

THE OLD RUN



JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS .

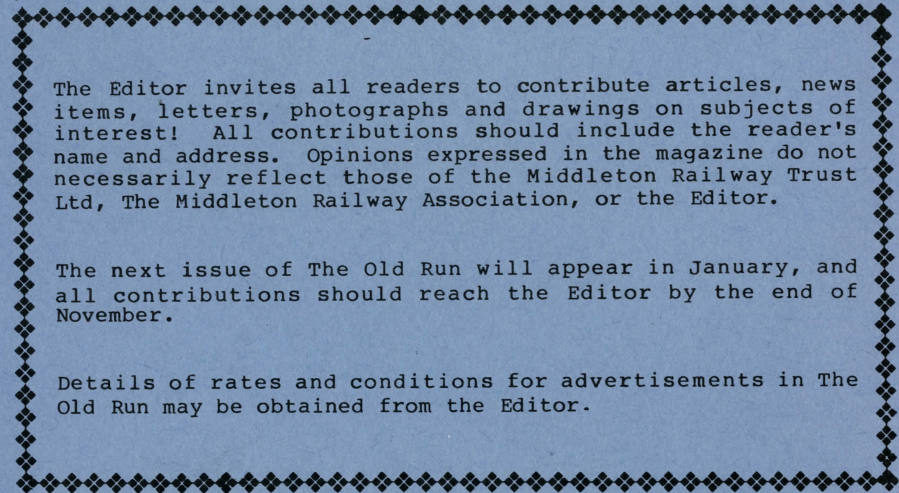
AUTUMN 1982

THE OLD RUN

NUMBER 104

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The Editor invites all readers to contribute articles, news items, letters, photographs and drawings on subjects of interest! All contributions should include the reader's name and address. Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd, The Middleton Railway Association, or the Editor.

The next issue of The Old Run will appear in January, and all contributions should reach the Editor by the end of November.

Details of rates and conditions for advertisements in The Old Run may be obtained from the Editor.

Cover Picture Everybody's favourite loco - Henry de Lacy may be back in steam before too long if the boiler defects are repairable. It is seen here approaching Tunstall Road in 1975.

Photo. by C.Nicholson

EDITORIAL

It is with a great sense of regret that I type what is destined to be my last editorial of the "Old Run" for quite some time. My Naval bosses have now decided that it is high time that I made my acquaintance with the Falkland Islands, and by the time this reaches the membership, I shall be comfortably (I hope!) ensconced in Port Stanley for the next 6 months or so.

As it would obviously be pointless editing a magazine 8,000 miles away, I have resigned as Editor for the time being, although I hope to take the job over again on my return. Being Editor of the magazine can only be described as stimulating - nothing like trying to make copy date with only half a magazine ready for stimulating adrenaline production, as previous editors will no doubt concede! Meanwhile Steve Roberts is coordinating the Old Run until I return and all contributions should be sent to him.

As will be noted on the news items, the railway is heading for what can only be described as a "watershed" year in its history, and the support of members will be needed more than ever if we are to fulfil the exciting prospects which lie ahead of us. I would ask all members to come and help us build our new complex at Tunstall Road, every little helps with a project of this size.

Finally, members will note a poem about diesel shunters in this issue. I make no apologies for its inclusion since we are celebrating 50 years of the diesel shunter at Middleton this year - our own "JOHN ALCOCK" was the first of many shunters to work regularly on a main line railway, whilst my own (well, half anyway!) loco "MARY" celebrated her 50th Birthday on 11th September. Glyn Hiscock's poem sums up the attitude of preservation in general to the diesel shunter. The majority of lines simply use locos until they break down and then scrap them, a fate which "MARY" only just escaped. We are more fortunate that at Middleton, the diesel is looked upon in more favourable light and all our locos are well looked after. Long may this state of affairs continue.

Ian Smith

P.S. As this is the last issue of the Old Run in 1982 may I take this opportunity to wish all our members a happy Christmas and a prosperous New Year.

P.P.S. We hope members will excuse the late arrival of this issue, caused by several factors, notably house removal, breakdown of machinery, and a family bereavement.

OBITUARY
IRMGARD SEITH-BLENKINSOP

It is with the deepest regret that we record the death of Irmgard Seith-Blenkinsop at the age of 83 years in Karlsruhe, West Germany, on the 27th June.

She was the proud great, great, granddaughter of John Blenkinsop, the "Viewer of Middleton Colliery", and got in touch with us in the late 60s. Prof. Johannes Korting, a family friend, was researching into the Blenkinsop family tree. Irmgard knew of the English connection, but sought to learn more of the pioneer role of great, great, grandad.

How well I remember my visit to her home at Karlsruhe! As we sat in the quiet garden at Durlach sipping tea from the "Leeds Pottery" tea service, a family heirloom, we spoke of the "German Connection". When Irmgard married a surgeon, she retained the family name. Her father was the Chief Engineer to the Kiel Canal, and was greatly involved in the modernisation in the early years of this century. Grandfather, the son of John Blenkinsop, had settled in Germany after being sent by a Liverpool loco builder, with a "kit" of parts for the Braunschweig Railway. He met a German girl who became his wife, and settled to become chief engineer of this, one of the earliest forerunners of Deutsche Bundesbahn. We examined family heirlooms as she spoke with great pride of her ancestors' prominence in the field of engineering.

We express our sympathy with her son, Hans Joachim of Mering, and Prof. and Mrs. Korting of Karlsruhe, and other friends of the family.

MEMBERSHIP

As many of you will know, a move from Great Preston has been expected for some time and this has finally taken place. The new address to which all membership correspondence should now be sent is:-

7, Hayton Wood View,
Aberford
Leeds LS25 3AN

Tel: Leeds 813626

If anybody has recently sent any correspondence to the old address it should have been re-directed by the Post Office but if a reply is outstanding for more than a month it may be necessary to get in touch again. To anybody who wrote during September and who was a long time in receiving a reply, my sincere apologies but your letter got caught up in the total chaos of the house move!

Turning now to the subject of membership renewals, if your membership expires at the end of December you should find a renewal advice with this copy of the Old Run. Those few of you with outstanding renewals from June will also find a reminder. If you wish to continue your membership please return the form as quickly as possible.

Finally, a brief word of thanks to the many who sent a donation with their membership subscription. This is most appreciated and is of great benefit to the Trust.

Ann Roberts

LETTERS

Dear Sir,

I would be grateful if you could rectify a possible contentious statement in the operating report published in the last edition of the Old Run which stated that Saturday running had been reinstated due to "an outcry in certain quarters".

Saturday running was dispensed with during the 1981 season due to a request from the C.M.E. who could not guarantee to provide steam locos for the usual running season nor could the staffing levels be guaranteed. It was also intended to concentrate the labour force on improving our track. It was decided at that meeting to review the situation at the end of 1981.

At the end of the season it was found that due to the purchase of roof trusses for the proposed shed the railway was in a poor financial position and the membership was becoming disillusioned. So by a majority decision at the Council Meeting on 10th August, 1981, it was decided to re-instate Saturday running on economic grounds, in an effort to put the Railway back into a profit.

I hope the above letter will correct any impression generated that the railway is governed by a minority.

Yours sincerely,

A.P. Bell
Minutes Secretary,
MRT Council

MIDDLETON INTERNATIONAL

No, it's not a new station or even an exhibition centre. It is just a satisfying feeling that at long last the claims of our railway, in its pioneering role are being recognized internationally.

It was back in 1964 that the tiny San Marino produced a stamp featuring the 1812 Blenkinsop locomotive. More recent British locomotive stamps have ignored our claims, but a 1976 Polish series depicts our engine. The lowest value 50gr. shows the Trevithick 1804 machine. This was the locomotive which won a bet of £500 for Homfray, owner of the Penydarren Iron Works, Merthyr, South Wales, by hauling 10 tons of iron over the plateway which connected the works to Glamorganshire Canal. Having travelled the nine miles down hill, in four hours and five minutes, (and broken many rails in the process), the engine was ignominiously hauled back by horses. It never worked again, being converted to a stationary engine. Unfortunately, the Polish stamp dates it a year earlier as 1803, but our Middleton Engine is two years premature at 1810!

The world's first commercially successful steam engine is depicted on the 1zloty stamp, complete with yellow frames and silencer, and a purple chimney. The purist will probably notice that the rack is placed on the wrong side of the loco, and that it is hauling a passenger coach complete with clientele in period dress. The names of both M. Murray and J. Blenkinsop appear above the engine with a picture of Murray. Incidentally, as yet, we ourselves have not a picture of John Blenkinsop. For the record, we must point out that Blenkinsop's Rack and Pinion Patent enabled Murray to build a loco which owed a great deal to Trevithick's pioneer efforts, but could handle a load of NINETY tons with comparative ease.

As might be expected, the early efforts of George Stephenson, which were but unsatisfactory copies of rackless Middleton engines, are ignored, for the next value 1z50 is dated 1829 Rockieta (Rocket). Robert Stephenson and North Star (broad gauge) 1837 appears on the 2z70. Joseph Harrison (1840) and a 2-6-0 is on the 3z1. A Polish State Railways ET22 electric Co-Co is depicted on an alternative 1z50. It is encouraging to find that we are recognized in this way.

From Poland to Holland. Your archivist was to be found sampling the excellent modern tramway in The Hague last summer, when the urge to see ex-Manchester-Sheffield Co-Co electric locomotives drew him into the Central Station. However, much to his delight an earlier Yorkshire (?) built locomotive was to be

seen gracing the 'Station Drogist.' (chemist). On a most attractive yellow background, emblazoned upon shop display cards, carrier, and shop signs themselves, was our pioneer loco, together with 'Blenkinsop 1812'. Unfortunately the shop was closed, and a letter enclosing Middleton details has failed to elicit a reason for the choice of our loco. Perhaps the Chemist's English is as bad as the Archivist's Dutch!

This brings me to enquiries from the other side of the world. When last visiting Turntable Publications, (the publishers of our official history, 'The World's Oldest Railway'), I was shown a letter from a Japanese Professor who was ordering a copy, in connection with his researches into early locomotives. From the same country, I have received a newspaper article (which I cannot read!) which includes details of the railway together with a First Day Cover dated 24th June 1972, including a Middleton Railway Letter Stamp @ 6d. This bears all the marks of a typical Fred Youell enterprise, and whilst I seem to recollect that this particular effort was not a resounding financial success, it is good to know that it has carried the name of our railway to distant lands. After all even in 1812, the Grand Duke Nicholas, later Czar of Russia, paid us a visit, so to let the world know where it all began is surely our continuing aim.

Fred Youell, our founder, has been in touch recently in connection with an enterprise of Bradford Council. Their high aspirations as the tourist Mecca of West Yorkshire, have led them to seek Fred's advice concerning 'Rail Weekends'. These include visits to York Museum, Bradford Industrial Museum and the Middleton Railway on Saturday, followed by the Worth Valley and the Yorkshire Dales Railway on Sunday. They are being widely publicised, and hope to attract home and overseas visitors. On the day of our AGM, the Times carried a report of the scheme, though it unfortunately gave the impression that the Middleton Railway was in Bradford! Nevertheless, the traffic is very welcome, as is any publicity.

Nearer to home, Middleton is to be publicised in connection with Metro Day Rovers, in return for a small fare concession to the ticket holders. It is hoped that future details of walks in the area will include some connected with the Middleton Railway, both at the line itself and in the form of an industrial archaeology trail in the Water Lane area. The idea of a bus trip to Middleton together with a walk is surely worth publicising. The 30p off peak fare enables a return trip, plus a return rail fare for just £1 (50p. child) from an amazing variety of areas. Dewsbury Road Services.- Huddersfield, Dewsbury, Batley, Morley, Ossett, Wakefield, Roundhay, Harehills, Chapeltown. Hunslet Moor. - Headingley, Burley, Armley, Pudsey, Farsley.

Do your best to make it known that the Middleton Railway is still in business offering inexpensive travel to visitors from near and far.

John Bushell

50 YEARS OF THE DIESEL

This event took place as planned on Saturday, 11th September. Despite damage to one of her six cylinders, "MARY" was sufficiently repaired to be able to haul two trains to Middleton Park before being taken off and exhibited for the rest of the day.

About 30 people toured Hunslets in the morning and enjoyed an archive film show and a talk "50 Years of the Diesel" given by the Old Run Editor. An article on the event is expected to appear in the next issue.

What About the Shunter?

Remember many years ago when real trains were steamed
New diesel shunters took the rails and in new paintwork gleamed

They to-ed and fro-ed from here and there, the limelight was not theirs
They held no glamour, class or breed unlike their steam forbears

The sixties saw steam yards a thing of distant past
as Jinties, Pugs and Pannier tanks did slowly shunt their last

The diesel shunters took the stage and failures weren't unknown
but defects soon were sorted out and diesels far did roam

The sixties and seventies saw the end of many shunter's days
but Private Owners soon stepped in and engines went different ways

The trip freight died, the branch line vanished too
The marshalling yards however found them much more work to do

But the eighties saw the rot set in - Hither Green did go
Tinsley looks like following - 'tis BR's tale of woe

The shunter will slowly leave the scene - it's happening right now
The 01s, 02s and even more are no longer with us now

Westerns had their huge farewell, the "Deltics" had the same
The shunters? What will they receive - BR gave them no name.

Preservation missed them out - but one 08 preserved
Oblivion seems the course ahead despite the years they served

The thirties saw the start of it, perhaps we'll see the last
and 08s, 09s and the rest will soon be history past.

G. Hiscock

TRANSPORT EXTRAVAGANZA '82

This was the title bestowed upon what was destined to be the major fund raising event of the year, held on Sunday 4th July. The intention was that all profits from the event would go to the appeal fund with the specific aim of contributing to the Ticket Office fund.

The event was well advertised by Yorkshire Post Newspapers, and the Leeds & Holbeck Building Society through the efforts of our chairman Joe Lee. Backup publicity was provided through handbills, press releases and local radio features.

The unusual feature of this year's event was the division of exhibits between Tunstall Road and Middleton Park and the provision for visitors of that feature so dear to regular visitors (and workers too - Ed) WORKING TOILETS. This one feature enabled us to sell refreshments other than the normal 'pop & crisps' and proved a very lucrative move.

The event was extremely flexible (apparently to the extent of falling apart at the seams!) with exhibitors asking for site access on the 3rd, which was gratefully acknowledged when access was granted. Things started happening at around 9-30 on the Sunday morning when more exhibitors arrived. Unfortunately Joyce and myself had not, and as we were supposed to be organising things, well!

Thanks to an offer of help from Jez Raynes, the ensuing chaos was gradually reversed and order soon restored. The most organised people appeared to be the owners of the dozen or so stationary engines on display and the commercial sales stands who donated a magnificent £30 to boost our profits. Eventually the Middleton Park exhibits were ready, and a lengthy gap then developed while we awaited the first train. True to BR tradition (who invited them!) the first train was late, but when it did arrive it was absolutely packed solid. All subsequent trains were also packed.

At the other end of the line, car parking spaces were crammed full and congestion was occurring along Moor Road and Lakeside. All the stalls were well patronised, especially the refreshment tent, kindly manned by Mr. and Mrs. Turner of Wakefield, plus Mrs. Lee. This tent alone took over £50. The tombola stall was also well patronised, and raised £70. Our grateful thanks go to Mr. and Mrs. Wall of Wakefield who were

pressganged into manning the stand when no Trust members were available. Thanks should also go to Joe Lee's ATC lads who strived to keep the car park functioning and sell guides against overwhelming odds.

The main exhibits consisted of 12 stationary engines, 2 tractors and 6 commercial vehicles, including a 1938 fire engine brought by Mr. Wright of Doncaster. He has asked the railway to organise a visit to his collection of engines at Doncaster at some later date, something we must take up. There were 5 public service vehicles, the oldest being a 1945 Daimler Bus owned by the East Pennine Transport Group. The road collection was completed by several vintage cars.

The railway provided a number of exhibits too. The Fowler diesel made a rare public appearance to show how diesels worked, whilst the diesel crane did various demonstration lifts during the afternoon. A number of steam locos were also displayed, whilst P2003 and "WINDLE" handled all the passenger work, the latter gaining many admiring glances at her new paintwork.

The event was joined later in the afternoon by Chris Sutton and the team from YTV who provided music for the crowd's entertainment in the form of a jazz band. Community constable Glyn Charlton also visited the site, as did a modern fire appliance from West Yorkshire Fire Brigade. All exhibitors received a souvenir plaque for attending.

On the credit side of things, the day was immensely successful, raising over £600 - an all time record for one day's operation. We also gained many new friends and contacts with useful ideas for future events.

On the debit side, the membership has once again failed miserably to support the event with **active** help. We had to rely on far too many non-members, or casual visitors for comfort. We really must have more people to assist with this type of event. Similarly, the tombola prizes were in the main purchased, which reduced our profit margin somewhat. We only need small items to be donated to make such a stand very useful in fund raising attempts.

I do, however, apologise to the few members who **did** offer to help, but who I failed to contact. This I can say was due to great pressure of work, and the fact that the event was in doubt right up to the final week before, due to the state of the land at Middleton Park.

The next event is scheduled for the 3rd July, should be even bigger and better than the last one, and I hope that all members will give it greater support.

Tony Bell

NOTES & NEWS

FRED WINDLE LIVES!

The above caption may be a title for the Middleton Railway's latest star attraction, "WINDLE", now suitably recovered from a dose of injectoritis - Non-working injectors. An independant TV producer was looking for a suitable steam loco to star in a new children's series he was planning, and ! "WINDLE" was considered to be the better bet out of our two working locos.

At this stage we cannot say much about the serial but suffice it to say that it centres around "FRED WINDLE" a little tank loco which is being made redundant (presumably by diesels) and is to be scrapped. Some convincing scrapping shots were obtained by using Tony Bell's 2103 amongst the piles of scrap in Robinson & Birdsell's yard.

Perhaps the funniest part of the trial episode concerns Fred's escape from the clutches of the evil scrap merchant who wants to consign him to the scrap heap. The scrap merchant approaches, and disappears in a cloud of steam as Fred makes his escape. The steam clears to reveal the scrap merchant's clothes have shrunk dramatically, and he himself looks very woebegone! All in all, a very good film, and we all hope that a TV company will take up the pilot episode, and indeed make the complete series.

ALL CHANGE

After some negotiation, it has finally been announced that Clayton, Son and Company are to sell Dartmouth Yard. It is not yet known how the sale will affect our use of the yard we have used for so long, but it is anticipated that major upheavals will be the order of the day. Claytons have requested that any purchaser should look favourably towards our staying at the yard, but nothing has been finalised as yet. Members will, of course, be kept informed of developments.

DEPOT NEWS

A number of developments have taken place in this field recently. The Trust has applied for, and had accepted in principle, a grant from the City Council towards the construction of Shop, Locoshed and fencing for the Tunstall Road site. The grant is in conjunction with a three year manpower services scheme whereby unemployed people would be used in all the major constructional work for the project, thus temporarily relieving the chronic unemployment in this area. Full details are not yet to hand, but will be released as and when available.



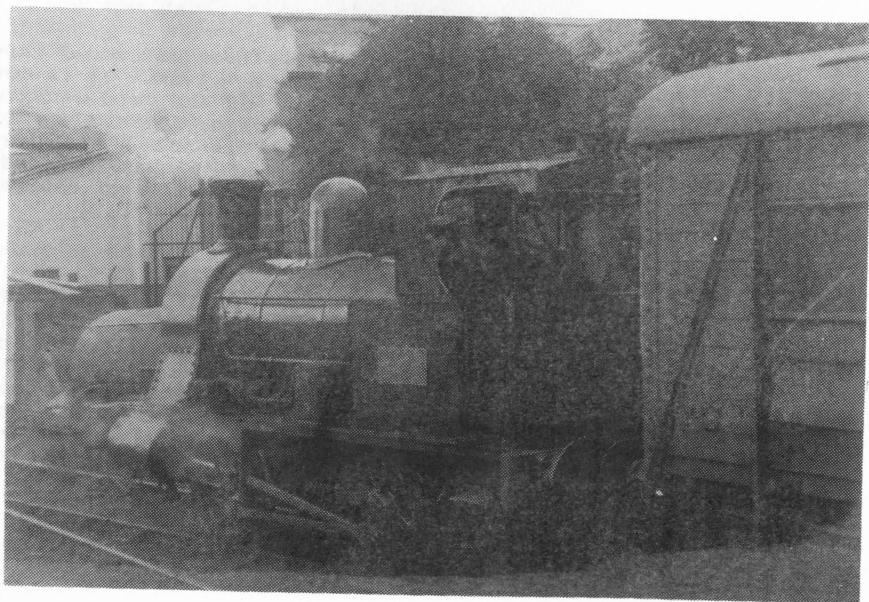
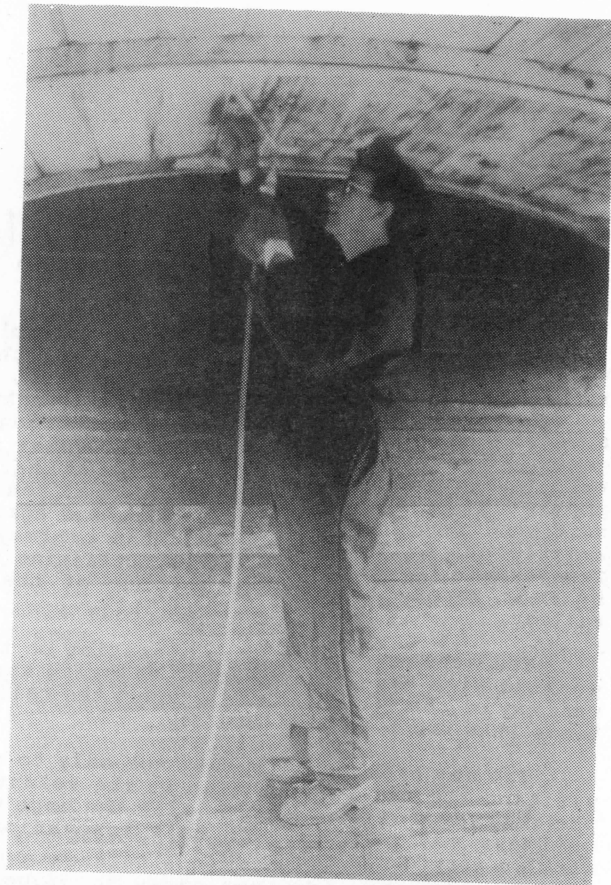
MEN AT WORK!

LEFT Andrew Alston hard at work drilling out stays on DSB No. 385. Because of continual breakages it has been decided to renew all the top stays.

RIGHT Conversion of the P.M.V. to a passenger vehicle continues as time permits. Here, Peter Nettleton is busy burning off the old paintwork.

BELOW LEFT Shortly before his departure to the Falkland Islands, Ian Smith shunts the back road with Windle.

BELOW RIGHT Graham Parkin and Chris Rogers are hard at work dismantling Fowler's radiator. Unfortunately this proved to be beyond repair and a replacement is required.



THE COAL RAILWAY WITH A HEART OF GOLD

In early July, Glenn Chaney a leader of a Birmingham PHAB Group asked Joe Lee, the Chairman of Middleton Railway Trust if his group could arrange a midweek visit to the railway whilst they were on holiday in the area.

As the railway is a volunteer run establishment operating a weekend only service, it was pointed out that a special train would have to be laid on and for one trip, it seemed a little pointless but after discussion it was thought that by obtaining sponsorship it might be possible to arrange for several PHAB groups to visit the line that day and enjoy a steam hauled rail trip. Unfortunately it was discovered that PHAB groups have a problem with transport needing special vehicles with lifts to suit handicapped people, so the plan was again modified to allow a different PHAB Group to visit the railway each weekend with free travel for all participants, utilising sponsorship provided by Rank Xerox, an employer of one of the volunteers at the railway.

The scheme was put into operation on the 14th/15th August weekend with Mr. Chaney's group enjoying the hospitality of the railway on the Sunday and as a bonus the railway was visited by a Leeds PHAB Group on the Saturday.

The day brought enjoyment not only to the people concerned visiting the railway but also to the volunteer staff operating the railway on the two days, with the hope that other preserved railways may take note of this innovation and also supply a similar service in the future.

Tony Bell

LMS 7401

No, not a new loco for the railway, but the number by which our veteran Hunslet diesel "JOHN ALCOCK" is now known to all visitors to the National Railway Museum. A letter received by the editor from Dr. John Coiley, the museum's Keeper, informed the Trust that "JA" has been taken from the Annexe and displayed in the main hall.

The nameplates are to be removed, and the LMS 7401 lettering will be applied for authenticity purposes. The nameplates will be kept until the loco returns to Middleton in a couple of year's time.

I think all members will join me in publicly thanking Dr. Coiley for arranging the display of "JA" and the work his staff have put in to restore her to LMS livery.

CCT CONVERSION

This is progressing very nicely indeed now, with both sides of the CCT virtually ready to receive new cladding. The design incorporates windows along both sides of the vehicle, with small guard's compartment at one end, doors at both ends, plus vacuum brakes. As previously reported, it is intended to use surplus bus type seats for passengers, and the completed vehicle may possibly see service towards the end of next season.

RECEIVED WITH THANKS

As part of his contribution to the "50 Years of the Diesel" event, Mr. John Alcock, chairman of Hunslet Engine Co. has donated two valuable films of 1697 in action to the Trust.

One, in black and white, shows 1697 shunting at Hunslet LMS yard whilst on trial in 1932, and the other shows the loco hauling our first train in 1960. Both films were taken by Mr. Alcock himself, and were first shown in public at the evening film show on 11th September.

The Trust is most grateful to Mr. Alcock for this donation, and for the help given with the event. Particularly the visits to Hunslet.

WATER, WATER ...

With the return to service of "WINDLE", our Tunstall Road water supply has at last been utilised, since this loco cannot fulfil a complete day's running schedule with her normal water capacity. Until a couple of years ago, the water supply was provided by the Laporte acid tanker. This ceased after "WINDLE" demolished the said tanker's frame in 1980 whilst shunting! The new supply was laid in during 1981, but saw little use due to "WINDLE" being unserviceable, with Sentinel 59 also being out of action (she being the other loco with such limited water capacity). Now, of course, "WINDLE" is back with us (do I hear groans of anguish from some firemen?) and so the water supply has come into its own again, proving very useful in preventing such embarrassing episodes as the occasion when "WINDLE" ran out of water, had the fire dropped, and could only be steamed the following day after filling through the safety valves!

PAINTER MAN

This is a very appropriate title for the Trust's latest recruit to the painting team. Fifteen year old Phil Jones has been hard at work with his newly acquired paintbrush to such effect that he has not only contributed significantly to the repainting of both DSB 385 and "MARY", but has also painted most of the cab of No. 6, with the help of Chris Rogers, and his latest project is the complete repainting of our LMS brakevan. This last job has involved burning off the old paintwork, and

rubbing down the debris left before applying the various coats of paint. All this work is all the more remarkable in view of Phil's age and it is hoped that other, older, members will come down to assist with this vital job of keeping our locos and stock in presentable condition.

HELP WANTED

This is a somewhat regular feature in these columns, but a necessary one, nonetheless.

By the time this magazine is published, the season will again have finished. This does not mean, however, that work at the line comes to a standstill. Far from it - in fact more help is needed than ever before as we have a large number of outstanding jobs to complete this winter, and I list some of them below:

The installation of the Tunstall Road Loop, including two turnouts.

Inspection and repairs to the running line.

Preparation for visual examination of locomotives P2003 and EB53 "WINDLE".

Continued overhaul of DSB 385 plus commencement of overhaul of WB2702 "MATTHEW MURRAY".

Continued work on conversion of CCT into passenger vehicle.

These are but a few of the jobs which confront us this winter. To do these jobs, plus others which will undoubtedly crop up, we do need extra help badly. A workforce averaging only 6 to 8 members finds these jobs somewhat taxing to say the least. Please try to give a little of your time this winter in order to assist with these jobs. All offers of help will be much appreciated by the departments concerned, training will be given where necessary so if you can help, and want further details, either call at the line after 10 am on both days, or contact CME Steve Roberts on Leeds 813626 and he'll be only too pleased to let you know what's likely to be happening on the weekend you would like to help.

On the same theme, Tony Bell and his wife, Joyce, would like to hear from any member willing to assist with the Tombola stands being planned for next year's events. Also, Tony particularly wants to hear from anyone willing to assist with next year's "Transport Gathering". As will be noted from the article in this issue, the organisation of the first "Gathering" was a little chaotic, which means that the next one will be slightly better (we hope!). As Tony remarked, it all needs organisation, so if you think you have the ability to do this, give him a ring on Wakefield 825658 and I'm sure he will be able to find something for you to do.

LOCO NEWS

As promised for some time, a complete list of all our locos, and their current state is provided in this issue.

P2003 This loco remains serviceable and has seen much use on passenger services this year, although she is something of a coal gobbler. Following the end of service in September, the loco will be prepared for visual inspection by the boiler inspector.

EB53 "WINDLE" As reported elsewhere in this issue, 53 is making a name for itself as a TV star following remedial work to both injectors. The original Giffard injector was found to have a damaged cone. This was repaired, and the whole injector cleaned up. Following this, the newer Hudswell injector was also cleaned out, and the loco successfully steamed. Apart from filming work, the loco was used extensively towards the latter part of July, and most of August, working faultlessly.

DSB 385 Work continues on drilling out further stays prior to another hydraulic test. If this proves successful, as is hoped, then reassembly will start with a view towards steaming in 1983. Progress on this loco will depend on the availability of labour.

WB2702 "MATTHEW MURRAY" This loco has been stored for most of the year, and its boiler certificate expired in June. Remedial work will start soon on the front tubeplate, which is showing signs of wear and tear. In addition, the loco will receive a general overhaul in the coming year. This work involves lifting the boiler from the frames, removing the brass tubes, and welding the affected portion of the smokebox tubeplate. The boiler will then be retubed. The mechanical overhaul is expected to include lifting the loco frame (minus boiler) from the wheels to inspect (and repair if necessary) the axleboxes and bearings. The motion will also be attended to.

Following all this, the loco will be reassembled and painted before entering service. It is not known when this will be completed due to other work being carried out on the three locos mentioned above. WB2702 will, however, be given priority over other locos as it has proved to be beyond doubt the most economical loco on the Middleton Railway for passenger use.

P2103 This loco has seen only a small amount of work done to it due to her owner's preoccupation with the "Transport Gathering". The boiler has, however, had another coat of Red Oxide to protect it, whilst the tank is now in grey undercoat. Further work to prepare it for boiler hydraulic by removing and replacing four defective tubes is expected to be carried out shortly. Next to WB2702, this loco promises to be very useful on passenger trains.

HC1309 "HENRY DE LACY II" This loco still awaits a decision on the state of the boiler. Should this be favourable, the loco will undergo welding of the crack in the outer firebox shell and may see service for a few more years. The boiler life is, however, very limited indeed and repairs may well prove too costly to undertake for some time to come.

HL3860 With the cosmetic repaint now completed, No. 6 will now be used as a display locomotive, being taken down to Tunstall Road on operating days, until such time as work can begin on her retube and overhaul. This may not occur for some time as the loco is very large and costly to operate on our services at present.

Sentinel 59 Remains out of service awaiting a retube and bodywork repairs. Again, the loco is not ideal for our service, being rather small and having limited water capacity, so work does not have a high priority. On the plus side is the fact that 59 would be an excellent "Gala" loco, but she needs someone to come and work on her. Any offers?

NER 1310 This most handsome of locos has had little work done to her for several months due to commitments by her owners. She requires a retube and repaint before being able to re-enter service.

HE1697 "JOHN ALCOCK" Is now on display at the NRM, York.

HE1786 "COURAGE" This loco's repaint is now virtually complete and she is scheduled to participate in the "50 Years of the diesel" event on September 11th.

HC631 "CARROLL" This loco remains in working order. New batteries were fitted earlier in the year, which has removed the need to have the loco permanently on charge.

JF 3900002 At long last, work has started in earnest on the overhaul of this loco. Problems have been experienced in acquiring suitably sized copper plate from which Gaskets could be made for the engine. However, this has now been obtained, and work is proceeding on the manufacture of the required gasket, plus the overhaul of other components. The radiator is beyond repair and a replacement will have to be obtained. The loco needs a repaint, livery to be decided.

HC577 "MARY" As this issue went to press, the locomotive blew one cylinder of its Mirrlees engine, causing irreparable damage. Although she has been repaired by blanking off the affected cylinder, the loco is now unable to pull trains, or to be used for any length of time. Consideration is being given to the choice of either casting a new cylinder head and assembly or purchasing a new engine.

Diesel Crane The crane is in working order and continues to fulfil a vital need in our engineering department. Recent jobs have included installing Burton Road Point for the new loop, and lifting loco parts during overhauls.

A loco which rarely features in these columns, despite it belonging to the Trust, is HC402 "LORD MAYOR". This diminutive 0-4-0ST was donated to the Trust in 1967, but went to the Keighley and Worth Valley Railway as no space was available for it at Middleton at that time. Information available at the present time indicates that she has been restored to full working order at Ingrow by her custodian, and spends most of her time in store either at Ingrow or at Oxenhope. The loco is currently the subject of negotiations with a view to her eventual return to Leeds and a permanent home at Middleton, though this is unlikely to occur for some time.

QUARTET FROM JACK LANE

The GARSTANG & KNOTT END RLY. was the first minor railway about which I ever read - circa 1914/15. My source of information was the late T.R. Perkins article in the RAILWAY MAGAZINE Vol. 22 (Jan-June, 1908), so this was then a bit out of date - but it was compiled after a journey over the line, accompanied by the General Manager, so could be termed authentic.

The following volume, No. 23 (July-Dec. 1908) contained a long paragraph relating to the KNOTT END section, finally completed, many years later than the GARSTANG-PILLING portion, due to lack of money. There were also illustrations of the new MANNING WARDLE 0-6-0T "KNOTT END", and of one of the new bogie coaches.

We had our summer holiday in 1917, near Blackpool, and one day travelled to Fleetwood on the BLACKPOOL & FLEETWOOD ELECTRIC TRAMWAY - actually more "railway" than "tramway", with enclosed double tracks, on sleepers and long single-deck bogie cars, which looked rather like the U.S.A. "Inter-urbans".

"The Great War" had then been going on for three years, but surprisingly, there seemed to be no restrictions, and we had no difficulty in getting on to the landing stage for Isle of Man, and Irish, steamers, to get a close look at the various ships. Thus, it was from this vantage point, that the Knott End terminus of the "G.&K.E.R." was fairly easily discernible, on the other

side of the Wyne Estuary, for the carriage shed there carried the legend "KNOTT END RAILWAY" in bold white lettering several feet high!

So far as I then knew, the locos and carriages were as illustrated in Perkins' article; so I was rather surprised to see, a few minutes later, a train of three or four maroon bogie coaches, headed by a black (or perhaps, very dark green) 0-6-0 side tank loco, leaving the terminus, en route for Garstang. To add further to my confusion, and curiosity, about the "G.&K.E.R.", an uncle, who shortly afterwards visited Knott End, reported travelling "in a train hauled by an engine named "BLACKPOOL", built in Leeds, in 1909!" - (built of course by "M.W.").

A family outing, from Lytham, was made to Knott End one Sunday afternoon in 1920, but there were no trains running, so that all I saw was the terminus station at close quarters, and several bogie coaches down by the carriage shed. However, two years later, a further visit (on a week day) was made to Knott End, with sufficient time to travel on the G.&K.E.R. as far as "CARR LANE HALT", near PILLING, "to view the Vicar's Rose Gardens" (which, in fact, we did not see). The train consisted of the Hudswell Clarke 0-6-0ST "Jubilee Queen" (works No. 484, of 1897), in dull black paint, two bogie saloon coaches, and a 4-wheel Passenger Guards' Van (with "outside frame" to the body) - these vehicles were, of course, in the yellow-lined, maroon livery adopted for the coaching stock. The seating (3rd Class, at any rate) was of wood - no cushions! - and the carriages ran with a rather noisy, metallic sound (due to spoked, metal wheels ??).

We had some time to wait at this rather remote "Halt" before the train back to Knott End arrived, but I was very pleased to find that it was the massive 2-6-0T "BLACKPOOL" (Manning Wardle's No. 1747, of 1909), running bunker first, with three crowded coaches and a 4-wheel Guards' Van - we had to stand, on the open end balcony! On arrival at the terminus, I made my way towards the water tank, and carriage shed, near which "BLACKPOOL" was standing, after "running round" the train, and got a "snap" of the loco - which, like the HC saddle tank, was in dull black livery - before crossing back to Fleetwood on the little steam ferry.

A week's holiday in Morecambe, in July 1923, enabled me to travel by "L.M.S." to GARSTANG & CATTERALL Station, where I found the L.N.W.R. Steam Rail Motor (seen advertised as operating some passenger services, in 1922) was indeed doing just that. It was in the familiar "chocolate and spilt milk" livery of the "Premier Line", at this time, but later acquired "L.M.S." Red, before passenger services on the G.&K.E.R. ceased to run. I quickly discovered that the Crewe-built Rail Motor ran much more smoothly than the very lively L.&Y.R. design which I had often used for several years previously - these sometimes gave one a rough ride, but they "played" with 1 in 45 and 1 in 54 gradients, even when

fully loaded and hauled an equally loaded bogie trailer car!

On arrival at GARSTANG TOWN, I left the Rail Motor, and got permission to walk down the line to the Loco Shed and Repair Shop, outside which 0-6-0ST "New Century" (Hudswell Clarke's No. 559, of 1900) was standing, with its driver, and Mr. Chadwick, the Loco Foreman.

They readily posed with the loco whilst I got a snapshot, and when I asked if "BLACKPOOL", dimly seen inside the shed, was not going to work that day, they promptly backed the "Hudswell" and coupled on to the 2-6-0T, and pulled it out, taking particular care to see that no piles of ash and clinker spoilt my photographs!

"New Century" was not painted black, but bore the faded remains of a medium green livery, lined-out in red, and the coupling and connecting rods were also red; but the appearance of the engine had been spoilt by the fitting of an excessively long chimney, in place of the original type.

"Jubilee Queen" was "down the line", probably shunting at Preesall, or Knott End, but the fourth loco, "KNOTT END" [MW 1732, of 1908], was found tucked away in Garstang carriage shed, out of service. It was painted dull black all over, and had also been fitted with a chimney like that on "NEW CENTURY", with even worse results as to appearance. No photography at all was possible in this gloomy shed, but I had, eventually, seen all four of the later G.&K.E.R. locos at close quarters, and in steam.

It is interesting to note that, of the eight locos used on the Railway prior to 1923, no less than seven were built in Leeds - four by Hudswells, three from Mannings - in the same "Works" which also supplied engines used on the "MIDDLETON RAILWAY". In deed, with "Carroll", "Henry de Lacy II", and now, "Mary", the "Hudswell-Middleton" link still exists, though regretably, I think, there is little chance of re-newing the one with Manning Wardle.

The colour of the "G.&K.E.R." locos seems to have caused some confusion, at times, so the following notes may help to put the record straight, although I cannot say anything about the first engines, "HEBE" and "UNION", nor, as yet, be quite sure that "FARMER'S FRIEND" and "HOPE" were delivered in Hudswell's "standard" maroon. As regards "JUBILEE QUEEN" and "NEW CENTURY", however, one can be virtually 100% certain that these arrived at Garstang painted maroon, bordered by a 1" black line, with 1/4" yellow lining. Perkins described their colour (in 1907) as "dark brown"; the EASINGWOLD RLY. Co.s 0-6-0ST, "No. 2", (H.C.'s No. 608, of 1903) carried the same livery, as delivered, and up to about 1911, when black, with red lining, was adopted, and retained until the mid-1930's. I saw "No. 2" in 1937, when she was once more in lined-out maroon. My last sight of her was in JUNE, 1946, out of use, and locked up in her tiny brick-built

shed; her maroon paint, after 10 or 11 years of constant work, in all kinds of weather - and regular cleaning - had become a deep, rich mahogany shade - it was, like the brass fittings, still well-polished! I think this personal account ties-up pretty well with Perkins' "dark brown" description.

The "L.M.S." Magazine of 1927/28, contained a full-page illustration (Works "official" ?) of "BLACKPOOL", as delivered. The short text, giving brief details of the "G.&K.E.R.", stated that "At one time, the engines were painted green... but at the time of the amalgamation they were painted black all over", as in deed - except for "NEW CENTURY" - I myself found them. It may be that "JUBILEE QUEEN" had also been green, like the other three, at one time - I do not know.

A letter in "Railway World" (MARCH 1965) states - "with regard to the colour of the engines "KNOTT END" and "BLACKPOOL", the relevant Manning Wardle "Engine Book" states that they painted dark green "in the "EAST & WEST YORKSHIRE UNION RAILWAY" style". It is extremely unlikely that these two locomotives ever were painted red, as has been stated in some accounts of the G.&K.E.R. I hope that these notes have cleared up the "mystery" of the colour scheme of - at least - the "Quartet from Jack Lane".

Ken Hartley

USEFUL ADDRESSES - 1982

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