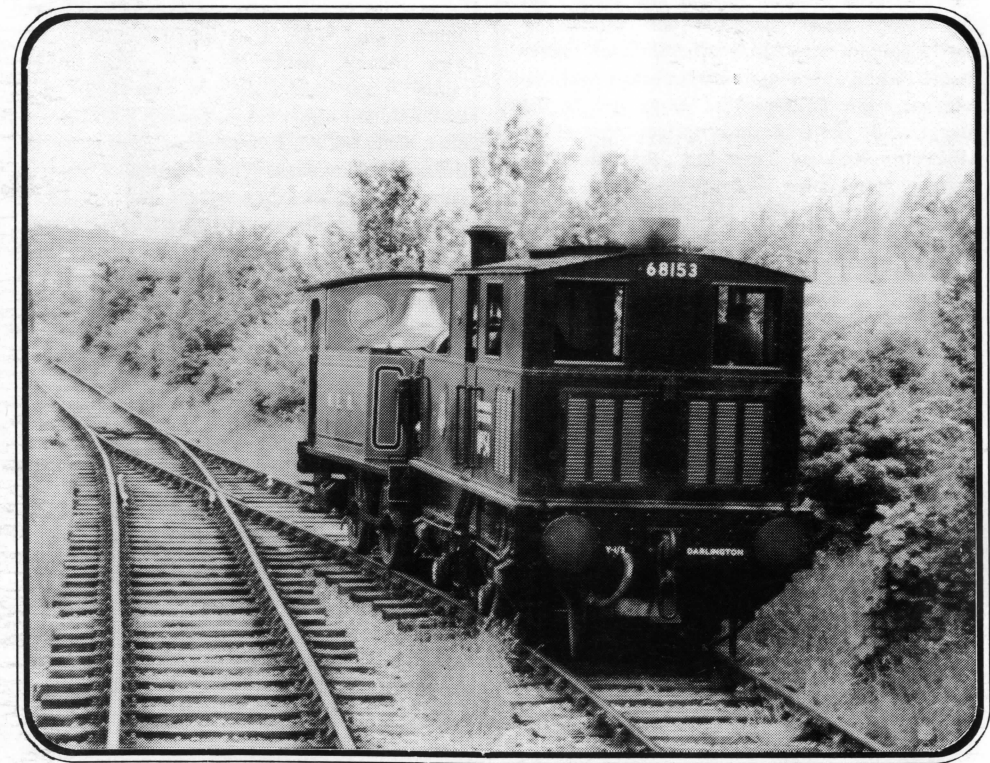


# THE OLD RUN

JOURNAL OF  
THE 1758 MIDDLETON RAILWAY  
LEEDS



NUMBER 144

AUTUMN 1993

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Editorial Address: 15 Leylands Lane,  
Bradford, Yorkshire, BD9 5PX.  
Tel. (0274) 543574

Many thanks indeed to the members who provided articles, reports and photos for this issue. **ALL** members are invited to contribute to their magazine articles, news items, letters, photographs or drawings on relevant subjects. Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd., the Middleton Railway Association, or the Editor.

**Material for the Winter Issue should reach the Editor by 1st December 1993 at the latest, please.**

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Cover picture: No.1310 and No.54 pose on the run-round at Park Halt, shortly before our Sentinel's unfortunate indisposition (see Loco Notes). *Photo: Keith Hartley.* [The Editor is greatly indebted to Keith for the steady supply of good and often 'hot off the press' photos for *The Old Run*. Many of our members live away from Leeds, and informative photos (colour or black & white) are always welcome to help keep them 'in the picture'. This issue also includes several drawings which came from the children of Carr Manor and Cross Flatts Primary Schools who visited our Railway during the June Schooldays.]

## A VERY WARM WELCOME

- to the following members who have joined the Middleton Railway Trust or Association since publication of the Spring 1993 Issue:

David Bycroft, Neil Bycroft, Florence Bycroft, Barrie Lawson, Peter Thomas, Wayne Cunningham, G.D. Clayton, Philip Durrell, Lynn Durrell, Brian Wood, Lynda Wood, Hayley Wood, Jean Collinson, Darryl Foxwell, Hank Marvin, Linda Boon, Joseph Clink, Avril Clink, C.C. Lodge, Robert Earle, Sylvia Earle, Leonard Wildon, Joan Wildon, Michael Marren, Colin Walker, R. Bows, L.J. Bows, Adam Bows, Rachel Bows, Adrian Clegg, Karen Clegg, Lewis Clegg, Ashley Clegg, Ronald Hancock, Clare Hancock, Niall Melles, Vivian Robertshaw, Gillian Robertshaw, Hamish Robertshaw, Alistair Robertshaw, Philip Norman, Emma Rowntree, Darren Shepherd, Deborah Andrews, Robert McLellan, Anthony Smith, Karen Farmer, John O'Melia, Christopher Baldwin, Paul Rowdon, Linda Rowdon, Peter Rowdon, Andrew Johnson, Heather Struggles.

## MIDDLETON RAILWAY VOLUNTEERS' FORUM

TIME : 19.30

DAY : Thursday 18th November

PLACE : St. Mary's Church Centre, Hunslet

**A great chance to air your own opinions and listen to other people's**

## FROM THE CHAIRMAN

Ian Smith

The Summer Season has now almost finished, with an encouraging increase in patronage. By dint of hard work and some Scottish heathenry (well, no one knows how he's actually done it), Alan Gilchrist has managed to turn passenger loadings around again, increasing numbers rather than seeing them fall to depressingly low levels. Next year, he tells me, we should see a major improvement - I would not be at all surprised!

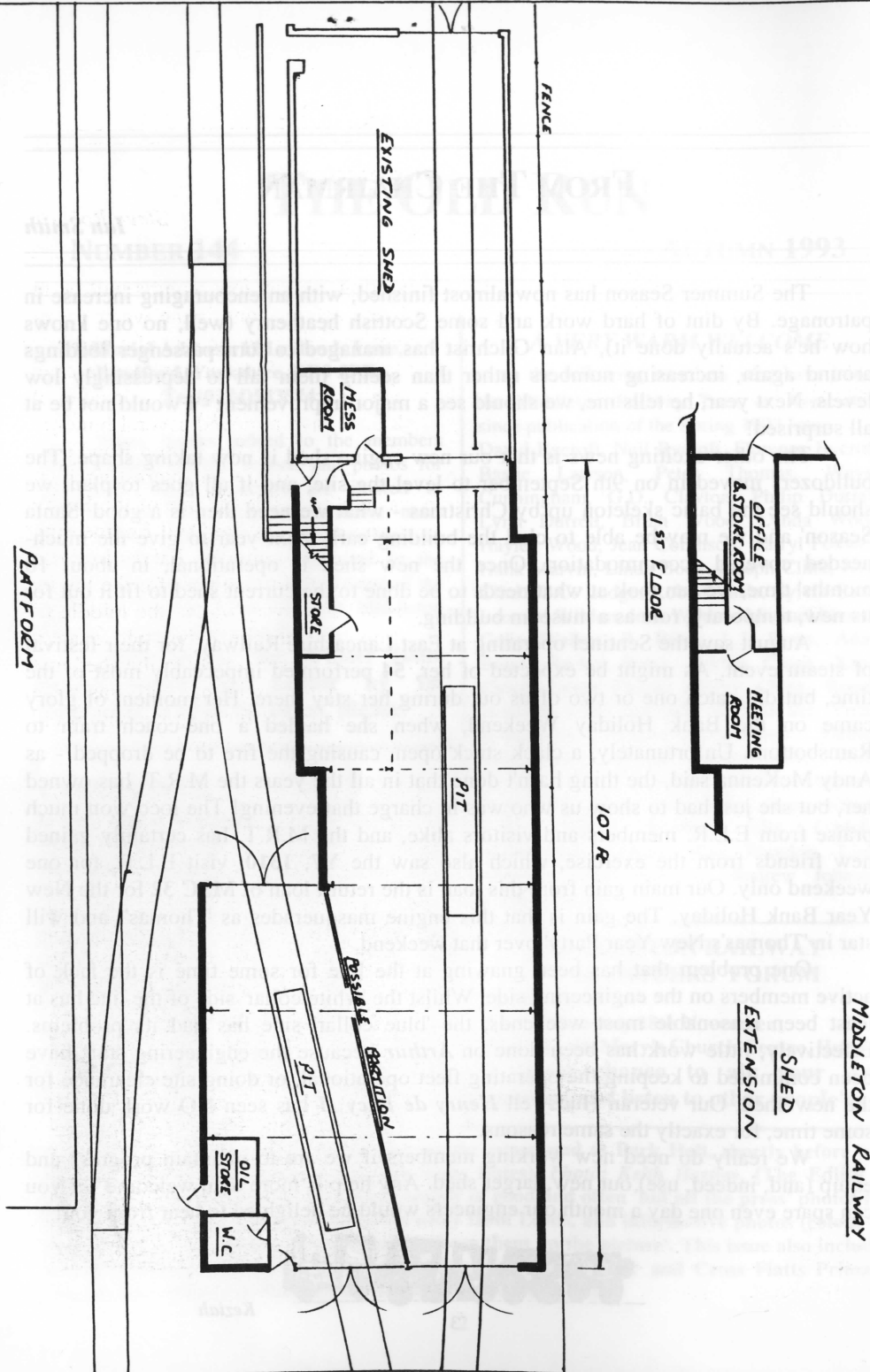
The other exciting news is that our new engine shed is now taking shape. The bulldozers moved in on 9th September to level the site, and if all goes to plan, we should see the basic skeleton up by Christmas - what we need then is a good 'Santa Season' and we may be able to clad the building early next year to give the much-needed covered accommodation. Once the new shed is operational, in about 18 months' time, we can look at what needs to be done to the current shed to fit it out for its new, temporary, role as a museum building.

August saw the Sentinel operating at East Lancashire Railway, for their festival of steam event. As might be expected of her, **54** performed impeccably most of the time, but did catch one or two of us out during her stay there. Her moment of glory came on the Bank Holiday Weekend, when she hauled a one-coach train to Ramsbottom. Unfortunately, a clack stuck open, causing the fire to be dropped - as Andy McKenna said, the thing hasn't done that in all the years the M.R.T. has owned her, but she just had to show us who was in charge that evening! The loco won much praise from E.L.R. members and visitors alike, and the M.R.T. has certainly gained new friends from the exercise, which also saw the **Y7, 1310**, visit E.L.R. for one weekend only. Our main gain from this loan is the return loan of **MSC 32** for the New Year Bank Holiday. The gain is that this engine masquerades as 'Thomas', and will star in 'Thomas's New Year Party' over that weekend.

One problem that has been gnawing at the line for some time is the lack of active members on the engineering side. Whilst the 'white collar' side of the line has at least been reasonable most weekends, the 'blue collar' side has had its problems. Effectively, little work has been done on *Arthur* because the engineering staff have been committed to keeping the operating fleet operational, or doing site clearance for the new shed. Our veteran Hudswell *Henry de Lacy II* has seen NO work done for some time, for exactly the same reasons.

We really do need new working members if we are to maintain progress and equip (and, indeed, use) our new, larger shed. Any help is more than welcome - if you can spare even one day a month our engineers would be delighted to hear from you!





## THE SHED EXTENSION

Steve Roberts

Those who have not been to the Railway during the last few months will be in for quite a shock! Gone is the loco road; gone is the ashpit; gone is the water tower and gone is the coal dock! The north end of the yard has taken on the role of a building site, and large holes have appeared in several places as the foundations for the shed extension have been excavated. This work has been put out to contract to a local civil engineering firm, and in just over a week of work they have removed several hundred tons of spoil and other arisings. One pair of the old tram rails in the Burton Road stub have been removed, as has most of the remaining bit of road. An interesting item uncovered and removed during the excavation was the baseplate for one of the Saxby & Farmer gate posts which is a rather hefty cast iron piece. As the Civil Engineering Contractor commented when he dug it up: "They didn't do things by halves in those days!" A new soakaway has been excavated in the car park in readiness for the laying in of the new surface water drainage system. (The old soakaway was in the middle of where the new building will be!) True to tradition, and despite being told exactly where they were, the contractors managed to pull out the power supply to the shed and catch the water pipe. The damage to both was, fortunately, minimal and was soon repaired but, unfortunately, they had blown the main incoming fuses so we had to get Yorkshire Electricity out to replace them before power could be restored.



Ready for action on the extension site. Photo: Keith Hartley.



The reinforcing steelwork is on order and delivery is expected before the end of September. Then begins the steady task of installing it preparatory to the pouring of the concrete. Anyone with experience of this work will be more than welcome to come and lend a hand! With a bit of luck, and excellent negotiation by Stan Holdsworth, we should get the concreting work done for us at materials cost. If things go to plan, this stage of the work should be completed by the end of October, and things will be ready for the erection of the steelwork, the contract for which has also been let.

If the above paragraph appears to make the remaining work look easy and to be done by others, then I'm afraid that this is far from the case. The surface water and foul water drainage need laying in as a matter of urgency, and that is down to our own dedicated band of labour. Once the steelwork is erected then we must do the brickwork and cladding ourselves, not to mention the manufacture and fitting of several steel doors to make the building secure. However, we hope to have all this work accomplished by next spring, funds permitting. Even this will not complete the work, as there are services (water, electricity and compressed air) to install, heating and lighting to provide, and all the machine tools to move out of the existing building. As always, any help will be most welcome.

In order that we might have better security for equipment during the building work, a steel shipping container has been purchased for storage purposes. This has been placed near the site entrance whilst the building work proceeds, but will probably be moved further up the yard once this is complete. The problem of water supplies for the locomotives (mentioned in the last *Old Run*) has been resolved for the present by placing the existing water tank at ground level and installing a pump to pump the water up into locomotive tanks. The system is working quite satisfactorily and is probably a faster means than the gravity feed previously employed.



The new shed site on 26th March 1959. Feltham No.526 slows to cross Burton Road, the driver looking warily for approaching road vehicles. The tram rails immediately in front of the photographer have just been lifted to enable track to the shed to be laid in. Photo: J.A. Peden.



Feltham No.582 crosses the Middleton Railway's Dartmouth Branch at the infamous 'tram crossing'. The tram is at a spot near the southern end of our depot site, and would be directly on the spot where the M1 runs today. Photo: J.A. Peden.

## LOCO NOTES

Steve Roberts

September again, and time to look back and take stock following a fairly hectic season. In the last *Old Run* I ventured to suggest that we had the luxury to have four working steam locos to choose from. This state of affairs did last for most of the summer, and we were able to send not one, but two locomotives to the celebrations being held at Bury to commemorate the 25th anniversary of the end of steam on B.R. However, the luxury of four locomotives is no more, following the withdrawal of the Sentinel from active service due to problems with the boiler. The knife edge will be even more finely balanced in 1994, when both *Mirvale* and 385 require hydraulic tests.

**1310** The Y7 has seen regular service throughout the summer and has generally been a popular addition to the motive power, except perhaps on very wet days, when the open-backed cab affords little protection from the elements. The loco was requested, at the last minute, for the Bury celebrations, and we agreed to release it for just one weekend as it was needed here in Leeds.

The few outstanding jobs have slowly but surely been completed, except for the regulator valve, which still requires attention. The reversing lever pins had not been



replaced during its overhaul as they appeared to be satisfactory. However, once the loco was operating regularly it became obvious that there was too much play in the catch-pins, and these have been replaced with new pins and the holes opened up to suit.

A problem with the lubrication to the left hand rear axle box unfortunately led to it becoming overheated and partially melted the white metal. This has required the locomotive to be lifted off its wheels for attention to the journal and remetalling of the axlebox. At the time of writing this work has just been completed, and the loco has been steam tested and run in to check that all is well.

Whilst the loco was dismantled for the axlebox work, the opportunity has been taken to shorten the brake linkage. The brake shoes have plenty of life left in them, but the rather crude adjustment on the linkage had been taken up to its maximum extent, and no further adjustment was available. Why the linkage requires shortening after a hundred years of service is a mystery, but may well be due to modifications carried out since preservation, when a steam brake was fitted. This latter addition does limit the arc of travel of the brake shaft, and means that the brakes cannot wear as much before they need adjusting. The L.N.E.R. obviously didn't think much of the brake arrangement on the loco, as the Y7's built by them had a much improved system with an equalising linkage and turnbuckles for adjustment. The loco has also received its annual examination by the insurance company, with no problems, and should be available for the Santa trains.

**385** The Steam Power Trust's other engine has continued to perform satisfactorily throughout the season with no serious problems. It is planned to use this loco over the winter period and early part of 1994, when it will become due for a five year hydraulic test. 1995 is its centenary year, and it is planned that the loco will be withdrawn for minor repairs and a repaint so that it can start its hundredth year looking smart.

**1882 MIRVALE** This useful and popular loco has once more been a stalwart, and has proved to be trouble free in operation. Like **385**, a hydraulic test is due in 1994, but no problems are anticipated.

**54** The Sentinel has seen regular service during the season and was loaned to Bury for four weekends during August. The injectors, as noted last time, had become more troublesome and these have been stripped down and cleaned. This appears to have cured their temperamentality and they are performing satisfactorily again.

Just before the loco's departure to Bury, the main chimney casting was found to be corroded through quite badly and some midnight oil had to be spent by the dedicated few, to ensure that the loco made its scheduled visit. The loco's sojourn was not without its problems, but these were, perhaps, more of a human nature than due to the locomotive itself, although its idiosyncrasies did, perhaps, play a part. I'll draw a discreet veil over these problems to save embarrassment to those concerned!

The Sentinel's visit to Bury is destined to be its last for perhaps some time as, on its return, it was stripped for its annual boiler inspection and, unfortunately, wastage of the top flange of the boiler has reached a state where the Inspector must say "enough"

until repairs are carried out. These repairs will require some major surgery which we cannot undertake ourselves. Whilst, in real terms, they will not be very expensive, they and other known work will certainly run into a few thousand pounds and, with our present commitment to expenditure, they are unlikely to be carried out in the next year or so.

**1601 ARTHUR** With all the other work necessary to keep the steam fleet operational during the summer, progress in the workshop on major overhauls is, as usual, somewhat slower than during the winter months. Whether the decision to run trains throughout the Autumn will also affect work remains to be seen. However, **Arthur** has not been totally neglected. Work has continued to progress on the lubrication system for the axleboxes, although it is still not complete. The rear sanders have been made to work and new sandpipes made and fitted. The front sandboxes have been replaced and missing parts of the linkage made up and fitted. When it comes down to it, it is surprising just how many small bits and pieces are, in fact, missing from the loco, and making replacements is a time-consuming affair. The ashpan, which appears to be a new fabrication, has been trial fitted but not without problem as it is too wide! This has been overcome with much cutting and carving of metal, and work proceeds on the manufacture of the operating linkages. Some work has been done on fitting up a vacuum brake system but much remains to be done. In theory, **Arthur** was vacuum-fitted previously, but the arrangement left much to be desired and a new system is being provided.

Whilst all the mechanical work has been going on, various parts of the loco have received coats of paint, mainly primer and undercoat to the black parts. At a recent Council meeting, it was agreed that **Arthur** would be finished in a dark green akin to B.R. standard green. The exact form of any lining is still to be decided.

**1309 HENRY de LACY II** Painting of this loco continues as labour availability permits but progress is, unfortunately, slow. It really needs one or two people to take it in hand and get on with the job. Any volunteers?

**No.6** This loco has not featured in our notes for many a year, but agreement has been given by Council for limited work to begin on it with a view to restoration to working order once **Arthur** is completed. Work so far has mainly been one of dismantling fittings and pipework so that, when the time comes to lift the boiler, it can be quickly accomplished. For the record, **No.6** last steamed in 1975. In theory, at least, it should be in reasonable condition both mechanically and boiler-wise. The main known work will be re-tubing of the boiler and re-rivetting parts of the frames, although there is no doubt that much more will be found to be necessary to put it back into traffic once dismantling starts in earnest.

**2387 BROOKES No.1** The owner (David Monckton) is preparing for work to begin with the overhaul of **Brookes** as soon as circumstances allow (i.e. space and money!). This will probably be once the new shed is complete and long term projects can be contemplated once more. In the meantime, David is busying himself collecting the

various missing parts that had disappeared whilst the loco was at Buxton, as and when they turn up. One important part to have just surfaced is the regulator valve and 'J' pipe. David had resigned himself to having to have a new one made when its whereabouts was discovered.

**67** A newcomer to these pages, **67** is the ex Manchester Ship Canal 0-6-0T currently resident on the Worth Valley Railway. The loco is not yet at Middleton, but various bits are! The Worth Valley have been reviewing their stock situation, and did not foresee a future for this loco with them. Thus, by mutual agreement with all parties, the owner has signed an agreement for the loco to come on loan to Middleton, with a view to restoration to running order in the future. The loco is presently covered in blue asbestos and cannot be moved from the Worth Valley until this is removed. As part of the arrangements, a small team from Middleton descended on Oxenhope and prepared the loco for the removal of the tanks and lagging so that this work could be carried out by contractors. The loco is thought to be in basically sound condition, but rust has taken its toll during the years in storage and much of the platework is corroded and requiring renewal.

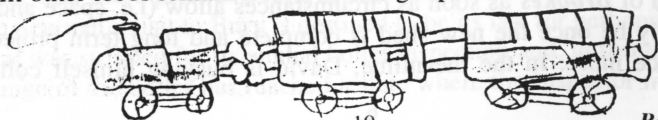
**4220038** It is always sad to see a loco depart, and the loss of this Fowler diesel is no exception. For various reasons, the owners of this locomotive had decided to sell and, most unusually, it has returned to a life as an industrial working shunter. Perhaps, if and when it is no longer required, it may yet return to Middleton. Who knows?

**1786 Courage** continues to receive its repaint, as time permits. The request for it to return to Alton seems to have been deferred, but I am assured that it is wanted sometime! Some mechanical work is also being carried out. The loco has been lifted for examination of the axlebox bearings and journals and some remedial work has been necessary on one of them. New oil pads have been fitted. It is planned to carry out a thorough examination of the engine and carry out an overhaul, as found necessary. Although the engine does run, the condition of the valves is suspect.

**91** The work on the defective cylinder has now been successfully completed, and the locomotive is back in traffic and performing satisfactorily

**D631 CARROLL** Although theoretically usable, *Carroll* has more or less been withdrawn from traffic as its external condition renders it unsuitable for passenger use. It is intended to start work on its overhaul, probably next year, when shed space can be made available for this to be carried out. Apart from the obvious need for a repaint, much of the bonnet platework at the front requires complete replacement due to corrosion. Some mechanical work will also be necessary to the running gear.

**D577, 138C, 7401 and Rowntree No.3** are all available for traffic and are used as required. All other locos remain stored awaiting repairs.



## NOTES & NEWS

Steve Roberts

**STEAM CRANE** Work continues on the Booth steam crane. The jib, as prophesied in the last *Old Run*, now sports a coat of signal red paint, with white embellishments. The insurance company Lifting Equipment Inspector gave it the once over during a routine visit, and no major problems are foreseen. Some of the gearing, notably the worm wheel on the jib hoisting gear, is worn and may have to be replaced, but the majority is in good condition. The boiler has also been examined, this being done by the Boiler Inspector, and he has given it a clean bill of health, although he has asked for an ultrasonic examination of the lap joints and for all the tubes to be renewed; a not unexpected request.

**DIESEL CRANE** The diesel crane soldiers on, but has required some attention of late. The water pump has had to be repaired due to wear. The travelling gears are becoming rather worn, and we will need to keep an eye on them. The crane received its annual inspection by the Lifting Equipment Inspector, with no adverse comment other than its age and design which makes fitting of modern day necessities such as overtravel trips and overload indicators impractical.

**COACHING STOCK** Our two coaches are starting to show signs of needing a coat of paint, although they have not reached an advanced stage of deterioration yet. The need to keep both vehicles in traffic through until January 1994 means that we will probably only be able to repaint one vehicle this winter, and it is presently planned to paint the saloon, No.1873. This vehicle has not been repainted since its first entry into traffic in 1988 and has lasted quite well. The balcony brake, No.2084, was repainted only three years ago and has not lasted as well, mainly due to the poorer quality of the plywood panelling.

The above situation highlights a problem that we would like to resolve. Because we need both vehicles for normal operation, we cannot withdraw one for maintenance as necessary. The Trust Council are aware of this and have, for some time, been on the lookout for another vehicle to convert to a passenger coach, mainly to provide a spare which would enable routine maintenance to be carried out.

However, our efforts so far have failed to secure a suitable vehicle for conversion. Ideally, we would like another Southern Railway P.M.V. so as to match our existing vehicles, but any four or six wheel vehicle could be considered if it had a sound frame and roof. If you hear of any such vehicles being disposed of, please contact any Council member.

**SHOP REPORT** Steve Roberts has found it increasingly difficult to give the necessary commitment to the task of Shop Manager due to increased pressures of work and home life, and tendered his resignation at the September Council meeting.



Vicky Hirst, who had, under Steve's guidance, effectively been running the shop for the last few months, has been appointed in his place.

Shop Sales have held up reasonably well throughout the season, and are marginally up on budget, so far. In general things have run smoothly, with only the minor hiccup to upset the routine of operations. The faithful few have continued to man the shop and ticket office, and we have usually not had to do too much last minute ringing round to ensure it opens on each operating day. Wednesdays have created the biggest problems by far, and on one occasion we nearly (but not quite!) didn't open. We are very much living on a knife edge with our shop staff numbers, and urgently need to increase them to take the pressure off those who keep turning up regularly throughout the year.

**SANTA TIME** With the end of the year approaching we are coming to the 'Santa' season and, as ever, help is needed, not only to staff the shop, but to wrap the many presents and carry out all the other ancillary tasks necessary to ensure that the event is a success. Of particular importance is the need to have more volunteers to take on the starring role. Ideally, we need two people available each day to provide back-up for emergencies, etc. We did have a Santa go ill part way through the day a few years ago, and this almost caused a catastrophe!

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## EXHIBITION NOTES

*Derek Plummer*

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So far in 1993, we have attended Dewsbury Model Railway Exhibition for the first time in March, Horsforth Central Methodist Model Railway Show in June, and the Leeds Centenary Local History Fair in the Town Hall on 31st July.

We have booked stand space as usual at the Leeds Model Railway Exhibition at Armley Leisure Centre, and it is expected that we will be taking our sales stand to the Wakefield Railway Exhibition at its new venue of Thornes Park Athletic Stadium, Horbury Road, Wakefield, on Friday, Saturday & Sunday, 26th/27th/28th November.

The objectives of attending events are two-fold. Firstly to bring in revenue from sales and secondly to publicise our Railway, particularly special events such as Santa Special Days. I'm sometimes asked by Trust members why we haven't attended a particular event known to them, to which my reply usually is that either I didn't know of the event or its organiser in sufficient time, or, more often, that I have doubts as to the availability of helpers.

In conclusion, may I appeal for anyone who is willing to help at exhibitions to let me know their name, address, and telephone number, so that staffing can be arranged satisfactorily. Ideally, it would be nice to know that two or three helpers are available throughout the day of an event, to allow for meal breaks and a chance for all helpers to have a look around. **[Derek's address and telephone number are in the**

**page 23 Address List.** His report initially included details of the dates and times of the Leeds exhibition in the hope of raising some assistance. Ironically, Derek's was the only report to arrive on time, and he is the working member who has suffered most inconvenience from the lateness of the magazine. Whilst the majority of contributions come from busy working members who have to find time to write them, delays in publishing *The Old Run* often cause problems for other busy working members. The next deadline date is 1st December.]

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## A.R.P.S. SIDELINES

*from John Crane*

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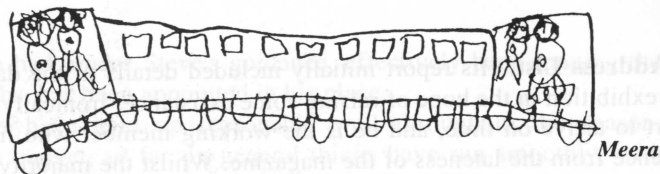
John began his last Sidelines newsletter by writing that there was not "all that much to report", but as it arrived a few weeks too late for our Summer Issue, there are now only two items still relevant, the others being for events imminent at the time of putting this issue together.

**THE RAILWAYS BILL.** As the bill is drafted there are several areas that could raise problems for preserved railways, amongst the more obvious are that we would need licenses to operate and that we would be subject to franchising by the franchising director (an outside operator could obtain the franchise to run trains on your line at your best times). Following earlier lobbying, the Minister for Public Transport gave an assurance that a 'Class Exemption Order' would be given. The problems with this are **a/** every provision of the act for which exemption is needed would have to be identified (not an easy task and has the risk that problems may arise that no one has considered), **b/** although one minister may make an order it can easily be 'unmade' at a later date, and **c/** such an order would not be available until October by which time the Bill will be an Act and we will have very little negotiating power.

As the Bill was not intended for us the best solution would be a general exemption in the body of the Bill itself. It was initially thought that this would make the bill hybrid but advice we have received states that this is not the case and it was hoped to raise it when the Bill went through the House of Lords. This came up as an amendment, introduced by Lord Lyell in the evening of Wednesday 7th July. It was then withdrawn following assurances given for the Government by the Earl of Caithness. We should not be despondent about this as withdrawals are quite normal and allow modifications to be made at a later date. It has also shown that we are serious in our efforts. It does however mean that the preservation movement must be ready to stand up and be counted.

[Whilst it is not a part of the Sidelines report, this is probably the best place to note the sad and untimely death earlier this year of the Right Honourable Robert Adley, M.P., who was a good friend to all public transport users and enthusiasts, and a good man to have on one's side in parliamentary transport debates. He will be much missed.]

A.R.P.S. OPERATING SEMINAR will be held in Leeds on 12th to 14th November.



## THE THREE MUSKETEERS

*Ian Smith*

No, not a division of the local militia, but three of our newest and youngest volunteers.

Recent visitors to the line cannot fail to have been impressed by the appearance of our two Ticket Clippers, both of whom are always very smartly turned out, complete with jacket and tie. These two gentlemen have been recruited this year, and have already made a big impact on our passenger trains.

The elder of the two is Glen Horrocks, 14, who was actually recruited via Simon Flint, another well-known young member. Glen attends Rodillian High School at Lofthouse, and is renowned for his wearing of a superb hat, which distinguishes him from all other members of the train crew.

The younger Ticket Clipper is Wayne Cunningham, aged just 12. Somewhat smaller than Glen, Wayne's 'trademark' is a flat cap, which he only occasionally wears on duty. He attends Merlyn Rees High School at Belle Isle, and his unfortunate claim to fame is that he is related to the Chairman - we all have our crosses to bear!

Our Number One Guard, Geoff Saunders, has taken both lads under his wing, and is hopeful that they will eventually train as Guards. One question which neither lad can answer is why they manage to end up with such filthy hands whilst doing what is nominally a very clean job.

On a more serious note, though, both boys are a credit to the Railway, being well turned out and polite to our customers, many of whom have commented on this.

The third member of this trio is Andrew Bailey, who helps in the shop when parents Rod and Fran are on duty. Andrew made a name for himself last year, when he helped clean DSB 385 for a 'Telethon' appeal, getting thoroughly filthy in the process. Since then, he's become a regular 'shop urchin', who can actually manage that till far better than some of us older statesmen.

It is good to see young members joining in our activities where possible, and the Railway actively encourages youngsters to take part in activities compatible with Health & Safety regulations. The three lads mentioned here are our newest recruits, and are always smartly turned out and a credit to the Railway. There are others who have been around for some time, in particular the Smalleys and Philip Smith, who regularly come across from Burnley with their parents, to help with the shop. Long may this encouraging trend continue, because we can certainly use the youthful enthusiasm and extra pairs of hands!



Two of the new generation Middletonians, pictured at Moor Road Station - left, Glen Horrocks and right, Wayne Cunningham. Photo: Keith Hartley.

## CUSTOMER FEEDBACK

*Sheila Bye*

It's always nice to have letters of thanks, and those from our Schooldays visitors tend to be nicest of all, so here are a few from this year's happy railriders.

They came from two of the participating schools, Carr Manor Primary and Cross Flatts Primary, and some of the correspondents are very young. Many of the letters are illustrated with little drawings, and some of these also have been reproduced in this Issue.

Incidentally, the "wave wagon" mentioned in some of the letters we received from Cross Flatts, including one or two of those printed here, is actually the motorised permanent way trolley. I'm sure I explained what "permanent way" was, but the term seems to have become mixed up with remembrance of the fact that all of them enjoyed climbing onto the wagon to **wave** at their friends and classmates! In fact, in their letters the pleasure of actually being allowed to climb up on the little "wave wagon" appeared to rank almost equally with the pleasure of seeing *Mirvale* in steam, and riding on the train, and came quite close behind the most popular memory of all - that of Guard Geoff Saunders turning off the coach lights in the tunnel, triggering screams louder than the engine whistle!



Dear Mr Smith  
I liked the colours of the engines I liked the tunnel  
love from  
Sonia Ritae

Dear Mr Smith,

Thank you for organising the trip for us I enjoyed it and I learned a lot about trains. Thank you for showing us around the trains, we learned about locomotive cylinders and the 040 wheels the colours on the trains. I liked the ride on the trains and it was a long journey. I didn't enjoy the walk in the woods. I liked the park. Thank the train drivers and the gard and the fireman and tell them I had a real fun day at Middleton Railway I liked the Shop and I liked when the gaurd turned the lightes on and off I thank all the people that I met at Middleton Railway  
your sincerely

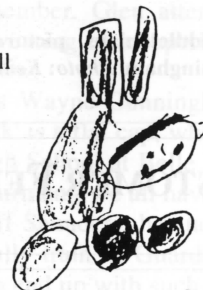
Nazia Kaman

Dear Mrsmsmith thank yor railway for keeping the rail I liked the whistle blowing  
Love from Elizabet

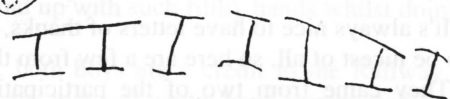
Dear Mr Smith,

Thank you for giving us a ride in the steam train. I enjoyed the trip very much and being sick did not spoil it for me. I learned a lot about Middleton railway and the horse drawn railway. I thought the man in the shop was very patient and the best bit was going on the train the first time because I was out side.

Yours Sincerely  
Keziah Blundell



Rishi



Dear Mr Smith

Than ou fou takig us on the traity I bought a bencil  
love from  
Uslqi leool [?]

Dear Mr Smith

Thankyou for our trip. I really enjoyed talking and listening about the Locomotives and trains I liked riding through the tunnel. I liked watching the water spitting from the funnel. I enjoyed hearing about how the trains moved and about the 040 wheels I really really enjoyed our trip.

Yours sincerely  
Zoe Carroll

Dear Mr Smith

Thank you for keeping the track safe for all the children. I liked having a ride. I liked looking at the track. I felt uncomfortable when we went on the track. love Monica



Left: a quiet moment on 30th June. Empty coaches wait in the car park, and group teachers Geoff Saunders (also Guard), Dorothy Hebden and Denis Caton wait on the platform for their next assignment, together with Shop Manager Vicky Hirst's daughter Catherine.



Right: another lull in the proceedings, and Dorothy Hebden and Ian Smith wash faces ready for the Friends of Thomas Weekend, under Catherine Hirst's supervision.



Left: look out, here they come again! Alan Gilchrist delivers another happy trainload from Middleton Park.  
Photos: Sheila Bye.

Dear Mr Smith

I really enjoyed the trip to Middleton railway and I think everybody else in my class did too. I learned a lot about trains and there is a lot more to trains than I thought there was. Thank you for showing our class around the train and thank the rest of the staff especially Mrs Bye who told some of us all about the wave wagon. I really enjoyed learning about John Blenkinsop and Mathew Murray. yours sincerely

Mina Haque

Dear Mr Smith

Thank yuw for lettng us on the train and lettng us go to the shop I brought a rubber and a whistle I liked it on the train I saw a blue butterfly when we were coming back love from Alice

Dear Mr. Smith,

Thank you very much for showing us around I enjoyed it very much. It was lovely, very lovely. The thing I liked best was when I sat on the train. It was enjoyable. I thought when we went to Middleton railway we would only see picture's and walk. But when I got there to Middleton railway it was brilliant. I learned a lot about train's and railway's. The train's looked very lovely and I liked Middleton railway very much. Tell Mrs. Bye thankyou very much for teaching us what happend and letting us sit in the little wave wagon I enjoyed it very much.

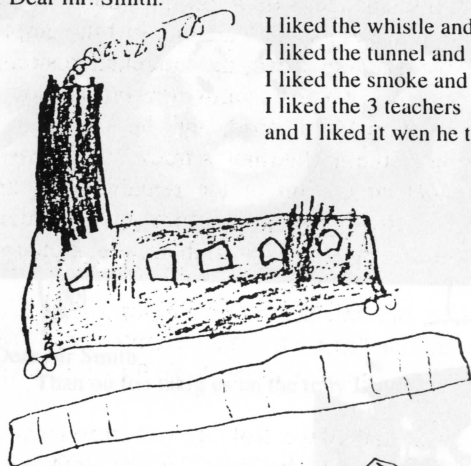
yours sincerely

Shabnam Rani.

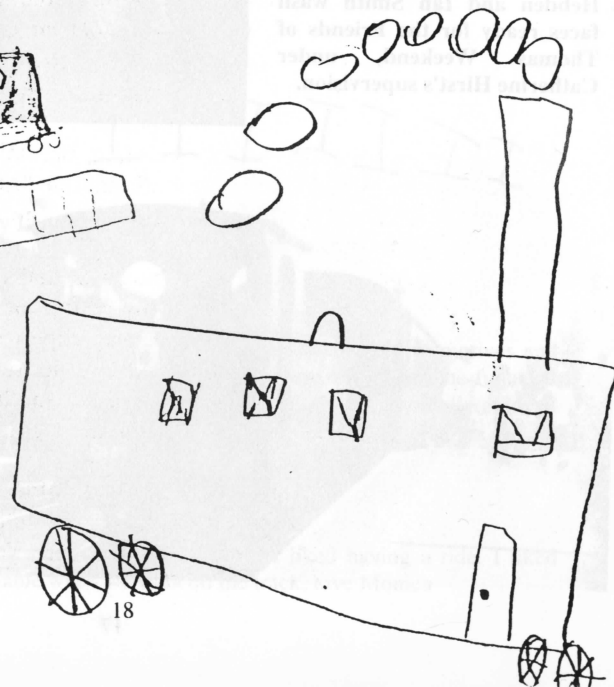
Dear mr. Smith.

I liked the whistle and  
I liked the tunnel and  
I liked the smoke and  
I liked the 3 teachers

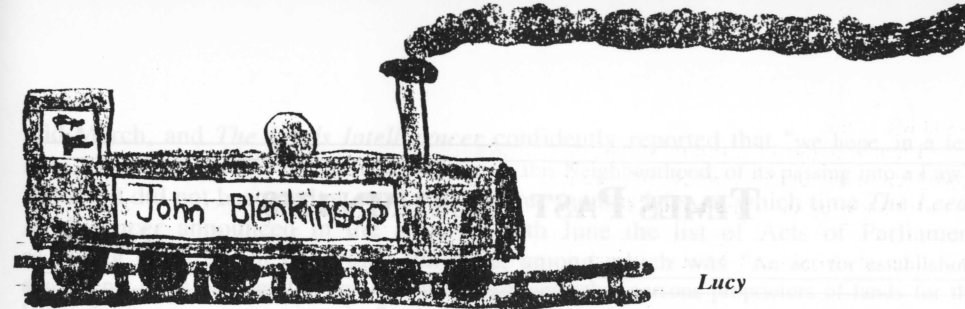
and I liked it wen he turned the lights off. love Nicholas



Monica



Matthew



Lucy

## TIME OF THE SIGNS

Sheila Bye

In the Summer Issue was published a photograph of an old sign, with an accompanying article about the Middleton Estate and Colliery Company's periodic battles against the local populace. The photograph, with several others of our Railway, was printed over a decade ago by M.R.T. member Mr. C. Nicholson, from part of a collection of negatives lent to him.

Mr. Nicholson had no idea when they were taken, though examination of one of the photos shows that the tram rails had been lifted, so that particular one must be post-March 1959. Other photos show the interchange siding on the Balm Road branchline, but there are no rails or sleepers in place at its Midland end, just the empty grooves where sleepers once were. Going towards Moor Road, the interchange siding points are in place, and the line is single track from there onwards. Pre-preservation, there were points on the branchline much closer to Moor Road, and the branch was double track from there to the Midland. Some of the northernmost track was lifted in 1960/1, to use elsewhere on the Railway, and adaptation of the remainder as the interchange was finished in 1962. These Balm Road photos therefore probably date from 1961/2. Though they all have a similar dull-misty-day look to them, the photos of course might have been taken at different times.

There are two photos of signs, the other, unpublished one, being of a sign very much pitted with rust and bearing an additional line "ACCESS TO FACTORY ONLY - NO PUBLIC RIGHT OF WAY". Other photos show the line near to the New Pit spoil heaps and near Parkside Rugby Ground.

The reason for all these further notes is that Steve Roberts has introduced a further element of mystery to the matter by telling me he believes that the signs were made and put in place by our permanent way expert of the early 1960's, the late Dr. R.C. (Reggie) Lawrence. I must admit that I do not remember seeing them during my own childhood ramblings around the area up to the early 1950's, though I well remember being impressed by the tersely threatening "BEWARE OF THE TRAINS" notice at Moor Road.

Is anyone else among our comparatively older local members, or early 1960's members, able to throw any further light on the subject? It would be interesting to know even approximately when the signs were first put in place - in Colliery Company, Coal Board, or preservationist days.



## TIMES PAST - AUTUMN 1758

Sheila Bye

On Wednesday last, the first Waggon Load of Coals was brought from the Pits of Charles Brandling, Esq; down the new Road to his Staith near the Bridge in this Town, agreeable to the Act of Parliament passed last Sessions.- A Scheme of such general Utility, as to comprehend within it, not only our Trade and Poor, (which ought to be the grand Objects of our Concern) but also beneficial to every Individual within this Town and Neighbourhood: On this occasion the Bells were set a ringing, the *Cannons* of our FORT fired, and a general Joy appear'd in every Face.

Apart from a brief mention of Charles Brandling's scheme for reducing the price of his coal, this announcement in *The Leeds Intelligencer* of Tuesday 26th September, 1758, is the earliest press account of our Railway, and it seems appropriate to highlight it in this Issue, as 1993 is the two hundred and thirty fifth anniversary of the event.

After the apparent success of the waggonway built in 1755 from the pits to the river staiths at Thwaite Gate, Brandling continued to be in close rivalry with the owners of two other groups of local pits, Joshua Wilkes of the Beeston pits and the Fenton family of the Rothwell pits. At the end of 1757, this came to a head when *The Leeds Intelligencer* of Tuesday 6th December advertised a meeting to be held, "PROPOSALS HAVING been made for reducing the Price of COALS". A month later, on 10th January 1758, Richard Humble, Brandling's Middleton agent, advertised:

*To all Gentlemen, and other Inhabitants of  
the Town of LEEDES,*

AS the Scheme for reducing the Price of COALS, proposed by CHARLES BRANDLING, Esq; has met with all proper Encouragement at two Meetings held for that Purpose by the Gentlemen and principal Inhabitants of the said Town, and a most generous Subscription set on Foot for establishing the same: *It is therefore desired*, (as it is hoped the intended Waggon-Way will be completed about *Lammas* next,) That the Inhabitants of the said Town will all unanimously concur to encourage the said Scheme, and decline giving Ear to any Insinuation that may be offer'd to the Prejudice of so laudable an Undertaking, which once completed, Mr. BRANDLING will stand oblig'd to serve the Inhabitants of the said Town with Coals of as good Quality as any other Coal, and much cheaper than they can be supplied with elsewhere: *And for the Benefit of the said Town, this is to give Notice*, That Attendance is this Day given, and will be continued, at the *Three-Leggs*, by the Agents of the said Mr. BRANDLING, to contract with Gentlemen and Others, to serve them with Coals of the best Quality from *Middleton* Colliery, at Six-pence per Corf, at their respective Dwelling-Houses, and the Corf to contain 7680 cubical Inches, which by a late Experiment is found to weigh Sixteen Stone and upwards.

The announcement triggered off a short series of advertisements placed in *The Leeds Intelligencer* by the three groups of antagonists, each party proposing a slightly more favourable 'deal' than their rivals had advertised the previous week. However, the 'advertising war' ended after the paper of Tuesday 7th February, which reported that "The Bill for reducing the Price of Coals in this Town, proposed by Charles Brandling, Esq; was laid before the Hon. House of Commons last Wednesday.". The Bill had its second reading in

mid-March, and *The Leeds Intelligencer* confidently reported that "we hope, in a few Days, to have the Pleasure to inform our Readers in this Neighbourhood, of its passing into a Law". In fact, it did not become law until almost three months later, at which time *The Leeds Intelligencer* announced in the issue of 20th June the list of Acts of Parliament receiving royal assent on Friday 9th June, among which was "An act for establishing agreements made between Charles Brandling, Esq; and other persons proprietors of lands for the laying down a waggon way, in order for the better supplying the town and neighbourhood of Leedes, in the county of York, with coals."

This was, in fact, the official title of the 1758 Act, and the Act has always been trumpeted as being 'the first railway Act of Parliament', which actually is not strictly true: the earliest known Act sanctioning the building of a railway or waggonway was that obtained for the River Stour Navigation about a century earlier. The 1758 Act is more correctly to be vaunted as the first one entitled as being for, and paramountly concerned with, the building of a railway or waggonway. That bit of long-winded 'nit-picking' settled, a curious anomaly arises which I previously had put down to the newspaper's lack of experience in reporting the acquisition of waggonway Acts of Parliament, namely that, back in February, *The Leeds Intelligencer* had referred to the original Bill as being for "reducing the Price of Coals in this Town". However, an important new piece of evidence was spotted recently by my husband, who was searching through the index of a voluminous collection of 18th and 19th century documents at West Yorkshire Archives, Bradford.

The document turned out to be the solicitor's draft of an agreement dated 28th January 1758, made between Charles Brandling's agents and a Leeds merchant and landowner, Hans Busk. Mr. Busk would "farm lett" to Charles Brandling two and one part closes of land in Hunslet, probably near to the township's boundaries with Holbeck and Leeds, for 60 years at a yearly rent of £52.

The agreements made for land leased for building the waggonway were eventually registered at the Wakefield Land Registry, and all quote to some extent - usually in entirety - the title and preamble of the Act of Parliament. This draft, though signed and witnessed, apparently was scrapped, and a new agreement worded like all the other, later, agreements was registered at Wakefield in October. However, the 28th January draft refers to the proposed Act of Parliament in precisely the same terms as had *The Leeds Intelligencer*, as being "to bind & oblige the said Cha. Brandling his heirs Extors Admors & Assigns to the performance of the said proposal"; i.e., according to the draft, "to furnish the Inhabitants of the Town of Leeds in the County of York with Coals to be delivered at a Coal yard on the south side of the Great Bridge in Leeds aforesaid at all times of the year from his Collieries at Middleton and Beeston in the said County of York during the Term of 60 years to comence from Ladyday next at four pence three farthings per Corf each Corf to be of the same Content & Measure as the Corves now used at his Colliery at Middleton". [The spellings and legal 'shorthand' are original.]

When mentioning the proposed Act, the document refers to the building of a waggonway only as a means of achieving the proposed coal prices, explaining that: "it will be convenient in order to carry the said proposal into Execution for the said Cha. Brandling his Extors & Admors for the more comodious Carriage of Coals from his said Collieries to Leeds

aforesaid to lay & place a Newcastle or Coal Waggon Road from a place called Hunslet Moor in the said Co. of York to the Townsp of Leeds".

Taking the document's wording into consideration alongside *The Leeds Intelligencer's* description of the Bill, it would appear that, originally, the Act was intended mainly to establish the coal price and term of supply, and that some time between January and June, Charles Brandling realised the superior importance of establishing his waggonway land leases and changed the title of the Bill accordingly. This perhaps happened between March and June, accounting for the unexpected delay before the Bill passed into law. The change may have been made because of the vicious nature of the 'advertising war', or because of difficulties experienced in making agreements with the various landowners, or perhaps merely because Charles Brandling realised that as he was setting prices for the next sixty years, he would need to make his waggonway agreements inviolably secure for a similar term. Whatever the reason for its apparent change of emphasis, however, it appears that, initially at least, the securing of our first Act of Parliament may have been merely an elaborate publicity stunt, aimed at demonstrating the sincerity of Mr. Brandling's coal contract proposals as opposed to those of his rivals.

#### Sources:

*The Leeds Intelligencer*, 1757/1758 - bound copies owned by Leeds University's Brotherton Library.  
Busk/Brandling draft agreement - West Yorkshire Archives Service, Bradford, ref. no. 16D86/1401.  
Registered 1758 land lease agreements - West Yorkshire Archives Service, Wakefield, ref. Vol. B3.



No.1310 bursts forth from the tunnel during the recent Steam Gala. Photo: Keith Hartley.

## MIDDLETON RAILWAY TRUST LTD.

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