

The

# OLD RUN

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No. 219  
June 2013

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**Front & Rear Cover** - A colourful shot of *Slough Estates No. 3* being tested on Sat 12th May, topping & tailing with *Austins No 1*.

**Andrew Johnson**

## Editorial

**Graham Findley**

Travelling through rural France with a friend of mine the other week, he pointed to an a large house and observed that it looked like an old railway station. He was right, and although his knowledge of railways is next to nil, it struck me that the look and feel of pretty well anything connected to a railway is readily identifiable to most people; the nineteenth century's equivalent of what we would nowadays call branding.

Like many parts of Britain, these old railway buildings stand isolated throughout France as the lines that connected them have been taken away. Mind you, a visiting alien who knew nothing about the sad decline of railways throughout most of the last century might instead see these isolated buildings as the *beginnings* of a planned network of railways, simply awaiting the final connecting rails.

There's a similar situation with French bus stops. Drive along many roads and you'll see them, complete with wooden shelters. But there's something wrong; and you soon realise what it is - there are never any people waiting at these bus stops and more importantly, you'll never, ever, see a bus. Outside a major city, I've never seen a bus in France. The occasional coach perhaps, but never a bus.

So how can we make sense of this paradox? I believe it's evidence of what you might call a Bus Cult, similar to the Cargo Cult found in certain Pacific islands, particularly Tanna. The islanders saw that Westerners got all their material goods or 'cargo' from aircraft and decided to copy them by building dummy landing strips in the jungle, believing that it would encourage planes to land. Thus the French appear to have confused cause and effect, and have built a network of bus stops in the belief that buses will somehow magically appear...

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It doesn't seem five minutes since I was writing the last Chairman's Report - that means I am either getting older and/or we are having fun, possibly a bit of both.

We've got the season off to a brilliant start this year with visitor numbers well up on the first couple of months and revenue well ahead of budgets.

This is good news for the new Timetable which has been well received by the visiting public. Our hunches that we were missing out on Saturday morning passengers has proven correct and on some Saturdays we have sold more tickets before lunch than we sold on a whole Saturday last year.

The hour long break between the departure of the 13:00 and the 14:00 trains has also provided the crews with an opportunity to have a proper pit stop.

We have also tried other new things this year, "kids for a quid" weekends and also a weekend with a story teller and a weekend with an entertainer/actor. The "kids for a quid" weekends have gone down well, possibly bringing in adults at full fare who may not have otherwise come along. The entertainers we had to pay out for, but I feel it was worthwhile and possibly something we should try again, especially the entertainer/actor. A one off is not an indication of how things could develop.

The Model Railway Exhibition was a slow starter but now 6(?) years down the line it is well known and well attended, and most important "respected" on the model railway show circuit. Don't forget that our next one is on the 29th & 30th June 2013, plenty of model trains, plenty of BIG trains all brought to you by Dobson Enterprises, thanks to Mr Ian and Mrs Gill Dobson and Polly and their faithful band of assistants.

It's great to write good things, but, there is always the nasty bit somewhere and here it comes, metal thieves and/or just plain common or garden thieving opportunists

have visited us again on at least three occasions. I am sorry to have to say that we've lost a considerable value of metal.

Whilst this is extremely depressing and annoying, particularly viewing the CCTV images of it happening, we have to look at some positives that have come out of it.

Thanks to one of our long established volunteers who took the bull by the horns, the site has been cleared of scrap, well, almost. This is an on-going problem as we do produce a fair amount of scrap metal, but like so much at Middleton, things are left to three or four people to run the whole show, and this can not go on. We have to get more volunteers taking on responsibility and this is one area where it would make a difference. So, sign up for the post of "scrap man", no wage, no commission, just hassle, must be of strong disposition!! (White van men should not apply)

With the intrusion into the workshops we have had to look at security very closely. This has resulted in all ad-hoc workshop tours being cancelled, the workshops and secure compound are in effect out of bounds to casual visitors. Please can I also stress to all volunteers who may come across the public in the car park, we are only open at weekends, Bank Holiday Mondays and Wednesdays in August, the rest of the time the site is closed to public access and the staff in the Engine House will NOT let them have a quick look around. Our insurers have hinted that we may well not be covered should we allow non-members on site when we are not open to the public.

Having eaten up half the Old Run I must finish on a high note. Our company doctor, Dr Catherine Roberts and her partner Rob have recently been presented with a son, Alexander James, our congratulations to them both, and of course to the new very proud grandparents, Ann and Steve. We look forward to enrolling a new member in the near future!

# Inside Track

A round up of recent events at the Middleton Railway



## Council News

**Naomi Collett writes:-**

With the Annual General Meeting (AGM) fast approaching - 20 June - I thought I would update you on some of the things that the Council have discussed and decided over the past 12 months and some of the highlights from the year...

\*Manchester Ship Canal tank engine no. 67 was kindly given to the Railway and although awaiting overhaul it is a firm favourite of many working members, indeed it holds a special place in my heart as it is the main engine that I learnt my firing skills on. So from us all, Thank You Dr & Mrs Blears.

\*Three additional Sub-Committees (sc) have been formed; the Health & Safety sc chaired by Neil Carmichael with Fraser Croft, Geoff Thorne and David Hebdon, the Running Shed sc chaired by myself, Naomi Collett with Geoff Thorne, Brian Jenkins, Andy Hardy and Mark Calvert and the Engineering sc with Phil Carmichael, Steve Roberts, Malcolm Johnson and Mark Calvert. All of them are progressing and some information will be distributed at the AGM.

\*We had an excellent anniversary celebration weekend with the 200 Years of Steam event, followed by another brilliant Model Railway Exhibition, our autumn gala was a well received Diesel Event,

Halloween was another spooky affair and 2012 was topped off by our best Santa Specials to date. All of these inflated the Railway's bank account nicely.

\*Stan Holdsworth passed the baton for the organisation of the Santa Specials to Janet Auckland in July and as proven, she and her team did a fabulous job.

\*John Linkins has created and delivered (with assistance from key members) a number of Mutual Improvement Classes (MICs) both theory and practical over the past year with a continual program moving forward, very much to the benefit of the working members who have attended.

\*Fraser Croft passed the Rostering baton to Janet Auckland for the Shop and Engine House and to Mark Calvert for the Crews. Both have done well although following on from my piece in the last Old Run additional volunteers for the Engine House and Shop would be appreciated. Please contact Janet if this is something you are interested in.

\*After a number of meetings with Leeds City Council (LCC) we had a successful Winter Maintenance period where despite the bad weather a good portion of our Balm Road track was replaced and working with LCC workers the road crossing was also replaced. Additional to this the Engine House floor was repainted and the Shop area has had a revamp - very nice!

\*We acquired a new Crane from the Kent and East Sussex Railway, which like many things these days cost more to transport it to the Railway than its purchase price!

\*Safety has been a continual topic at Council and improvements have been made largely those that will only show themselves if we have an Emergency on site which we all hope we won't! One thing

that has been seen to be improved is that Geoff Thorne has checked, restocked or changed all of the First Aid boxes on site, created an Eye Station in the Workshop and is in the process of doing the same to the Burns Kits.

\*We acquired a beautiful large mirror from the Bradford Industrial Museum which will be going on display in the Engine House.

\*We have been very successful in achieving a Heritage Lottery Fund Grant (namely the Monckton Collection) for the purchase and protection of Picton (living in the corner of the car park) and the purchase and overhaul of Brookes No. 1. Works have already started and we will be keeping everyone updated by display boards in the Engine House and an online blog. Separate to the HLF grant the Railway acquired David Monckton's share of Mirvale.

\*A project to give us a new bespoke rostering system has been worked on by three teams from the Computer Science department at the University of Sheffield. The best one will be trialed at the Railway in the next few weeks.

\*Andrew Gill managed to get the Railway included on the free tourist maps for Leeds given out at the TIC, hopefully this will lead



## THE DAVID MONCKTON PROJECT

to more visitors.

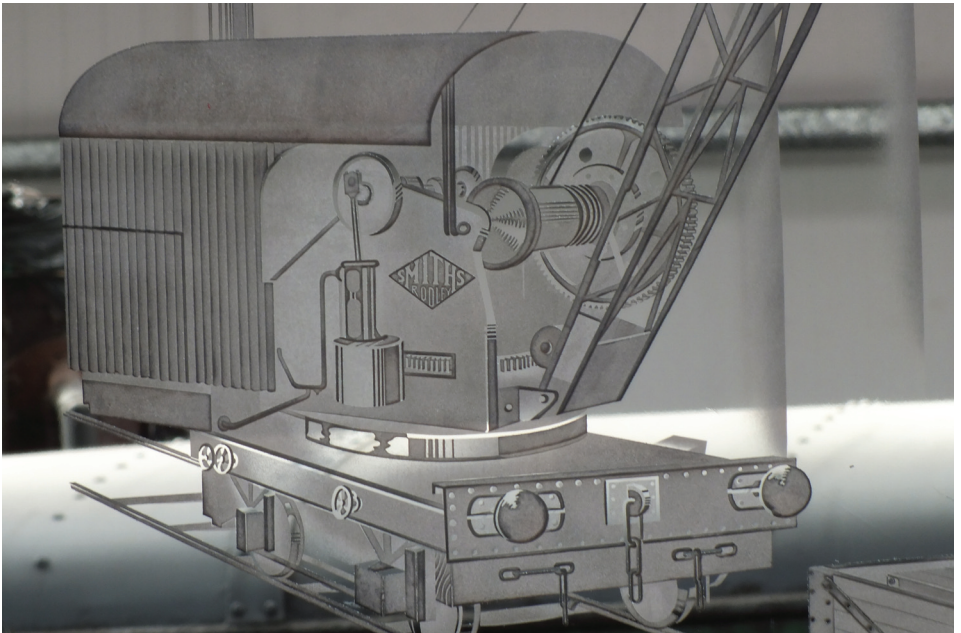
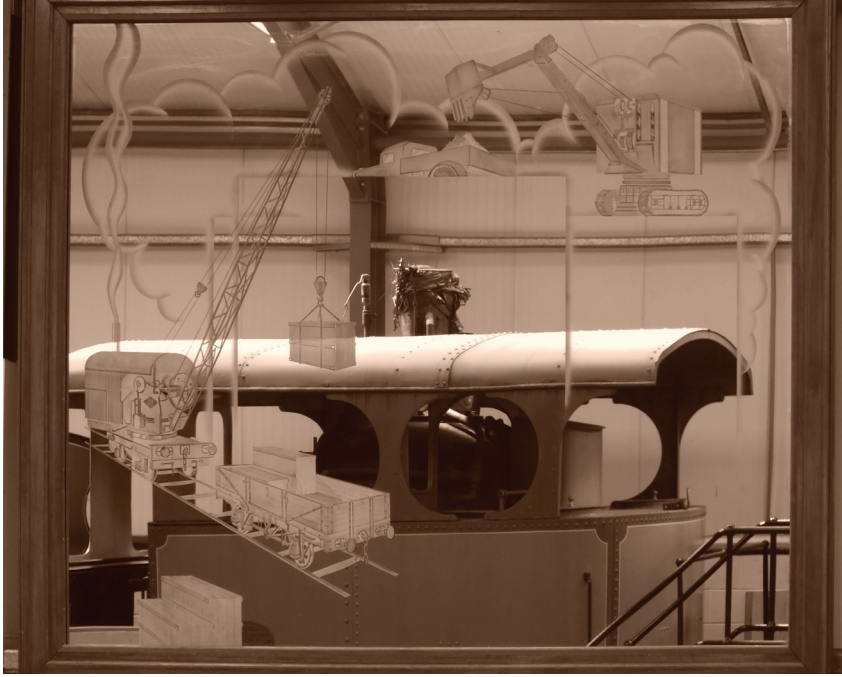
\*David Monckton has kindly donated two watercolour paintings by Terry Hodgson, one of Brookes No. 1 in its original livery and the other of Picton as she had been found in the sugar cane fields of Trinidad. Both will be going on display within the Engine House.

\*After a number of years steering the Council, our Chairman, Andrew Gill has decided that he will be stepping down at the next AGM. If you feel the Chairperson's role is for you, please get your nomination form into the Railway by 17 June.

\*With a significant birthday approaching (80! Sshh don't tell anyone!) our Treasurer, Stan Holdsworth has decided that he will be stepping down at next year's AGM (2014) and would like to pass the calculator onto someone new. If you feel the Treasurers role is for you, please contact the Middleton Railway Trust.



## Mirror, mirror on the wall...



The story of Leeds crane making goes back to a firm established in Calverley in 1820 by Jeremiah Balmforth and David Smith. They were primarily millwrights, producing machinery for the woollen industry. In 1833 the firm were joined by Jeremiah Booth. They looked for further markets for their work and this included hand operated cranes from 1840. In 1847 Booth left and established his own crane making company, soon to be Joseph Booth & Bros. at the new Union Foundry,

In 1858 Jeremiah Balmforth died and his son William inherited the position, to be followed the following year David Smith's son Thomas. The production of steam powered cranes is thought to have begun around 1860, however the two partners in the company fell out in 1861. Thomas Smith bought out the company and took control. Thomas Smith later brought his sons in to the business and they eventually took it over on his death in 1902. In 1918 the company was incorporated as Thomas Smith & Sons.

William Balmforth established a new firm to manufacture quarry cranes, the Peel Ings Foundry, though this works did not enjoy the same success of those of Thomas Smith and Joseph Booth.

Smith's Old Foundry and Booth's Union Foundry were both situated on a narrow strip of land between Town Street, Rodley and the Leeds & Liverpool Canal. Large demand for their cranes in docks, quarries and construction sites saw both businesses thrive. Particularly popular were the very similar 4 wheel steam cranes that both firms produced. The basic design is often referred to as the 'Leeds type' or 'Rodley type' and has the steam boiler counterbalancing the jib with a tall column pivot, making them very stable machines. These cranes proved so popular that the works both struggled to meet demand and very similar cranes were produced by a

number of other firms around Leeds at the time.

Smith's cranes found their way on to many docks and canal sides as well as railway yards and construction sites. Some of the largest construction projects to use Smith cranes were the Manchester Ship Canal, the Mersey tunnels, the Aswan Low Dam, the Lower Zambesi Bridge and the Sudan Barrage. As early as 1894 Thomas Smith were producing electrical powered cranes. The first electric crane was an overhead crane for use in the John Fowler works.

In later years the internal combustion engine would replace the steam engine as the power source in their cranes and Caterpillar tracks fitted versions were offered as an alternative to moving around on railway wheels. The cranes were adapted to become excavators with buckets replacing the usual crane hook. The company also provided magnets for use in sites handling metals.

**The Thomas Smith Mirror** pictured opposite used to be located in the board room until the works closed and was later moved to the Bradford Industrial Museum where it has been in kept in storage. It has been kindly donated to the railway and is now on prominent display on the west wall of the Engine house next to the emergency escape.

Dimensionally this is quite a large mirror. It is 210cm (82.7") high by 265cm (104.3") wide. It features on the left a large steam crane hoisting a wooden crate into a 5 plank wagon registered to run on the LMS according to a plate on the sole bar. Further crates are located in the bottom left corner. At the top right is a tracked earth digger filling a four wheeled road wagon. Art deco clouds and lines link each of the cartouches together.

**Photos: Andrew Johnson**  
**Text: Kris Ward**



## Dates for your diary

### Events planned for this year include:

29/30 June - Model Railway Exhibition  
20 July - Diesel Day - Mechanical Madness  
24, 25 & 26 August - Leeds Transport Festival  
28/29 September - Autumn Gala  
26/27 October - Halloween Weekend  
1-24 December Weekends and Christmas Eve - Santa Specials  
And a few more Kids 4 a Quid weekends throughout the year.

Plus Ian Dobson's famous Social Evenings are held every first Tuesday of the month at Moor Road, starting at 19:30.  
On the 2nd July, Andrew Johnson will present **30 Years of Photography**. Admission is free, no membership required and a refreshment break included - what's not to like?

## Poetry Corner

### Who?

"Er indoors" and "Yes dear"  
"She who must be obeyed"  
These are the names for someone,  
Overworked and underpaid!

Housekeeper, nurse and cleaner,  
Decorator, gardener and cook.  
Plus all those little extras,  
Which are mostly overlooked.

They encourage your little hobbies,  
Let you go out and play.  
Mind you that could be deliberate,  
To get you out of the way!

Who are these special people?  
Enriching all your lives,  
You would be lost without them,  
**YOUR EVER LOVING WIVES!**

**Jasper Hall**

## Gardening Club



These strange fungus-like growths can be found in many places around the yard in the spring. They are the emerging stems of horsetail, an invasive, deep-rooted weed with fast-growing rhizomes (underground stems) that quickly send up dense stands of foliage. The problem is that the creeping rhizomes of this pernicious plant may go down as deep as 7ft below the surface, making them hard to remove by digging out, especially if they invade a border. If it appears in your garden, you'll have to work hard to remove it!



# MECHANICAL MADNESS!

**A DAY OF DIESELS  
AT THE MIDDLETON RAILWAY**

**SATURDAY 20TH JULY**



**INTENSIVE  
TIMETABLE IN  
OPERATION**

**BALM ROAD  
BRANCH IN USE**

**FREIGHT AND  
PASSENGER TRAINS  
OVER THE WHOLE  
LINE**

**DRIVER FOR A FIVER**

**ADDITIONAL  
DISPLAYS**



**FEATURING:-**

**HUNSLET 1697  
OF 1932  
JOHN ALCOCK**

**HUDSWELL CLARKE  
D577 OF 1932  
MARY**

**HUDSWELL CLARKE  
D631 OF 1946  
CARROLL**

**HUNSLET 1786  
OF 1935  
COURAGE**



# Early Middleton Machines

Kris Ward



A modified version of The Collier, with steam driven pit gear in the background

After the successful 200th Anniversary of Steam gala and the various pieces written about it in *The Old Run*, it seemed like a nice idea to follow it up, Hollywood style, with a prequel...!

## The beginning of mechanisation

1812 was by no means the first time that the people of Middleton's collieries had used machinery to help them supply coal. The very first mechanisation would have been to put a simple hand winding device at the top of a pit shaft (rather like those you'd see on a well) to wind coal baskets up. The first real machines to be used harnessed the power of horses to haul coal out of the pits. 2013 will see the completion of what will hopefully be a lasting monument to the first machinery used at the Middleton pits, the horse gin.

The word 'gin' is short for *engine* and the horse gin used one or two horses to wind a

rope from the pit shaft on a drum, often via gears. This allowed more substantial pits to be dug. Previously the pits in Middleton would have been little more than holes in the ground where one or two miners might extract baskets full of coal from not far beneath the surface.

It is difficult to say where or when this idea was first used, animals having been used to power basic machinery like this for many centuries. The horse gin is thought to go back to at least the 15th Century and they were in extensive use in the North East in the 18th, operations in the Tyneside pits being instrumental to what was going on in the pits at Middleton with many of the key personnel at Middleton coming from that region. Evidence of their use can still be seen in Middleton Park. On the best horse gin sites in the park, it is possible to see the circle where the ground has been worn down from the hooves of the horse going round and round in the gin. Where

## Early Middleton Machines (cont)

this is seen in relation to the position of the shaft it gives a good idea of the size and the layout. Based on details from the recent archaeological survey of mining remains in the park and from the few surviving examples, a new replica has been designed and tested out in model form. The full sized horse gin replica in the park is now nearing completion. It is designed so that it can be demonstrated in operation with horses.

Though the original horse gins were made of wood, the new replica has been made of metal to make it more durable. Earth banks have also been constructed around it to stop people driving their vehicles up to the replica to steal the metal.

### The Introduction of steam power

The Murray-Blenkinsop locomotives were not the first use of steam power at the Middleton Colliery. In the famous 1814 painting in 'Costumes of Yorkshire' showing one of the locos (*opposite*), a

steam powered pit head can be seen in the background. Newcomen engines were employed at Fanny Pit, Lady Pit and Pocket Pit by 1808, all traces of these have long since disappeared, all of them lying outside the park boundary in Middleton itself but Wood Pit, sunk slightly later in 1813-14, had a steam engine and remains of this pit head can be seen. Earthworks include a small pond that would once have been its reservoir, and there are several bricks around the site. Deposits of ash can still be seen on the ground, long ago raked out of the engine. This pit was served by a waggonway, the trackbed of which can still be seen.

There are a few suggestions about how the idea of using steam power on the colliery's railway came about, though the use of steam power at pit heads in the mines is sure to have been a factor. Events in the history of our line therefore owe a lot to these earlier examples of mechanisation in what is now the park.



A Cog and Rung horse gin *Howard Jackson*

## Early Middleton Machines (cont)

As the improvements to Middleton Park continue, these interesting early mining remains will be featured on a trail in the park and on information panels. This will make Middleton Park another interesting local industrial heritage attraction. Perhaps one day if our extension materialises, people might make a day trip of visiting our railway together with the new park visitor centre and the early mining remains. The proposed site for the park terminus would be right next to the horse gin.

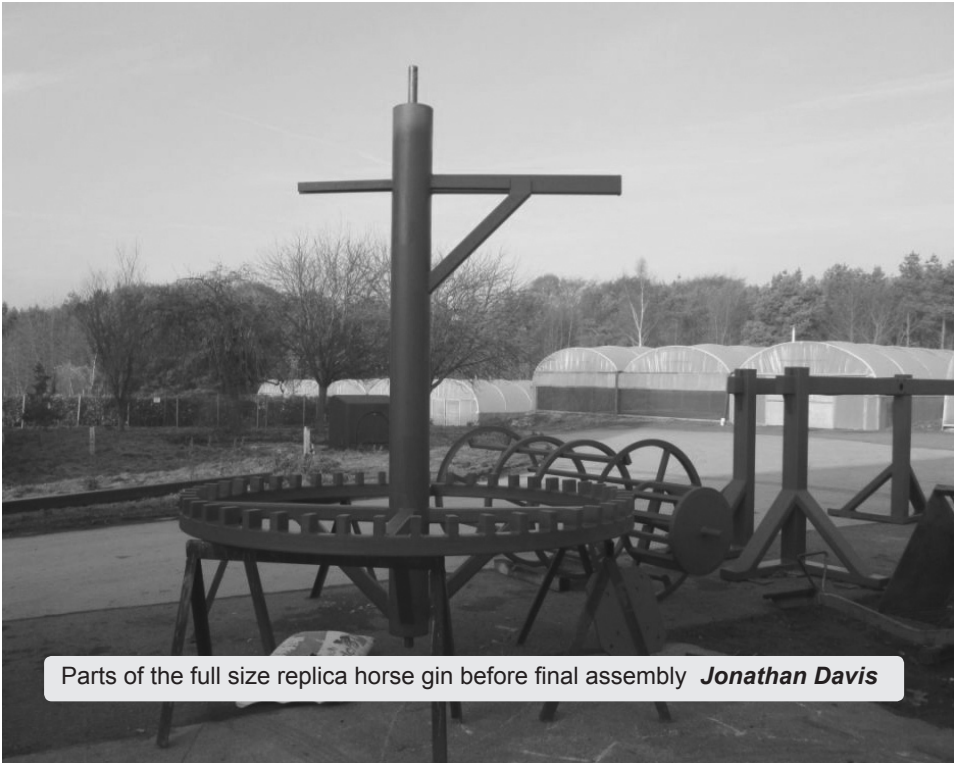
### Sheila Bye adds:-

The following bits of information were in the 1994 History, but were largely cut out of the following edition, I think because much of it wasn't really railway-relevant, and something had to go in order to fit everything new into the book. (It was now

72 pages long, and the printer said he couldn't staple together any more sheets than that entailed. Obviously a problem when we want a new edition. . . .)

"New pits apparently were required to meet the doubled coal quota allowed by the second Act, and in 1779 several were opened in the Middleton Park area, a little further up the escarpment from the earlier pits. During the next decade, more pits were opened in the areas previously worked, and operations extended further south also, to the Town Street area at the top of the escarpment.

Most of the pits had only a short lifetime, though some were closed down and later re-opened, as trade dictated. Teal's maps of Middleton in the 1780's show what appears to be a large network of 'bye-ways', extending for more than a mile from



Parts of the full size replica horse gin before final assembly **Jonathan Davis**

## Early Middleton Machines (cont)



Taken in 2004, this photo shows the rectangular top of a pit shaft, and the circular depression around it where the ground has been worn down from the hooves of the horse going round and round in the gin. Compare the general arrangement with the illustration on the previous page **Sheila Bye**

the southern end of the main waggonway, to pits on and around the upper level. A few of these routes still exist as footpaths in Middleton Park and Woods. The "Fire Engine", located on these maps at modern Grid Reference SE 31452895, was probably the steam pumping engine known to have been built in 1779/80 to the design and instructions of John Smeaton, of Austhorpe near Leeds, an engineer most famous for the Eddystone Lighthouse.

Further improvements were made at the colliery. In 1790, John Curr, patentee of the L-shaped iron tram-plate, was paid "a Gratuity for his Trouble etc. respecting the Hurrying & Drawing the Coals agreeable to his Patent £10.0.0", and a year later, he was paid a further £17.6.7d "for sundry Castings". "Hurrying" was the transporting

of coal from face to shaft. Curr's system also involved the use of vertical rails in the shaft, to prevent damage to the corves, by guiding them as they were 'drawn' up. In 1793, a 60" Boulton & Watt pumping engine replaced Smeaton's 72" engine, which was re-erected at an unidentified location, and about this time the miners' hamlet at Belle Isle was either rebuilt or expanded, and new hamlets constructed at Conyers Spring and Nova Scotia."

Incidentally, the plans for various bits of Middleton's Smeaton engine, with one sheet re. the Boulton and Watt engine, were in Leeds Reference Library a couple of decades ago – they may still be there, or perhaps transferred to the Archives which might have been a more appropriate place for them.

# Colliery Locos - Part 2 *Andy Hardy*

## **BLINKINSOP (No.2)**

With the re-gauging of the Middleton Railway in 1881, it was realised another locomotive would be needed. Again Manning Wardle & Co. were asked to supply a locomotive, and this time an 0-6-0ST was chosen and an order (no.17410) was placed on May 12th 1881 with a stated delivery time of two months. This locomotive was a Class O with 15"x22" cylinders and was given the works number 797. The remarks sheet for the locomotives states:-

*"Gauge Std. Ordinary Class O with the following alterations. Special buffer arrangement. Firebox shell lowered in the crown. Special boiler mountings. Steam dome on the boiler barrel, passing through the tank. Swan neck regulator in the dome, regulator stuffing box same as 6320. Reversing handle 4" further back, see new drawing. Special canopy and coke boxes. Brake handles same side of engine as our usual class O. Wheels 3'9" dia. Trailing sandboxes, not taken down to*

*the footplating. Step on side of smokebox and extra handrail on front end of tank, handle for front cylinder covers supplied."*

The locomotive was tried in steam on July 11th 1881 and was sent away from the works to the railway in July 14th 1881.

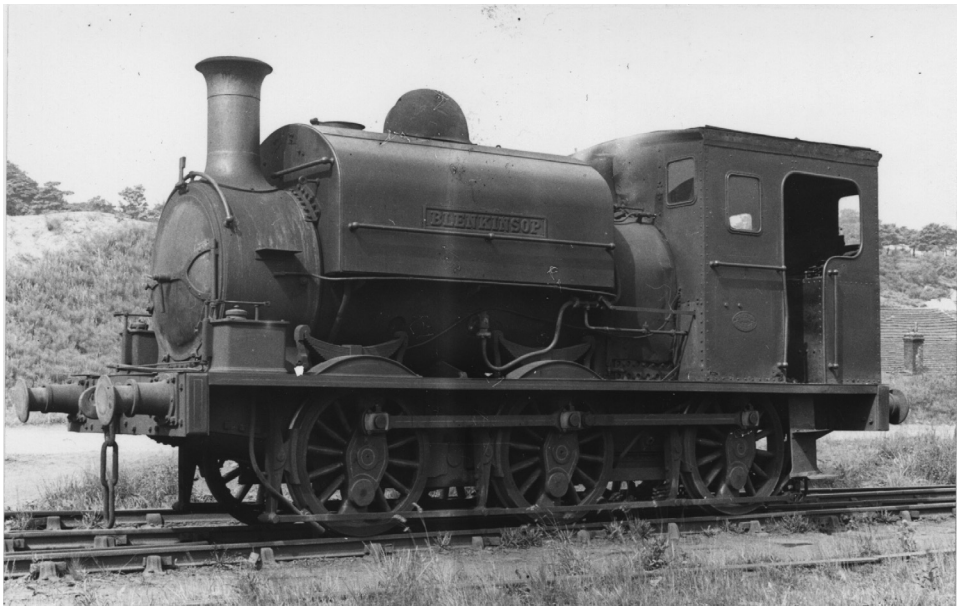
Over the next few years the locomotive was supplied with new steam chest covers, blocks for slide bars, piston rings and a whistle

In December 1898 the locomotive received its first major work:

*"This engine when repaired under order no. 43467, had a new copper firebox, new Ashpan with double damper, new regulator same as engine no. 1262. New clack boxes and new steam brake."*

This was shortly followed by a new water tank similar to the latest locomotive to arrive on the line, "Niger" (to be covered later in this series of articles) and also a new set of boiler tubes:

*"This engine when repaired under order no. 57525 had a new saddle tank made*



## Colliery Locos - Part 2 (cont)



*in the same style as Engine no. 1262. All the old fittings were put on again, steel plate chimney with cast iron top. New smoke box with old door and fittings. Note the saddle tank should have been 2" to 2 ½ " longer than the old one. One set of lapwelded steel tubes with copper at one end supplied Order no. 59395 Jan 11th 1906."*

This was followed two years later in July 1908 with a Best Yorkshire Iron crank axle. Once again the locomotive required boiler work, and this was repaired by the makers in September 1910:

*"When repaired under order no. 65938 this engine had a new best mild steel boiler barrel, fire box shell, and smoke box tube plate, new copper firebox with 3 ¼ " flanges. The boiler barrel is in 3 rings, plates ½ " thick. New set of steel tubes with copper at firebox end. New steel smokebox, old door and fitting used again. New steel dome, expansion brackets, also no. 3 deep tone whistle and special sprung balances for lever safety valves."*

In 1915 the engines lubrication system was modified and a Wakefield lubricator fitted followed a few years later by a Mild

Steel crank axle.

A new steel firebox and steel tubes were supplied as order no. 77739 on April 24th 1918. This was followed by a new buffer beam 6 1/8th inches thick and 2 wrought iron buffer cases supplied in July 1920. After this date details of the locomotive are sketchy, a new left hand cylinder was delivered and fitted in 1923 and a set of coupling rods and crank pins in 1928. After this no further details of the locomotive are recorded on the remarks sheet.

It is known that the locomotive was involved in a collision with a Fowler diesel shunter that was being tested on the line. Apparently Blenkinsop fared much better than the diesel locomotive!

Interestingly, although the locomotive is known as Blenkinsop No.2, it never actually carried this name, as you can see from the photographs. The order book states the locomotive name as *Blenkinsop No.2*, however on the remarks sheet this has been written, but subsequently the "No.2" has been crossed out.

The locomotive was cut up in November 1957 by G Choens.

# Playing Away! Middleton's



Whilst owned by Vintage Carriages Trust, *Sir Berkeley* is considered one of the home fleet so is worthy of inclusion! Here she is leaving Marley Hill at Tanfield with "RENISHAW IRONWORKS No 6" and a train for Sunnyside on 11th September 2010.



Ian Smith on  
in 1972 Da



This is Sentinel No. 54 at Bury in June, 1994, with "Crab" 42765 behind. The engine was doing station pilot duties that weekend.

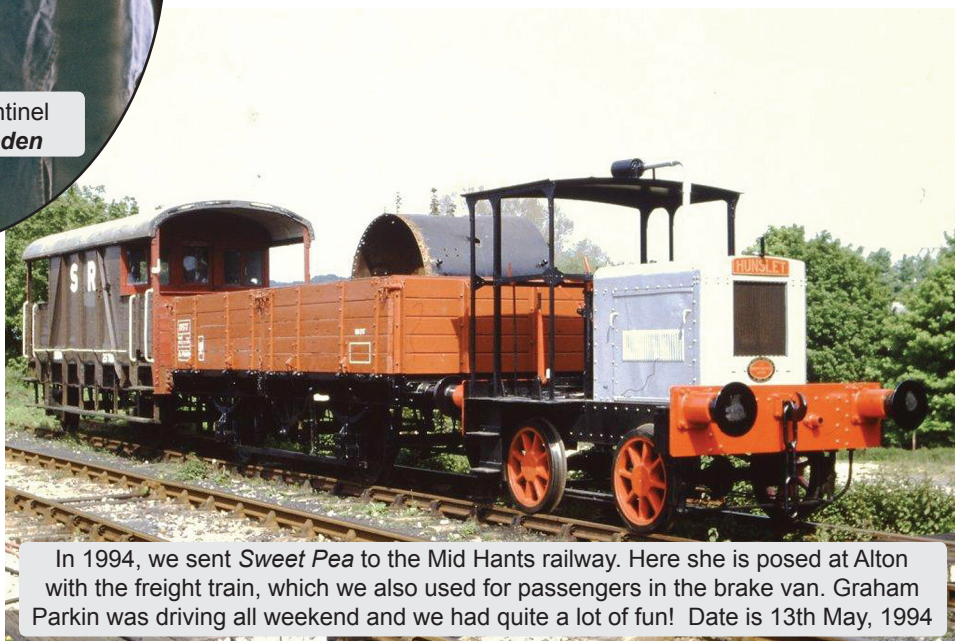




Here's LMS 7401 on her ill fated trip to Butterley. Graham Parkin is in the cab and loco is coupled to class 03 D2138 on the Butterley Branch. Later that day, the loco 'threw a leg out of bed' whilst coming into Swanwick, which killed the old Mirrlees-Ricardo engine. I managed to locate a replacement which was in a yard at Pluckley, Kent. We went down there, got it running, it was bought and is now inside the loco!



the Sentinel  
David Hebden



In 1994, we sent *Sweet Pea* to the Mid Hants railway. Here she is posed at Alton with the freight train, which we also used for passengers in the brake van. Graham Parkin was driving all weekend and we had quite a lot of fun! Date is 13th May, 1994

# Moor Road Happenings

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## LOCO NOTES

### 1601 MATTHEW MURRAY

The boiler successfully passed its 'in steam' examination on the 13th March as planned. In the last Old Run it was mentioned that the valves would require re-setting before the loco could enter service and this has now been done. Valve setting on this locomotive is not the easiest job in the world and involves quite a bit of moving the locomotive backwards and forwards over short distances by hand with the aid of a pinchbar to establish the port openings. With Stephenson link motion, the valves are usually set up to give equal port openings front and back. The settings can never be perfect for a variety of reasons so preference is given to getting the forward direction as ideal as possible. To establish the port openings it is necessary to find the exact position where the valve is at the end of its movement and is fully open. It sounds easy but it is far from the case. There is absolutely no access to view and measure things with both valves in place so one has to be removed to set the other side. This enables you to get your hand and arm in (just!) but, in the case of the back port, you cannot see it so it requires a mirror carefully positioned to give you that necessary facility. Having got to a position where you can see, you cannot measure it with a ruler so you have to resort to a small wooden wedge which you push into the gap (port opening). This leaves a mark on the timber which you can then measure when it is extracted. You do this for both front and back ports and work out the difference. The eccentric rod then has to be shortened or lengthened as necessary to even out the openings and the whole thing tried again. As the valve gear drive is not a direct line, it is a bit of guesswork, experience and trial and error. When you have got one side as good as you think you can, the whole business has

to be repeated on the other side. The last time we set the valves on this loco (about 10 years ago) we didn't get it quite right so we were determined to do so this time around. Suffice is to say that we have succeed and the valve events are pretty much spot on for forward gear, resulting in a much improved locomotive. It now uses a noticeably lower amount of water and this should manifest itself in a lower amount of coal used.

In service and used as required. It has had some attention to leaking pipe joints to the injectors.

### No. 6

It is pleasing to report a little more progress with this loco. In addition to the ongoing work with the coupling rod bearings the boiler has started to receive some attention. All the studs on the firebox backhead have been removed, these having suffered from years of exposure to the elements. The regulator has been removed from the dome, along with the regulator rod. This is necessary to enable access to be gained inside the boiler barrel simply to assess the condition and establish the amount of repair work that is necessary. Work has also started on removing the 'J' pipe which also prevents access. This is a very laborious and difficult task as you are having to wield spanners at arms length in a very cramped space with very restricted access. The job is not yet complete but good progress has been made.

### 1210 SIR BERKELEY

Sir Berkeley also passed its 'in steam' examination on 13th March although not quite ready for service as the re-modelling of the brake pipework was not yet complete. This has now been done and has made a marked difference to operation of the brakes. Some new firebars have been fitted to replace some badly warped ones.

# Moor Road Happenings (cont)

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it really needs a complete new set of bars and a pattern is in the process of being made so that a set can be cast. In service and used as required.

## No.11

Some work has been done on getting the hornguides true and parallel. Although these were all built up and ground flat off the loco, once fitted it was obvious that there were errors in the frame plate alignment affecting the accuracy, a not uncommon occurrence. Rectification is a slow, steady job but is necessary to enable the axleboxes to be machined and fitted up to the correct dimensions. The four lifting links for the expansion links have also been cleaned down and primed.

## No.1310 (NER H)

In service following winter storage and used as required.

## 1544 SLOUGH ESTATES No.3

The troublesome stay has received more attention, which will hopefully stop it from leaking. The weather eventually warmed up enough to let us wash out the boiler without suffering from hypothermia and the boiler was then inspected by the Boiler Inspector. Although it was generally given a clean bill of health it was found that we had not managed to clear the scale from the rear corners of the foundation ring. The accessibility both for washing out and inspection on this loco is very poor and we had failed to pick this up with our inspection boroscopes but the Inspector has a far more sophisticated one and discovered the problem. Removing this scale has taken quite a lot of effort but has now been done and the loco successfully passed its steam test at the end of April. It was then used for crew training but at the end of the day was found to have a leaking fusible plug. Close inspection of the threads revealed that they were badly

worn and required re-cutting. As we did not have a suitable tap for this, one has had to be specially made. This has now been supplied and the threads re-cut but new, oversize fusible plugs to suit the enlarged hole have yet to be delivered. These should be available by the time you read this and the loco should then be in service.

## Sentinel No.54

The overhaul of the engine unit has continued as time and manpower has allowed. The two new crankshaft seals have now been made and fitted. The big end bearings have also received some attention and await fitting. It has been discovered that later Sentinel engine units have a trough around the camshafts to act as an oil reservoir and better lubricate the cam followers so it was decided that this modification should be applied to our unit. These have now been made and fitted.

The water tank has now been completed and fitted into position on the frames. This has necessitated the provision of two new timber bearers to support the tank. The retaining straps have also had new screwed ends made and fitted. On stripping the injector water feed valves, it was found that they were in poor condition and it was decided that it would be easier to replace these with two new valves. The injectors have been fitted to the frames with the intention of completing the water feed pipework to them before the engine unit was installed. However, when the pipework was being annealed, it became apparent that it was in poor condition and new pipework is now going to be provided. The materials for this work are now on site but the job has yet to be started.

The water feed pre-heater box has been stripped and cleaned for examination. The water coil has been pressure tested to 300 lbf/in<sup>2</sup> with satisfactory results but a hydraulic test on the assembled box has

# Moor Road Happenings (cont)

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highlighted a problem with the joint faces, which will require some attention.

New timber for the window frames has now arrived on site and work on their assembly should start shortly.

One of the biggest missing bits for the loco has been the funnel base. (Sentinel always referred to it as a funnel and not chimney!) This is a fairly complex casting and ours was in very poor condition and beyond any hope of repair. It is a problem with several other Sentinel locos and along with other owners we have contributed to the manufacture of a new pattern. This has now been made and a casting should be available shortly.

## **HE2387 BROOKES No.1**

As members will be aware, our bid to the Heritage Lottery Fund for assistance with the overhaul of this loco was successful and a start has now been made on this. It is intended that it will primarily be a project for our younger volunteers under the guidance of our more experienced ones. Dismantling is always the easiest part but Brookes has come apart particularly easily, no doubt helped by the fact that it has been under cover since withdrawal. The various fittings have all been removed and put into storage and, following removal of the cab and tank, the boiler has now been lifted out of the frames and placed in the compound. This has enabled work to start on removal of the boiler tubes, a long, slow and steady job. As the boiler work is the most critical in any loco overhaul, the initial work is being concentrated on this aspect. Once fully stripped down, it can then be examined by the Boiler Inspector so we know what we are going to have to do at an early stage. Dismantling has already highlighted the fact that we will require a new ashpan and blastpipe.

For the present, the chassis has been shunted out to the back of the workshops pending undercover space becoming

available.

## **MW 1790 (No.14 )**

Little has been said about this loco for some time, principally as nothing has been happening to it as the owner is no longer able to visit Middleton on a regular basis. The Railway itself felt that it could not take on the remaining work necessary to restore it so it has mutually been agreed that it should go elsewhere for its restoration to be completed. This should be happening during the early part of June.

## **Fowler 42200033**

Work on this locomotive has been restarted, at long last, having been put in abeyance due to the need to divert labour to other projects. The vacuum exhauster has now been fitted, this requiring a new pulley to suit the drive from the engine crankshaft. Most of the vacuum pipework had already been fitted, leaving a few finishing off jobs to do, principally with regard to the vacuum-air proportional valve and drivers brake valve. As part of undertaking this work, various bits and pieces had been removed and these are now being replaced. The air tanks have been hydraulically tested to the satisfaction of the Boiler Inspector. It is hoped to have the locomotive operational by the beginning of July when it is to be named 'Harry' in a small ceremony.

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

In regular use and generally sharing duties with 138C, as required.

## **D2999**

As with our Fowler diesel, work on this locomotive has been restarted. Two new valve rocker pedestals have been made, one to replace the broken one and another to replace one that was suspect following non-destructive testing. A new valve push rod has also been made to replace the broken one. All the valves have been

# Moor Road Happenings (cont)

sent away for re-grinding and the valve heads have been lapped in to suit. New gaskets have been made to suit the water and exhaust manifolds and re-assembly is likely to start shortly.

## **138C.**

In service and generally shares duties with Austin's No.1.

## **6981**

The owner is continuing with the long and slow progress of bringing this loco up to scratch.

## **7401**

The oil priming pump on the engine has been problematic for some time and this has recently been removed for stripping and examination. This revealed that part of a felt seal had come away, preventing the pump from sucking oil up from the sump. A new seal has been made and fitted and the pump once more operates as intended.

The loco is used on occasional Saturdays but the limited number of drivers passed out to drive it effectively prohibits more frequent use, especially as two of them have now moved away from the area. Hopefully, this situation can be improved in the coming months.

## **D577 Mary, D631 Carroll, and 1786**

are all serviceable although not generally used.

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

## **CARRIAGE & WAGON NOTES**

### **Coach No.1074**

Work continues on this coach, as the availability of manpower skills permit. The framework for the guards compartment

partition is now complete and the remaining east side cladding panels are presently being fitted. This has been a bit of a learning curve so hopefully the west side ones will benefit and be a much quicker job. All the external window beading has been cut to size and awaits final fitting.

## **Coaches 1867 & 2084**

We had a bit of a scare a few weeks ago when a guard reported a squealing noise from the brake coach (No.2084). At first it was thought to be an axlebox bearing but was eventually traced to a dragging brake shoe. However, in the process of establishing this, the suspect bearing was stripped and it was discovered that the 'Armstrong Oiler' pad was in poor condition and not feeding much oil to the bearing. Examination of other pads revealed the same problem. As a result, it was decided to fit new pads to all the coaches and twelve pads were ordered from the North York Moors Railway (who hold the equipment and rights to make these Armstrong Oilers). These pads are not cheap at £65 each and we have bought twelve of them.

The paintwork on both these coaches is starting to deteriorate and will require some concentrated work this coming winter. Hopefully, coach No.1074 will be ready to relieve one of them, reducing the pressure to get them both finished by the beginning of April.

## **CRANES**

Work continues on the Smith Rodley 5 ton crane, aimed at getting it into a good condition before putting it into use. As work has progressed it has been decided that it would be simpler and more beneficial to replace the sides of the cabin steelwork due to localised corrosion at the various joints. Work has started on the steady task of needle-gunning and painting of the jib.

# Moor Road Happenings (cont)



Installing the crossing *Andrew Johnson*

# Moor Road Happenings (cont)

## AROUND MOOR ROAD

As usual, there is often much going on that is not related to locomotives and rolling stock, which doesn't tend to get reported.

## WORKSHOPS

A recent acquisition has been a Bosch SDS hammer drill, purchased specifically for use on the Moor Road level crossing work. Our Plasma cutter failed some time ago and has languished awaiting repair ever since. Quotes have now been obtained for its repair and these are going to be substantially more than the cost of a replacement, primarily because ours is old technology and the cost of such machines has fallen considerably in recent times.

## LEEDS HORSE TRAM

Work continues on this project by the Leeds Tramway Historical Society, mainly on a Wednesday. We continue to help with the project by machining various bits and pieces

## MOOR ROAD CROSSING

As mentioned in the last Old Run, this project was scheduled to start on Monday 11th March and this is what happened. In the early planning for this, we asked Leeds City Council what contingency plans there were if there was a heavy snowfall. The answer was along the lines of 'It is March; such things don't happen.' Oh yes, they do! To be honest, we avoided the worst of the weather but we did have freezing weather and some short lived blizzards to contend with. On day one, we concentrated on removing the two rails on the Balm Road side of the crossing and replacing them with good quality bullhead rail from our stock, along with placing some concrete sleepers in the footpath area. Whilst this was going on, Council contractors were removing the road surface down to rail bottom level. On day two, it was time to

lift out the old track. We didn't know how the track was actually fastened down and were quite surprised to discover that, actually, it wasn't! It seems that the track had originally been laid on rough concrete and then levelled before a small amount of concrete had been placed around the bottom of the rails. This made lifting the track relatively easy, only hampered by the fact that part of the east side had been encased in a much stronger concrete following excavations to lay utilities.

On day three, the new crossing rails went in and all went extremely well to plan, to the surprise of many! The actual positioning of the crossing only took about half an hour but the final alignment and drilling of all the holding down bolts took the rest of the day. Whilst all this was going on, the rails on the Engine House side of the crossing were also being replaced with good quality bullhead rail. *See opposite.*

The site was then handed back to the Council for their contractors to re-instate the road surface and the road was opened for traffic on Friday afternoon.

We have to thank all the volunteers who gave up their time to make this happen. It was a real team job.

## WINTER TRACKWORK

The winter trackwork has actually spilled over into Spring, partly because there was no immediate rush to complete it and scarce volunteer resources were needed elsewhere. Since Easter the relayed track has been lifted and aligned and more ballast tipped to complete the work.

Immediately east of Moor Road crossing, Ambertrain have been busy spot re-sleepering where necessary, helping to bring the whole length of track between Beza Road and Moor Road up to a reasonable condition.

**Steve Roberts**

Chief Mechanical Engineer

# New Zealand Update

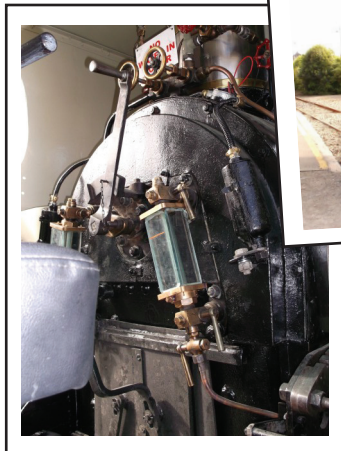
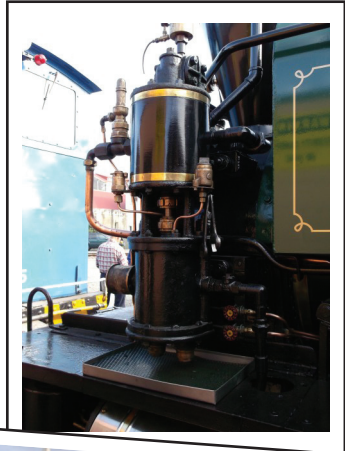
*John Paul*

Hi, Middleton Railway members!  
Many thanks for publishing an article about B10, our Hudswell Clarke No 1542 in the last magazine.

To bring you up to date, she was fired up for the first time in six years on Saturday 20th April, safety valves adjusted and set to the inspector's satisfaction and moved under her own steam.

The Westinghouse compressor was warmed up and run in for about 1 hour, the air brakes tested and off we trundled for a bearing run. All was well so we carried on for the rest of the afternoon. A few minor adjustments were carried out and a list made of any pipe fittings requiring attention.

So we were a happy bunch of lads!



All photos *John Paul*



## AN ALTERNATIVE HISTORY

Matthew Murray was born in 1865 near Newcastle upon Tyne, later to be home to many of steam's early pioneers. Once he had completed his apprenticeship, probably to a millwright, he decided to seek work in the newly developing town of Leeds. He walked the 60 miles or so to the parish of Adel, around 5 miles outside the town, where he found work in a flax mill belonging to a Mr. Marshall. The company later moved to larger premises at Holbeck Mill where he filed the first of many patents. This was in 1790 (patent No. 1752) for '*a machine for spinning flax, cotton, silk etc*'. It seems that like so many men in the north of England at this time, Murray was to begin his technical ascent in the mills.

His first significant patent of 1793 (No. 1971) was for a spinning machine which utilised 'sponge weights' and the process of wet spinning was thus born. This invention revolutionised the spinning of cotton and other materials, for the dampness helped to avoid breakages in the thread. Murray had worked in the spinning industry for around 12 years when he decided to make a move to the firm of Fenton, Wood and Lister, sometime before the turn of the century. Here he began work in the engine department and soon proved himself not only a capable engineer, but prolific inventor of new machinery and processes. His first major development was a system for regulating the draught at the chimney of a boiler via a damper. This was controlled by a small cylinder regulated by the pressure in the boiler, thus Murray had developed the first self-regulating boiler of sorts.

He soon moved into a house nearby the works (on the well known site of the Round Foundry, Water Lane) which he constructed himself and which was entirely



Matthew Murray  
(see Letters page)

steam heated. The steam probably came from boilers at the works and thus this house became known as 'Steam Hall'. Incidentally it was also one of the first houses in Leeds to be gas lit and Murray was instrumental in helping the municipal authority to install gas street lamps across Leeds. There is another interesting story relating to Murray's house which does not involve the great man at all. In the early years of the 19th century the Luddites were at work in Leeds and the following quote establishes Mrs. Murray as quite a character in herself "Mr. Murray being from home, his wife, after refusing to parley with the leaders (of the Luddites) presented a pistol at them and fired...they immediately de-camped and did not trouble the place any more".

It is about this time that the rivalry between the Round Foundry and Boulton and Watt (B+W) developed. B+W sent one of their men, a Mr. William Murdoch, to Leeds to visit Murray and he was openly welcomed to look around the works. But no sooner had he returned to Birmingham (B+W's works were there) than they almost immediately filed a lawsuit against Murray! This was not the last time that B+W would bother

# Matthew Murray - An Alternative History (cont)

our intrepid inventor and Murdoch was soon again in Leeds “with a view to seeing if we could purchase anything under their very nose that might materially annoy them and eventually benefit ourselves”.

This they did, purchasing land directly across the road from the Round Foundry and also approached employees of Murray’s to try and lure them away to Birmingham. In this second act they were also successful and left one of their new employees to spy on Murray’s works for quite some months before he ‘formally’ left the Round Foundry. Who said industrial espionage was a new concept!?

Correspondence between B+W confirms that they stole a number of methods from the Leeds works including casting in Green Sand of which Murdoch commented “I must acknowledge it was the most beautiful and perfect piece of work I ever beheld”. They also took ideas for “Some other tools, partly in imitation of Murray”. Both these comments appear in a letter dated February 1st 1799.

On the up side, none of this deterred Murray who almost immediately sent engines abroad to Sweden and Russia. For these he was sent a “valuable diamond ring from the emperor of Russia and a gold snuff box from the King of Sweden”.

In 1812 he was instrumental in fitting a steam engine to a boat, a captured French vessel called *L’Actif* which was sailed up the canal and then driven down to Yarmouth after fitting out. Here it “often ran at a speed of 10-12 m.p.h. and proved a great success” and then went on to ferry between Sheerness and Chatham from 1814. Thus it became the first sea going steamship in this country. It is also known that Murray’s designs were applied to the famous Mississippi River steam paddlers from 1816.

Of other famous names which began their engineering careers at the Round Foundry

under Murray there is David Joy, inventor of the now famous Joy valve gear (as fitted to 1310), Richard Peacock who would later go on to establish Beyer Peacock, Manchester; builder of, among other things, famous articulated locomotives. Also John Chester Craven, the first loco superintendent of the Brighton (later LBSCR) Railway. Finally the Butlers who built Kirkstall Forge and Benjamin Hick who moved to Bolton and began a firm which later supplied most of the boilers to the Lancashire cotton mills.

Murray died on 26th February 1826 at the age of 61. The Leeds Mercury reported “A man whose mechanical abilities were, perhaps, inferior to none, his great improvements in the steam engine...will be a lasting testimony of his unceasing labour”.

The trouble is, I’m not sure there is a ‘lasting testimony’ to Murray as his name is eclipsed by those such as Boulton, Watt and Stephenson. Lesser men, well known for their ‘acquisition’ of others’ ideas. Murray lived at a time when there were few ideas to acquire, he relied upon wit, ingenuity and raw talent to make the strides in engineering which he did.



Our own lasting testimony to Matthew Murray

# Sloe Train to Park Halt

*Mark Calvert*

**I've been here since silly o'clock, we're starving and it's hours till lunch!**

My stomach is crying out to be given something, but it's only 10 am, we've done the line check and the loco is simmering away at the platform waiting for the first lot of punters.

It's oiled up, with a full tank of water and a bunker full of coal, so far everything has been done, but there is something I've forgotten. What is it? I look round the locomotive....the lubricators are full, smoke box empty, drains open, injectors tested, gauge glasses blown through, fire irons on. My mind wanders.

Then my stomach growls. Bingo, I've not had breakfast! A bacon and egg sandwich would go down a treat. But there is no gas hob, I'm not even sure if there is a frying pan. However, I happen to have about my person a hot steam locomotive and a coal shovel.

Cooking food on a locomotive is not an idea I can claim to have invented. I'm sure when Salamanca first heaved its way around the lines of Middleton Colliery the loco crews probably thought



that that little fire in that little box could be used for a little more than heating some water to move 5 tones of wood and metal and a few coal waggons about the place - we can cook with this thing! We can make fine meals, fit for a king, something a Lord would be proud of.



Perhaps I'm getting a little carried away, but you get the idea. I'm starving, I have a few rashers of bacon, some sausages, a couple of eggs and some black pudding. Excuse the pun, but I'm going the whole hog.

Cooking on the footplate is not only a very practical thing, it's a darn tasty thing. And not just for meat lovers like myself. Over the coming months I'll

## Sloe Train to Park Halt (cont)

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be trying out a range of recipes on the locomotive and other things from around the railway. Casseroles, pizza, samosas and many other treats. But it's not yet autumn, and the sloes have not yet grown. Don't tell the vicar, but I'll be picking those berries and making some gin! I invite you all to join me as I take the Sloe Train to Park Halt.

Of all the food that can be served from the a la carte menu at *Le Middliëton*, here's a simple one (we'll start off nice and easy, there will be no grey hairs just yet). Probably the most popular recipe to make on t'shovel, bacon and sausage and egg. For this you will need:

1. Bacon
2. Sausage
3. Egg
4. Bread
5. Dash of oil
6. Steam locomotive with fire

The loco needs to be nice and hot. Put a couple of shovelfuls of coal under the fire hole door and close the dampers and turn down the blower. Now we're cooking on gas....or coal. Give the coal a few minuets to light and you will have a good heat to fry on.

Give the shovel a clean, or not if you like the coal dust (adds a delightful crunch), place in the firebox to warm up. Put a dash of oil (imperial dash, not a metric dash) on the shovel. Place the sausages on there, put in the firebox and leave for a few minutes, turning regularly.

Then add the bacon, the fat from the sausages will have oozed out and do well with the bacon. Pop these back in the fire box, try and balance the shovel on the rim and close the firebox doors, or hold onto it. Once these are almost done, withdraw the shovel, move the meat about and crack open a couple of eggs. The heat of the shovel will cook these well enough.

Put the cooked items onto bread, add any sauce as required, season as desired and

shove the contents into your gob. If only we could find a way to circumnavigate these food hygiene rules, we could make a fortune selling these. Ruddy marvellous they are.

However, I recommend this is done when the engine is stationary and not moving. I once tried this on a moving loco. It was going downhill, the regulator was closed and all was going very well. The sweet smell of bacon filled the air, the guard (which we had bribed with bacon for other matters) licked his lips at the smell of his incoming sandwich.

But then, to my horror, I caught in the corner of my eye the driver moving his left arm and placing it onto the regulator. It was a nasty situation and the slow motion of it all still brings terror to this day. His hand hit the regulator with indiscriminating malice, the lever was forced over, the steam rushed through the delivery pipe, through the valves, into the cylinders and the engine went chuff.

And with this ill fated chuff, the bacon that was frying happily away lifted itself from the face of the shovel, became airborne and flew the length of the firebox, disappearing into the dark abyss of the tubes and up out the chimney.

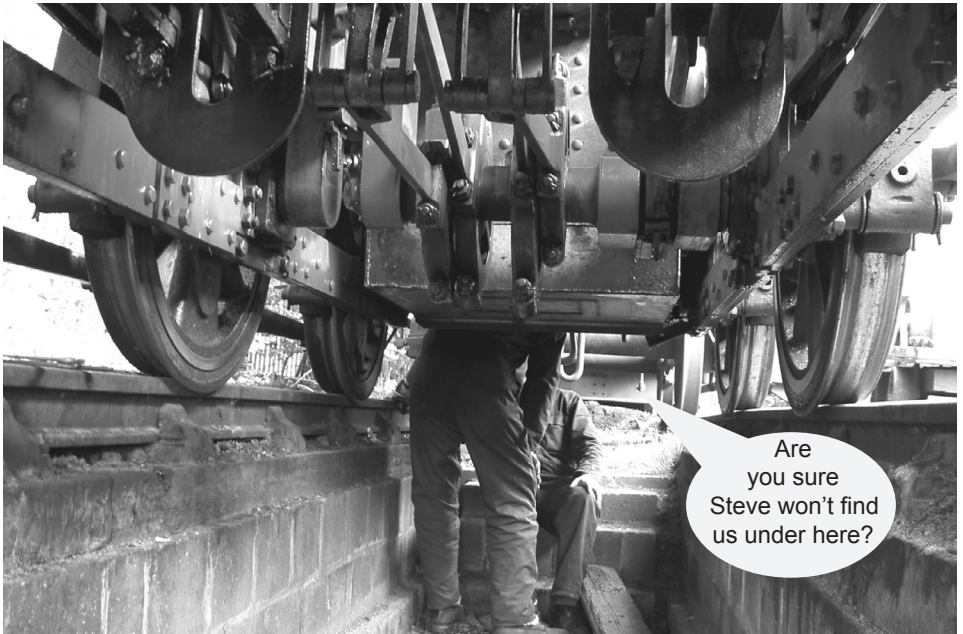
I'm sorry if you were in Middleton Park that day, it really did rain bacon!



# Caption Competition - Results



David Hebden supplied the winning caption in both cases, so he wins... well, as any mathematician will tell you, two times nothing is...er, nothing!



# Dear Editor, “I must say...”

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*Dear Editor....*

A note to say how impressive it was to read the March 2013 issue of Old Run and to see just how much has been, and is going on at Moor Road in the winter months. Just how has everyone coped with the bumper Santa specials, the track laying of the Balm Road branch, the fabrication and renewal of the Moor Road crossing, Lottery Funding for Brookes No 1 and Picton, not to mention the work of exhibition staff, and the launch of the Running Shed Appeal. Oh, and I nearly forgot, the arrival of a new crane! All this in addition to routine work and maintenance. Well done to all those involved!

**Howard W Bishop**

**Ballaugh**

**Isle of Man**

*Dear Editor....*

What a great surprise on page 14 of Issue 218 – a portrait labelled ‘John Blenkinsop’! I’ve been searching for a portrait of him for over 20 years, and had come to the conclusion that none existed.

Wait a minute though. Surely I’ve seen that face before? Was it on the wall of the Engine House perhaps, or in the Intro Gallery, or maybe in the History? Strangely, I seem to remember it being labelled ‘Matthew Murray’ (at least Mr. Murray appears to have had the forethought to have his portrait done for posterity, unlike – or so it still seems – Mr. Blenkinsop).

The other member of our trio of 1812 heroes, Charles John Brandling (who paid for the development and building of the locomotives) also had his portrait painted on at least one occasion, and last summer two modern members of the Brandling family brought this miniature portrait of Charles John to the 200th Anniversary.

It was painted by Henry Perlee Parker, who was also commissioned to paint a group portrait of Charles John’s servants, and Mr. Brandling’s patronage greatly helped Parker to make a success of his career as an artist.

Meanwhile however, does anyone know where there really is a portrait of John Blenkinsop?

**The Editor replies:**

*Oh dear, I’ve been caught out, raiding the internet without checking again. But happy to be corrected - thanks Sheila!*



Charles John Brandling Sheila Bye



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