the sleeve. The existing valve spindle was then machined down to match the new screw thread in the sleeve and the repair was complete. In the end, the loco could have made its planned visit to Tanfield but it would have been very much a gamble to have continued with the commitment.

1310 is currently available for traffic and used, as required.

### **1544 SLOUGH ESTATES No.3**

Whilst oiling up the locomotive the driver noticed that a corner of the left hand middle axlebox was loose. This is quite hard to see because of the proximity of the wheel and may have been present for a while. The actual broken-off piece is trapped by the wheel, hornguide and frames so cannot be removed without jacking up the loco. Although annoying, the break is not critical and the loco remains in service. It recently completed its first stint of seven days steaming. We tend to run all our locos for seven days and then do a water change as experience indicates that we will have trouble with priming (carry over of water from the boiler into the cylinders) if we run them for any longer. The priming is caused by a build-up of solids in the water, which is all part of the water treatment process. This build-up of solids can be got rid of by blowing the boiler down whilst in steam but it is not convenient to do it on our locos and we prefer to do a simple water change.

1544 is currently available for traffic but is presently on display in the Engine House.

### **SENTINEL No.54**

The steady but slow progress continues. The blower pipework has now been completed and installed. It has been made from steel pipe, rather than copper as the steam feed for this is taken from the regulator and is thus superheated.

Attention has now turned to the injector delivery pipe, which is the last of the pipes necessary to complete the steam circuit and auxiliaries, other than the vacuum system, which cannot be fitted

until the boiler cladding is in place. It is hoped that the loco can be moved back into the workshops in the next few weeks, once the rebuild of coach 1867 is completed. This will enable the loco to be finally completed and steam tested.

### **HE 2387 BROOKES No.1**

The left hand (fireman's side) injector has received further attention in an attempt to eliminate the leaking valves, with some success. The joint between the injector and boiler has also been replaced to cure the leakage at this face.

A sheared taper pin in the operating linkage to the rear damper has been attended to and the loco is currently in traffic. We have received a request for the loco to go to the Pontypool & Blaenavon Railway for part of August and September. Subject to final agreement the loco will be visiting that railway with a planned nine steamings being requested.

### **Fowler 42200033 HARRY**

No progress with the repairs to the various gauges and the loco is currently on display in the Engine House.

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

Still awaiting workshop space for repairs and a re-paint but, pending this, it remains in service and is used as required.

### **D2999**

The loco recently suffered from a fractured air pipe to the right hand rear sandbox. This also highlighted the fact that the right hand foot operated sanding control valve was passing air. The fractured pipe turned out to be an old repair that had failed, possibly dating back to its days at Orb steelworks. The repair itself was actually a bit of a bodge, probably because the correct pipe fitting was not available at the time. A new pipe fitting of the correct type has now been fitted. The sanding valve has been stripped down and the valve and seat lapped in. A stronger spring has also been fitted and the repair has been satisfactory. Currently in service.



## **D577 MARY**

The loco is available for traffic and sees occasional use.

## **HE 6981**

Work has continued on cleaning down and painting, as time and manpower allow, but there still remains a lot to do. Recent work in this respect has been on the engine and in the area over the gearbox. Some good progress has been made with the installation of the vacuum pipework but much remains to be done. To date, the pipework from the exhausters to the relief valve and on to the front buffer beam has been completed and finally fixed in position. The pipework then continues along the opposite side of the loco towards the rear but presently stops at the cab where a pipe will branch off to the drivers brake valve and vacuum/air proportional brake valve.

It is hoped to progress this loco more quickly once it can be moved into the workshops.

## **D631 CARROLL**

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

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

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

## **D1373 MD&HB No.45**

Available for traffic and in use as required. The fuel level gauge is not working and will require removing for attention once the fuel level is below the tank access cover.

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

## **CARRIAGE & WAGON NOTES**

### **Coaches**

Work has been progressing steadily with the rebuild of coach 1867. All the doors have been completed, including the fitting of the droplight opening windows. All the seats have now been fitted and have received two coats of varnish. Patresses

have been made and fitted to take the Middleton Railway logos. Fitting of these and completion of external painting are the last remaining jobs necessary before the coach can enter service, expected during July.

Coaches 2084 and 1074 are currently both operational and form the regular train formation. Both coaches recently had their brakes adjusted to take up wear of the brake shoes.

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

The old roof timbers have now been cleaned up and refitted. As some of them are not in the best condition it has been decided to fit a top covering of tricoya which will give a good smooth surface to which the roof canvas can be bedded.

## **Palvan**

The Palvan was despatched to Stanegate Restorations at Haltwhistle for rebuilding at the beginning of June. Progress to date has included removal of all the burnt and charred timber, which is effectively every piece, and repair and cleaning of the steel framing. Unfortunately, what was thought to be a small amount of charred timber in the floor has turned out to be a much larger area of wet rot. The floor is effectively a steel and timber sandwich, consisting of a chequerplate floor over 1.5" thick planking which in turn sits on a steel plate attached to the chassis. Access to the timber planking has necessitated drilling out all the securing bolts and removal of the chequerplate.

The original intention was to use Tricoya for the new body panelling as this is essentially guaranteed against rot and decay. This is more expensive in first cost but would give a much more durable finish. However, recent break-ins at the Railway have led to a re-think. The material is good but it is relatively easily destroyed by means of a sledgehammer and its use would significantly reduce the security of the vehicle. For this reason we have decided to revert to plywood for

## Loco Notes continued

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the side panels, as originally fitted.

The vehicle is expected to be finished by the end of September.

### Hunslet Flat No.2

Work recently started on the overhaul of this wagon. However, once the floor was stripped off it became fairly obvious that it was in far worse condition than thought and the most sensible option is going to be to scrap it and seek a replacement vehicle in better condition.

### CRANE No.20054

As suggested in the last Old Run, it has been found necessary to replace the cylinder head gasket. These are no longer available off the shelf and one had to be especially made for us. This was obtained and fitted to enable the crane to be used in conjunction with the carriage shed works.

Currently available for service.

### A NEW JCB

Well, not quite! It is, however, new to us. Our old JCB has performed reasonably reliably for the last fourteen years but does have several drawbacks, chief among these being the lack of a parking brake. The new machine, whilst being far from new, is in much better condition. The back hoe has much less wear in the various joints and is thus far more controllable when in operation. The steering likewise has much less wear and is thus much more controllable. The new machine also has the advantage of a 4 in 1 bucket so it will make picking up coal and ballast (its prime duties) a much easier task. The machine has come complete with a ditching bucket and forks so it will hopefully be a useful piece of equipment for various jobs both around Moor Road and along the line.

### CARRIAGE SHED

Our new carriage shed is now all but complete. Work on this project was somewhat delayed, as is so often the case but started in earnest after Easter with the digging of the footings. The steelwork of the 42 metre long shed was then erected

by contractors, followed by the roof and sides, which are all in plastic coated ribbed steel sheeting, similar to that used on the Picton shelter. Following completion of the main structure the roller shutter door supplier came to fit this but, due to an error with the steelwork installation, was unable to complete the task. There has been subsequent discussion between the steelwork contractor and the door supplier and we are hopeful that the problem will have been satisfactorily resolved by the time that you read this. The emergency exit door has also proved to be a problem but this time due to damage whilst in transit. A new door has now been supplied and, again, should have been fitted by the time you read this.

Once the building was complete and there was no longer any need for access by road vehicles we could start laying in the track. An initial bed of ballast was laid on a layer of Terram sheeting and then the timber sleepers were laid out on this at nominal 2'-6" spacing. As the majority of the sleepers needed drilling to accept the chair screws which hold the chair down, a simple jig was made to make the task easier. Drilling of the 500+ holes was a relatively easy task to accomplish, as was the screwing in of the similar number of chairscrews, thanks to the recent acquisition of an electrically driven impact wrench. Once all the chairs were in place it was time to lift in the rails. The first pair was relatively easy as these were outside the shed and could be lifted in with the crane. Subsequent pairs had to be moved into position by placing them on rail rollers and utilising our 'Ironmen' to drag them along. 'Ironmen' for those who do not know are miniature lifting gantries that can be easily dismantled and moved around by two people. They are also provided with small wheels that allow them to run on rails when required and are very useful for minor trackworks, such as this.

The track is now all in position and is presently being ballasted, aligned and levelled prior to the carriage shed being brought into use. Remaining jobs include the provision of a substantial buffer stop

and connecting the drainage to the soakaway. A permanent power supply is also needed and this is being taken from a distribution board in the Engine House. This will be used to power the roller shutter door, provide lighting and coach battery charging facilities. A burglar alarm and local CCTV will also be installed as part of the project. The new shed is long enough to accommodate our present three coaches and the ballast brake van and hopefully keep them protected from both vandals and the weather when not in use.

### BREAK-INS AND VANDALISM

The last few months have not been a good time in terms of break-ins and vandalism. Our new JCB got off to a poor start when the windscreen was smashed within 24 hours of it arriving on site. Intruders then cut a hole in the cladding of the Picton shelter before making off with a portable generator and a petrol driven rail cut-off saw. It appears that one of the intruders managed to cut himself in the process as there were traces of blood of which the police forensic team was able to take samples. We are hopeful that the miscreant will already have a criminal record and have a DNA record on the police database.

Accessing our site requires holes to be cut in our fence and it is unfortunately a regular task to repair the fence. However, it is not always the Railway that is the target and quite often Jewson's yard is where they want to be. This was the case on the night of 24th June when three people broke into our site primarily to steal from Jewsons. However, they also had a look around our premises and gained access to the container which contained our permanent way tools and equipment. Unfortunately they were able to get away with two electric ballast tampers and two petrol ballast tampers which were stored within.

As a consequence of all this, the Trust Council recently discussed what can be done to improve site security. The palisade fence only really keeps honest

people out as it is easy to gain access if you have the right equipment. A significant part of the site also has hawthorn hedging and where it is growing thickly this does seem to act as a deterrent to people gaining access. It has been agreed that we will plant blackthorn or similar wherever possible as a matter of urgency. Discussion has also been had on how to prevent access to the various steel clad buildings as these are quite vulnerable to being cut open. It has been decided to line the Picton Shelter, Carriage Shed and Running Shed with 18mm thick plywood as this is much harder to cut through than thin sheet steel. At the end of the day, we cannot prevent someone who is sufficiently determined from gaining access but we are hopeful that these measures will make it much harder to do so.

### T-Shirts for Kids

In league with Janet we have commissioned a new line of T shirts to be sold in the shop. The design includes Richard Stead's drawing of Bert and we think your children will love it.

They are available in sizes for ages 2 to 10 and you can buy them in the shop. They will provide a reasonably priced present for any parents or grandparents as a super surprise for the kids.

**Only £6.99 - get yours now!**



## Loco No. 18 PICTON, Part 2 - by Glen Beadon

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### *Continued from our April edition:*

The five surplus steam locomotives were left all facing south (or chimney first) on a siding in the following order (south to north); No. 12 'HAGUE' (KS 4078/1920), No. 19 'TARUBA', No. 20 'CEDARHILL', No. 18 'PICTON' and No. 15 'PAMELA' (HC 819/1907). The engines remained in that position for over 40 years, in fact 15 years longer than they had spent in operation hauling cane across south Trinidad.

I first discovered these locomotives in 1979 quite by chance. The abandoned track bed upon which they had been stored was once a section of the Jordan Hill line to Bronte estate. Over the years, I frequently visited the engines and witnessed their sad demise.

The "strategic reserve" engines were already known to international steam enthusiasts for many years through Roger Darsley's article, "Caribbean Cane Tramways (2) Trinidad", published in the 'Industrial Railway Record' magazine in 1988.

In February of 2002, R. H. Cort, a British railway enthusiast from Manchester, wrote an article for Heritage Railway Magazine about his discovery of the five British steam engines at Ste. Madeleine, while on holiday in Trinidad in November of 2001. His article brought the engines to the attention of David Monckton, then a member of the Middleton Railway Trust Limited.

In July of 2002 David flew out to Trinidad and following very constructive negotiations with Mr Gordon La Croix of Caroni (1975) Ltd (the State-owned Sugar Company of Trinidad and Tobago), purchased one of the engines. David selected No. 18, 'PICTON', as her boiler was considered to be in better condition than the

others.

David was accompanied on his trip to Trinidad by Mark Tweedy who was CME of the Foxfield Railway. During the visit Mark was in touch with people from the Foxfield railway and made an entirely separate bid for No 12 'HAIG' (Kerr Stuart 4078/1920). Caroni, however, refused the request on the grounds that No.12 was the only engine of its type in Trinidad and they thought that it should stay on the island. Meanwhile David was offered another Hunslet but after some further consideration the offer was politely refused, otherwise No.20 CEDARHILL would also be in Leeds today.

The contractors, Seemungal, were recommended by the Geest line as their local agent and David went along with the suggestion. 'PICTON' was then excavated from the position the engine had occupied along with her sisters for over 40 years. In September of 2002, 'PICTON' was transported to Port of Spain by road and loaded aboard the MV 'Solent' belonging to the Geest Line. The Freight Director Stephen Robinson, from Geest Line, explained: "It is probably one of the most unusual cargos we have carried in recent years and represents a marvellous piece of railway history. We are delighted to be playing a part in its restoration."

'PICTON' arrived at Portsmouth Harbour on 30 September 2002 and was transported to Leeds where she arrived at the Middleton Railway on 1 October 2002.

"There is nothing like this engine in the world, which is why it is coming home to Leeds to fill a gap in the ranks of preserved locomotives," said David Monckton.

In 2005, back in Trinidad, the remaining four steam locomotives were

## Loco No. 18 PICTON, Part 2 - by Glen Beadon

cut up for scrap metal salvage. It is not clear whether this was a legal sale or carried out by metal thieves. Perhaps we shall never know. In the same year the Trinidad and Tobago Government closed the last remaining sugar mill in Trinidad brining to a close an industry that had been established on the island for well over 200 years.

Today PICTON is safe at the Middleton railway where she is awaiting restoration and on 19 December 2016 'PICTON' was moved by a 200-tonne crane to a new shelter now known as the 'Picton Shelter' where she is out of the elements. It is hoped that very soon 'PICTON' will be restored cosmetically for public display.

It is a great pity that the remaining four "strategic reserve" locomotives were not preserved in Trinidad. However, it must be said that 'PICTON's' return to her birth place in Leeds is a fitting

tribute to the City of Leeds where she was built and to Trinidad where she spent her entire working life. Both places will forever be linked through 'PICTON's' builders and her Trinidad heritage.

Would it not be marvellous to see 'PICTON' brought back to working order some day?

Glen Beadon

Hanley Castle

Worcestershire

8 February 2019

*Thank you very much Glen. I'm sure all our members will be interested to read this article and see the photographs, not least David Monckton himself. It is expected that cosmetic restoration of Picton will begin shortly. Perhaps next time you visit she will be a gleaming tribute to her makers. Ed.*



*No.18, 'PICTON', being hoisted by crane from her muddy grave in south Trinidad during September of 2002. (Photo David Monckton Collection)*

## The story of PICTON continued ...



*No.18 'PICTON' about to be loaded on to the deck of the M.V. 'Solent' at the Harbour of Port-of-Spain during September of 2002.*

*(Photo David Monckton Collection)*



*No.18 'PICTON' shortly after arrival at the Middleton Railway on 1st October 2002.*

*(Photo David Monckton Collection)*



## CONWAY

Conway, a Kitson 060 ST, built in 1933 to a design by Manning Wardle is one of the few locomotives that was employed in the midlands ironstone quarries. She came to us in 2006 from a private owner, with the aid of a grant from the PRISM fund. Prior to arriving at Moor Road, she had been stored outside for a long time and was in very poor condition. We were fortunate to be able to arrange with "Locomotion", part of the National Railway Museum, that they would restore her cosmetically. Due to changing circumstances, however, the National Railway Museum at Shildon have now asked us to remove "CONWAY" within the next few months.

The locomotive isn't finished, but as the photo shows, much has been achieved whilst there. She has a brand new smokebox, designed for cosmetic use only, and has been thoroughly cleaned and painted between the frames. Below the frames has also been cleaned and painted, whilst the saddletank has been repaired where necessary – it is virtually beyond useful repair as a tank, but is OK for static use.

The photo shows the current state of the loco and it can be seen that the cab is almost untouched. This will need us to complete the restoration before it can go on display.

Our friends at NRM will continue to do some more re-painting before the loco leaves for Leeds, and we will finish the job here. While the project hasn't quite ended up as both sides would have wished, the loco is now at least almost fit for display and certainly a far cry from when she left Moor Road and we are grateful to the volunteers and staff at Shildon for the work they have put into the loco.

**Ian Smith**





# David Hebden's Railway Memoirs - Part 1

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Reading Mums memoir extract in the Middleton Railway magazine, The Old Run, set me thinking it was time I put my memoirs of the railway down on to the computer.

I was born in Lingwell Avenue, Middleton in September 1949. The Avenue runs between the Ring Road and Town Street. I do not remember much about my early days at home, but I do remember starting at Middleton Church of England School at the age of 4. This early start was due to my mother returning to teaching. I was to spend nearly 6 years here, and as time progressed, I remember the views from the classrooms and the playground down over the fields to the Middleton colliery and Middleton Park. Sadly this view is now obscured by the Manor Farm Estate. Just down from the school were the remains of the "Rope Hill" wagon way used to haul wagons of coal from the colliery to the staithes at Middleton on Town Street opposite the school. Here also was "Sherwood's" cottage. A very old building that, when demolished, was reputed to have a piece of the original railway rail as a door lintel. This was proved not to be the case as the rail was probably from the colliery underground track. Little was I to know the impact these scenes would have on me in later years.

From Middleton, to travel to Leeds centre was only possible using the "Electric Tramway". This was run by Leeds City Transport, a part of the council, and the trams carried the Leeds Coat of Arms on the side. The routes were down through Belle Isle on a central reserved track, then via Balm Road, Hunslet Road and into Leeds centre. The preferred route was via the reserved track to Middleton water tower and then down the reserved track through Middleton woods coming out by Wards farm, (now the site of the

Riding for the disabled,) and then under the bridge that carried a railway track over the trams. This I would later find out was the Great Northern Railway line from Stourton to Ardsley station with a connection to the Middleton colliery at a point just beyond the bridge where the railway went over the tram track. On the right, to the south of the bridge was a white house that stood out against the coal spoils heaps. The trams then continued alongside the colliery railway descending to Moor Road. Then across the moor to the coal staithes. (now where junction 4 of the M621 is situated). Here the trams turned left up to the "Junction" public house on Dewsbury Road, where they turned right into Leeds via Meadow Lane and over Leeds Bridge to Lower Briggate and right into Duncan Street, stopping outside Rawcliffe's (the school outfitters). These areas of Hunslet and Leeds have changed so much with the coming of the motorway and re-development of the city approaches that it is hard to believe the original tram route was along Meadow Lane to Briggate. How well I remember the trams, particularly the Horsfield, Feltham and Middleton Bogies rattling up and down through the woods and along the reserved tracks.

As my doctor's surgery was in Beeston, I would be taken by tram to the Burton Road stop on Moor Road (where the Picton Shelter is today), and then have to walk up Burton Road to Dewsbury Road, then up Trentham Street to the doctors. No appointments were necessary in those days, just turn up during consulting times. I remember on several occasions seeing a train moving along the railway track and this fascinated me to see them at work. (At this time, steam was still in use on British Railways, but these were small engines, not the big expresses I saw

# David Hebden's Railway Memoirs - Part I

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on holiday!)

As my parents did not possess a car, our outings were by tram or, on a Sunday, walking. I remember some of our walks down the street, turning left and heading to Middleton Park. Over the years I became very familiar with the woods, golf course, rose garden, boating lake and even the café. One of the members of our chapel was Mr Anderson who was in charge of the park and he lived in a cottage attached to the café. Sadly, now all trace has gone of the café and cottages. Other walks took us down through Belle Isle, past the cottages known as Nova Scotia, past the colliery which was working at that time, and returning via the bottom entrance to the park. Here were the remnants of the old Middleton Brick works, and then home up one of the old wagon way roads through the park.

1960 was a memorable year as, having passed the eleven plus examination; I started Grammar school at Cockburn High School on Burton Road. By now the trams had been removed from the streets and buses were of the old type with an open rear loading deck and a conductor! Hence trips to school were down the Ring Road and along Dewsbury Road, a new route to Leeds for me.

One day in September 1962, I was talking with a class mate, George Dyer, who lived in the Arthingtons. He was telling me about the fact that a tram had been set on fire in a field near to the school. In the course of further discussion, he mentioned that he was a member of the Middleton Railway Preservation Society. This was of interest to me as I was a train spotter of sorts, filing in the Ian Allen book of numbers. This was before steam was finally snuffed out, and train spotting usually involved visits to Ardsley Station, walking across the fields from

home or, Leeds City and Central stations when on family holiday travel, plus days out at York and Doncaster. George's enthusiasm for the railway encouraged me to send off my postal order for 7/6p to an address in Killinghall to join the society. For my money, I received a membership card bearing the number 282J and a yard pass to say I was a member of the railway and was allowed to be in the yards of Messer's Clayton Son & Co and Robinson and Birdsell subject to the railway rules and conditions

Armed with my membership card and yard pass, I arranged to meet George at the line the following Saturday afternoon. The meeting point was Moor Road where the museum stands today. There, parked on the line was John Alcock at the head of the train with the tool van and LNER Brake van. From memory, the first afternoon was spent working on the track by the original point leading to Balm Road. One afternoon sticks in my memory as this happened soon after I joined. One Saturday afternoon, a Bogie Bolster Well Trol wagon, unloaded fortunately, decided to spread the old double point in Clayton's yard. Four wheels on the deck and the track wide to gauge. This was my first taste of re-railing a wagon by the jack and pack method. Once all four wheels were up above the track, it was then a case of putting in a tie rod to bring the rails back to gauge, then lower the wagon back down and hope there was no spread. Great, all was well and the wagon could be moved ready to take down back to Balm Road for return to British Railways.

*To be continued In our next edition. David is carrying on a family tradition with these memoirs, as you will see when you buy your copy of "Colliery, Community, Railway" which it is hoped will be available very soon, once the printing problems have been resolved..*

## Can Numbers Lie?

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<b>Our Society Membership</b>	<b>215</b>
Members who have left	25
Balance left to do the work	<b>190</b>
Elderly folk who have done their share in the past	13
Balance left to do the work	<b>177</b>
Sick, maimed and bedridden folk	20
Balance left, etc.	<b>157</b>
Members who do not complete work forms:	81
Balance, etc.	<b>76</b>
Overseas members	7
Balance:	<b>69</b>
Members who are tired and overworked:	23
Balance:	<b>46</b>
Those with many excuses:	27
Balance:	<b>19</b>
Members too busy ELSEWHERE:	17
<b>Balance left to do the work:</b>	<b>2</b>

**- Just YOU and ME .....and, brother, you'd better get busy - it's too much for me!**

Anon.

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As part of the railway's **Diamond Jubilee Celebrations next year**, it's been decided to re-write the railway's history in two parts. Sheila Bye will deal with the "1758 to 1959" Volume 1, whilst for the very first time, we are going to produce a Volume two – History of the MRT 1960 to 2019, written by me, Ian Smith, – with lots of help, I hope!

If anyone has anecdotes or photos of the early years of the railway, please contact me and see if we can include them in the new history. I can be contacted at **[admin@middletonrailway.org.uk](mailto:admin@middletonrailway.org.uk)** or at the line itself. All contributions are welcome!!

**Many thanks, Ian Smith**



## The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

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

Life Membership (LT).....£450

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## Our Palvan - after the fire!



Our Palvan on its way to Stanegate Restorations where it will be lovingly restored to its original glory. We hope it will be back some time in the autumn.

Photographs Cedric Wood