

# THE OLD RUN

JOURNAL OF  
THE 1758 MIDDLETON RAILWAY  
LEEDS



SUMMER  
1991

No. 135

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# THE OLD RUN

NUMBER 135

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

The Editor thanks all those who have sent articles, news items and photographs for inclusion in this issue. **ALL** readers are invited to contribute articles, news items, letters, photographs and drawings on subjects of interest. 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.

All articles for the next issue should reach the Editor by **1st September 1991**, at the latest.

Cover: *Brookes No.1* arrives via the Balm Road Branch. Photo: D.R.C. Monckton.

## EDITORIAL - SOME PERSONAL NOTES FROM THE 1991 A.G.M.

The agenda, accounts and reports were sent to members with the A.G.M. notice, and the official minutes will be sent before the next A.G.M., so I will mention only what I thought were salient points of the meeting for those who were unable to attend. It must be stressed that these are purely personal, hot-off-the-press, memories and opinions, and are in **no way whatsoever official!** I, at least, see part of the magazine's *raison d'être* as being a forum for members' valid comments, views and opinions regarding Middleton Railway matters, and anyone wishing to take issue with my memory or interpretation of events is welcome to do so in print!

The meeting started with the sad news that Vernon Smith had resigned from the Chairmanship. He commendably refused to make what I suspect might have been an unpleasant issue of his reasons, and a vote of thanks was proposed and unanimously agreed, as it should have been, since Vernon has served well both the Company and its Council during his term of office, and much has been achieved. John Chaplin had also resigned, from his post as Treasurer, and a similarly well-deserved unanimous vote of thanks was passed. John has been Treasurer for many years, and has achieved "father-figure" status, giving much wise and valuable advice on the finances of the Company. As a parting flourish, we learned that he had persuaded the V.A.T. folk that trains should rank with coaches, boats, etc., and that in future their official list of zero-rated items would include "hire of a train". The Middleton extension pot still seemed to be bubbling merrily, thanks to Vernon, and the meeting voted to pursue the policy of extending the southern end of the line. Marketing ideas were then discussed - a vitally important area if we are to attract enough visitors in future to an extended line, with

fares perhaps extended to meet the additional running costs. Publicity Supremo, Ian Smith, mentioned the forming of a Marketing Sub-Committee, and invited members to let them know of additional publicity outlets, groups who could be lectured to, etc. Philip Lodge had also decided to resign from his Council membership. By this time, the meeting apparently was so confused by all these resignations that I think we didn't remember to thank Philip officially for his several years of service on the Council - from what I remember, even turning up regularly and sitting through the meetings deserves the membership's applause, so please forgive the omission Philip. Ian Smith had been nominated, and he and the remaining existing members were adopted without need for a ballot. Due to a plethora of additional candidates contesting the thirteen seats last year, Ian lost his long-held place, which always seemed to this member to be particularly unfortunate to say the least in Anniversary year, just when the closest co-operation possible was needed between various Trust officials. Democracy must always be observed, but occasionally has its drawbacks. John Chaplin was succeeded, unopposed, by Ian Cromack, whom I am sure all members will wish well in the post. The Chairmanship turned out to be a more complicated matter than some had imagined. Chris Rogers, a respected and long-serving member of Council, had been nominated by them as their choice but, due to a misunderstanding by the Secretary as to the significance of the envelope marked Private and Confidential which awaited him as yet unopened from the official post box, the nomination of Ian Smith only became known to him at this point in the meeting. When the two candidates were called upon to answer questions and to state what would be their aims as Chairman, Ian put his intentions briefly but clearly to the members present, and answered a few questions. His main aim was the continued forward progress of the Railway, with all members equally valued, whatever they did (or perhaps were not able to do). The main cause for concern seemed to be that in trying to be a Super Chairman as well as a Super Publicity Officer, he might not be able to fulfil both these intentions as well as he meant to, though as Publicity Officer he of course already does represent the Trust to a great many outsiders. Chris was obviously handicapped by not having expected to have to state any policies, but explained briefly and frankly that he would be mainly a co-ordinator of Council activities and meetings: a necessary **aspect** of M.R.T. Chairmanship, but, and I stress again that this is **all** purely personal opinion, I hope that on reflection he will realise that, whilst the Council (unless meetings are less exciting than in my day) might occasionally need someone to keep various factions from one another's throats, the Company **also** needs leadership and a public "face". Chris made it clear that inflexible working hours make it almost impossible for him to represent us publicly during weekdays. Obviously, at least a tiny majority of those present were **not** worried as I was by this proposed shift from the norm, since Chris was duly elected. I am sure that all members will wish Chris well in the post during the coming year, and I hope that he can find time to put on paper, for a future issue, some of his ideas and views on the Railway's development at this important time in its history.

*Sheila Bye, Editor*





### BROOKES No.1 - VITAL STATISTICS OF ITS CLASS

0-6-0 saddle tank engine, built by the Hunslet Engine Company (this one in 1940/1).

Gauge of Railway	...	...	...	...	...	4 ft. 8½ in.
Size of Cylinders	...	...	...	...	...	14 in. dia. x 20 in. stroke
Dia. of Coupled Wheels	...	...	...	...	...	3 ft. 4 in.
Rigid Wheelbase (Engine)	...	...	...	...	...	9 " 6 "
Height from Rail to Top of Chimney	...	...	...	...	...	11 " 3 "
Extreme Width	...	...	...	...	...	8 " 3 "
Heating Surface - Small Tubes	...	...	...	...	498 sq. ft.	
" " Firebox	...	...	...	...	56 "	
			Total	...	554 "	554 sq. ft.
Grate Area	...	...	...	...	...	9.7 sq. ft.
Working Pressure	...	...	...	...	...	160 lb. per sq. in.
Tank Capacity	...	...	...	...	...	640 gallons
Fuel Space	...	...	...	...	...	20 cwts.
Weight Empty	...	...	...	...	...	22 tons 16½ cwts.
" in Working Order	...	...	...	...	...	29 " 2½ "
Total Weight on Coupled Wheels	...	...	...	...	...	29 " 2½ "
Maximum Axle Load	...	...	...	...	...	9 " 16 "
Tractive Effort at 75 per cent. of Boiler Pressure	...	...	...	...	...	11760 lbs.
Ratio Adhesive Weight - Tractive Effort	...	...	...	...	...	5.5
Minimum Radius of Curve Engine will traverse with ease	...	...	...	...	...	120 ft.
Weight per Yard of Lightest Rail advisable	...	...	...	...	...	55 lbs.
Load Engine will haul on Level	...	...	...	...	...	625 tons
" " " up Incline of 1 in 100	...	...	...	...	...	315 "
" " " " 1 in 50	...	...	...	...	...	180 "

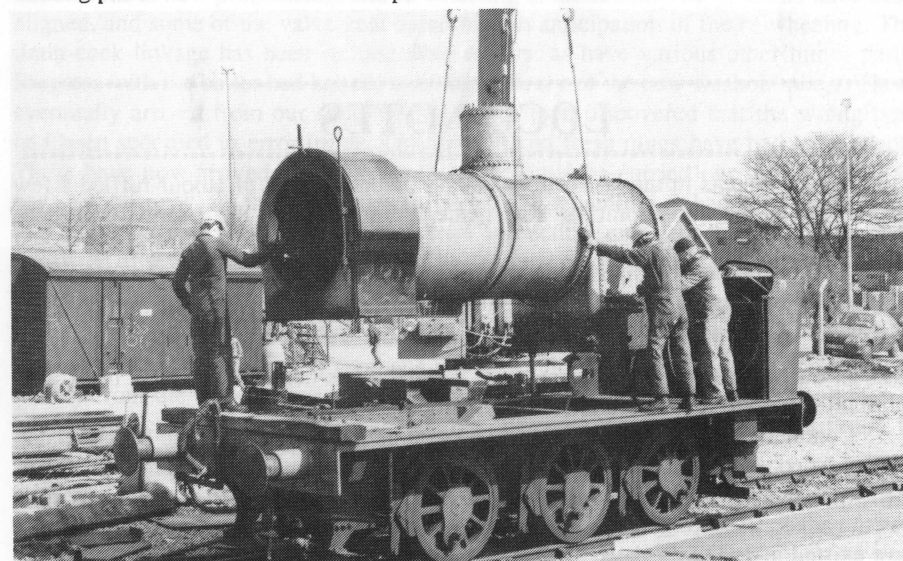
Loads hauled are based on 18 lbs./Ton Starting Resistance on level and 12 lbs./Ton Running Resistance up inclines.

## BROOKES No.1

In September 1940, the Hunslet Engine Company received an order from Brookes Chemicals Ltd., for one of their standard 14" shunting locomotives, which they duly completed in July 1941 as their works number 2387. The new locomotive was named **Brookes No.1**, and set to work shunting the private sidings at Brookes Chemicals Lightcliffe Works adjoining the former Lancashire and Yorkshire line, to the East of Halifax. Here she spent her entire working life in industry until, in 1969, the works closed and **Brookes No.1**, in company with two Pecketts, was stored on site until July of that year, when they were all sold at auction to a scrap merchant.

Luckily, she survived to be purchased by the new tenants of Brookes' old works, Phillips Electronics and Associated Industries, who placed her on display. Two years later, the idea of a museum at the works was abandoned, and the locomotive was sold to Mr. Alf Hall, who took her to the former station at Delph near Oldham, where she shared a short length of track with another Hunslet saddle tank (3783 of 1953 - **Darfield No.1**), and was steamed from time to time.

**Brookes No.1** was on the move again in March 1983, when she was purchased by the Peak Railway Society, and taken to Buxton where, two months later, she became their first working steam locomotive, pulling trains on a short demonstration track. Records show that at about this time, due to the condition of her boiler, her working pressure was reduced to 120p.s.i..



**Brookes No.1** being reassembled at Buxton, ready for transporting to Middleton.

Photo: D.R.C. Monckton.

*Brookes* proved a popular and capable performer at Buxton, until summer 1985, when she was withdrawn from service requiring boiler and firebox repairs. In summer 1990, her owners decided that she was too small for their intended operations to justify the cost of the necessary repairs, and they put her up for sale in a dismantled state.

Her size and pedigree as a Leeds built locomotive (also the only surviving member of her class) make *Brookes No.1* just right for our line, and the M.R.T. seriously considered purchasing the locomotive, but decided not to proceed due to our other commitments. So matters would have rested if the writer had not allowed his heart to rule his head in the spring of this year. Following negotiations with his wife and Peak Rail, he purchased the locomotive privately, with a view to bringing her to Moor Road for cosmetic restoration, pending an eventual return to steam.

David Monckton

## ..... AND ANOTHER NEWCOMER

On Friday 7th June, there arrived at Moor Road an L.M.S. Period 3 full-brake bogie coach! This vehicle was built in 1949 at Derby, No.M31384, departmental number XDB977032. It was last based in the London area, at Stonebridge Park High Level Sidings near Willesden. M.R.T. Council member Roger Walton has purchased it, and plans to restore it for use as a waiting room and small exhibits store.

## LOCO NOTES

My comments in the last *Old Run* about diversification of labour ruffled a few feathers but, at least, the point has been made and progress on the essential jobs does appear to be taking priority again.

The operating season is now in full swing, and things have generally been satisfactory, but there have been the inevitable ups and downs. We're still well short of a crisis though (Touch Wood!).

**385** In traffic and working satisfactorily. The loco has been fitted with a brick arch and flame scoop to reduce the likelihood of smoke emission.

Continued leakage from the union between the pressure gauge and its associated pipe revealed, upon close investigation, that the pipe union was standard 1/2in. B.S.P. (British Standard Pipe thread) with 19 t.p.i. (threads per inch), whilst the gauge itself was threaded at 18 t.p.i., at slightly less than 1/2in. B.S.P. diameter. This situation must have existed in its D.S.B. days, as both components are original equipment. Perusal of many engineering books has failed to find what thread standard is on the pressure gauge, and this has been replaced by a British one with a standard thread.

**1882 Mirvale** is also available for traffic, and has been performing satisfactorily. The left hand trailing axlebox still has a tendency to run warm when the loco is worked hard, and it is intended to lift the loco for examination when it can be released from traffic. The mechanical lubricator failed, due to wear on the ratchet and pals, but this was quickly rectified.

**54** As mentioned in the last *Old Run* [see also *The Tale of Toby Two* in this issue], we have been investigating the fitting of American Standard chains to the Sentinel. Following the somewhat difficult task of removing the sprockets from the loco, the chain supplier confirmed that these could be recut to accept the slight differences in standard between the American chain and the old British Standard. This work was rapidly completed, and the new chains were fitted at the beginning of May. The loco satisfactorily passed its "in steam" test by the insurance company, but not without several repairs to pipework which had succumbed to frost damage over the winter. The Sentinel worked service trains over the May Bank Holiday.

At fairly short notice, the North York Moors Railway requested the hire of the Sentinel for their North Eastern Gala, and it was used as station pilot at Grosmont over the weekend. At the time of writing, it is still residing at Grosmont as the N.Y.M.R. have offered to lift the loco using their 45 ton crane so that the wheels can be removed for tyre turning. This will be much easier than jacking the loco up at Middleton.

**1310** At last we can see light at the end of the tunnel with the axleboxes. These have now all been fitted to the hornguides and white metallised. Machining to final dimensions is now progressing, and re-wheeling is imminent. The slidebars have been aligned, and some of the valve gear assembled in anticipation of the re-wheeling. The drain-cock linkage has been refitted after repairs, as have various other minor parts. Progress with the boiler had halted, awaiting delivery of the new washout plugs. These eventually arrived from our supplier, but it was then discovered that the wrong type had been specified in error (mine, I'm afraid!), and fresh plugs have had to be made. These have now arrived, and a hydraulic test should be carried out shortly. The cab has been brought into the workshops for repair and repainting. It had been thought that any repairs would be minimal, but close inspection revealed that the back plate consisted of several pieces and a lot of filler! A new plate is on order for fitting.

**1823 Harry** has been used on early season trains, but was withdrawn from traffic at the end of May because of a worsening leak from somewhere under the boiler cladding. It had been thought (perhaps hoped would be a better word!) that this was merely from the blower pipe, but this has been disproved. Further investigation will necessitate removal of the tank and lagging and, with the loco's long term future in doubt, this work is not being rushed.

**91** The Brush diesel finally left the workshop on the 11th May and, following test runs up the line, it worked the last passenger train of the day. Various minor jobs remain to be completed, and others have shown themselves in operation, but the loco is generally serviceable. It certainly looks resplendent in its Post Office Red livery, and it carries the legend 'The Steel Company of Wales Ltd.' on the bonnet.



*Rowntree No.3* With the departure of *91* and *54* from the workshop, and the continued problems with *1310*'s axleboxes, the workshop suddenly became empty. With no other contenders for immediate workshop space, it was decided to bring the Rowntree loco in to enable its repaint to be progressed. Removal of the paint has uncovered the loco's probable original livery of olive green and gold leaf lettering 'Rowntree & Co. Ltd.'

*D577*, *D631*, *4220038*, *138C* & *7401* are all available for traffic, although with the increased availability of vacuum braked diesels, *D631* has seen little use in the last few months.

All other locos remain stored, but it is likely that work will start on *Arthur* before much longer.

Steve Roberts

## AROUND THE SHED

The recently acquired air receiver has been fitted with the work compressor and brought into use. Its size means that it cannot be satisfactorily located inside the workshops, and a lean-to extension is being constructed at the north end of the shed to accommodate it.

Work has yet to start on the mezzanine extension, but the steelwork for this has been ordered, and no doubt will be progressed as soon as it arrives.

One of our yard floodlights has been damaged, almost certainly by an air rifle pellet. Repairs have been effected utilising a spare floodlight from stock.

A recent purchase has been a 'Kew' pressure washer. Whilst we already have a steam cleaner, it is too harsh for many jobs and is often an effective paint stripper. The new washer, which includes a rotating brush, will be far better at cleaning the more delicate items such as coach sides and loco paint work.

Steve Roberts

## TALKING SHOP

The short period after Christmas and before Easter is a relatively peaceful time for the Sales Manager. The Railway is effectively shut down as far as the public is concerned, and there is little turnover in shop stock. However, behind the scenes there has been much activity. Besides the very necessary stocktake to satisfy the Treasurer and accountants, it is a time to assess which items have sold well, which haven't, which we are short of, what new lines we can stock, and a host of other things.

Popular demand requires that we have as many gifts as possible with our own name on (and rightly so too!). However, own-brand goods often have a high minimum order quantity, and this ties up a lot of capital. Indeed, our "own brand" gifts accounted for over 60% of the stock at the end of the year. In this context, I am always

willing to consider any suggestions for gifts that can bear our name and sell well. New items for 1991 are the completely revised *Stock Book*, and postcards of *Mirvale* and *54*. The popular Middleton china thimble will be back on sale shortly, with a possible alternative design to follow later in the year.

Out of season work is not just confined to replenishing the sales stock. Hunslet is, even today, a relatively dirty place, and the Shop has received a thorough and necessary spring clean, thanks to the efforts of some of our ladies. Next year, it ought to get a coat of paint.

Finally, the Shop staffing for 1991 has to be attended to. The opening days are decided in conjunction with the timetable, and are basically every day that trains run. Those lovely people who have helped run the Shop in the past are sent a sheet with all the dates on, and asked to put their names down on the roster. Nearly everybody fills in some dates, but it is never enough; then I have to go back and cajole the faithful into doing more (they say you can't do too much for a good firm!). This now turns into a thinly disguised plea for help. We still need more staff to ease the workload. If weekends are difficult, there are several midweek dates to cover this year.

Thus, with a combination of planning and panic, we start the new season. We'll get through; we always do, but it could be easier.

Steve Roberts

'Phone number on the back page list, for Shop volunteers.

## NOTES & NEWS

### MIDDLETON MOLES

Shortly after the New Year, several holes appeared around the Moor Road site. Although at first they seemed a trifle haphazard, the more informed volunteers knew that these holes uncovered the ends of strategically placed pipes, through which cables run. The object of the game was to lay a signal cable between the shop and the shed. This will be used, amongst other things, for a telephone connection between the two, and for improvements to our intruder alarm system.

### RUBBISH!

Rubbish is an increasing problem for us. The Trust Council recently gave this some thought, but we have the problem that the site is not staffed during the week, and thus the conventional waste collection systems are not suitable for us. The only solution appears to be to stockpile it until there is sufficient to warrant hiring a skip. This is not an ideal solution, as we have nowhere out of the public view to store it. We have tended to be a bit lax in our site tidiness in the past, but we must improve our image as much as possible. Members who come to the line can help keep the situation under control by tidying rubbish up into plastic bags, tying them up and placing them in the allotted area.

Steve Roberts



Two scenes in April: above, shunting the back road, and below, Moor Road Station.  
Photos: Keith M. Hartley.



## THE MIDDLETON CONNECTION CONTINUED

Fred Youell's perusals of the locomotive lists in search of Middleton-related names, the results of which appeared in the last issue, inspired David Keyes of Portslade, Surrey, to mount a similar search, which revealed L.N.E.R. D.49 Hunt Class 4-4-0 No.62746 *The Middleton*! Widening the area of his search somewhat, David found L.M.S. 8P Coronation Class 4-6-2 No.46248 *City of Leeds* (originally numbered 46244, and later renamed *King George VI*), L.M.S. Class B17 4-6-0 No.61656 *Leeds United*, and L.N.E.R. D49 Shire Class 4-4-0 No.62700 *Yorkshire*. (He also found, to his obvious delight, L.M.S. Jubilee 4-6-0 No.45658 *Keyes*.)

## EXHIBITION NOTES

On the 25th, 26th and 27th October, we have booked sales stand space at the Annual Leeds Model Railway Exhibition, to be held as usual at the Armley Leisure Centre, Carr Crofts, Armley.

On the 2nd and 3rd November, we have been invited to put on a display at the Manchester Museum of Science and Technology, for their railway weekend.

We hope to attend the Wakefield Model Railway Show, probably on the 22nd, 23rd and 24th November, but the dates are subject to confirmation at the time of compiling these notes.

If you would like to help staff our stand at any of the above events, please contact me at 44 South Broadgate Lane, Horsforth, Leeds, tel. (0532)581851.

**Derek Plummer**

[In the letter accompanying these notes, Derek mentions that on Spring Bank Holiday Saturday, whilst manning the Shop and hence also the official telephone, he answered one enquiry as to "What time are the trains to Blackpool?"! Someone has obviously heard rumour of our future extension plans.

Derek also informs us that earlier in the year John Bushell's grave at Lawnswood received its headstone; a magnificent and highly suitable design on black granite incorporating a Horsfield tramcar, No.180, on the Lawnswood via Hyde Park Route 1 (John's own tramroute in times past). It even has a glass inset to give the impression of a lit headlight. The Horsfield tram, a design of which John was particularly fond, turns out to be an excellent choice in a quite different way. It was named after Mr. R.L. Horsfield, Leeds City Tramways Transport Manager, August 1928 - August 1931, whom the Editor strongly suspects to have been a descendant of one William Horsfield - a boiler maker with premises next door to Fenton, Murray & Wood's Round Foundry at the time when the 1812 Middleton engines were being built. He later sold his premises to F.M. & W., enabling them to expand. (Via his son Thomas, William Horsfield was also an ancestor of *The Old Run* Editor.)]



## A BIRTHDAY TREAT WITH A DIFFERENCE

A visit to the Middleton Railway as a birthday treat for a small boy or girl is not an unusual event. On Easter Sunday, a little lady came to see us and enjoy a ride to celebrate her birthday. The difference was that it was her 101st birthday!

Her late husband had spent most of his working life at Middleton Broom Pit, and she remembered clearly the old Belle Isle cottages, sited where our present southern terminus platform now stands, and the old locos hauling the coal trains over our line. It was her first return to the area for many many years, so she would certainly see some differences in the landscape surrounding our line.

She seemed to enjoy her visit, and a cup of tea in the shop - where she had a long chat with the staff on duty. She also bought a jumper (with engines on it) as a souvenir.

Is this a record for our oldest visitor?

*Hubert Nettleton*

## THE TALE OF TOBY TWO

Hello, my name is Toby Two and I want to tell you a story. One day, a friend from another railway rang up the Railway Chief and said that he would like me to come along to his railway gala. When I heard about this, I was so excited. You see I had been once before, and I had ever such a good time. I was able to rub buffers with really big engines, and everybody made a fuss of me. Not only that, they gave me a very important job. I had to pull some real coaches out of the station to let a big engine go for a drink of water. Do you wonder that I was excited? As usual when anybody has a good idea, the committee sat down and talked about all sorts of things for ages and ages and didn't really say anything, until it came to the time when they had to decide whether I was to be allowed to go. Horror of horrors, the pedantic controller said NO. Gulp! He said my drive chains were so worn out that I might spill the links all over the track, and then big engines might run into me and bend my buffers. I cried and cried all night. I cried so much that there were no tears left to be seen in my gauge glasses. What made it so much worse was that my chains had long since stopped being made, and they were a funny size. I didn't think they were funny. Some people came along and looked under me and over me and measured me and then went away. All the other engines around me had fires put into them and were tested and told they were fit to go. I was ever to sad. Then suddenly things started to happen. All my boiler bits and pieces were put together and the deputy pedantic controller made me a new regulator shaft. That made me feel much better, but I was a bit puzzled. It seemed a bit extravagant for an engine which was not going anywhere. Then two people started hitting my wheels with big hammers. It was very painful and it lasted for nearly four

days! I kept my eyes shut, I couldn't bear to look. When it had all stopped I peeked one eye sideways. Gasp! There I was, spilled all over the floor. Four sprockets and two chains. The sprockets were scooped up and taken to a fast car. I thought this is the end. . . There must be a dying Toby somewhere who needs my vital organs. I thought secretly "He must be dead already it's taken them so long!". But I was wrong. One of the people who likes riding around in me (he thinks he is driving me, but I am always really in charge, I once bumped some coaches ever so hard just to prove it) had rung up a man in a far off land. Some new chains were coming on the next boat. Yippee! Suddenly I felt very happy again. Somebody was tickling my side panels. A smart new crest was being painted. Nothing happened then for a few weeks, and I wondered if I had heard wrong or even perhaps that the boat had sunk. My slumbers were shattered. Four shiny sprockets were lying next to me. Two small people and a large one put them under me and fastened them back in. I looked down at the ground and thought someone had brought me two pizzas for dinner. When the box was opened, there they were, brand spanking new, if a little greasy, chains. There was more clattering underneath me and I was pulled out of the shed. My boiler was filled with water and I felt a warm glow in my middle; I had got a fire in my tum after all this time. Just to make sure, they tightened all my bits up - I kept having a sly leak here and there. Once I got a bit carried away, and they had to throw my fire out, but at last I was done, safety valves set and all. I hope I get a chance to test my new chains soon.

'Bye,

*Toby Two*

[Toby Two's amanuensis added the following, rather more technical, details for those who are interested in suchlike: 54 has had its 2.25 pitch drive chains renewed, courtesy of the Diamond Chain Company of Indianapolis, and its sprockets have been machined to fit the American Standard (ANSI 180) since the original B.S. chain ceased to be manufactured in the 1950's. Grateful thanks must go to Ken Remington of Alremco (UK) Ltd., who carried out the work on the sprockets at minimal cost to the Railway. We look forward to receiving an account of his adventures at Grosmont.]

## CIRCULATION

The article "Running The Old Run" went on at great length about the production of the print, but failed to mention a most important aspect of the process of making sure that members keep in touch with the Railway - the actual sending out of the magazine. When the printers have finished their work, our Membership Secretary Mike Scargill is informed, and he collects the magazines from the printworks. He prepares envelopes with computer printed labels, using his membership files, and sends the copies out. (Until recently, Fred Youell then hand-delivered the Leeds area mailings, but because of his nasty and painful experience with two dogs it was thought safest to let the Royal Mail face the dangers (we cannot afford to lose one of only three Vice-Presidents). What prompted this addendum is the fact that members wrote

to the Editor enquiring about what they thought was a missing copy (actually, the issue was still waiting for the A.G.M. material which was to accompany it - for once its lateness was not the fault of the editorial staff or of late contributors, the accounts had not returned from audit!). If you have any queries connected with the actual sending out of an issue, the person to write to is Mike.

On the subject of the last issue, the mistake this time was in the caption to the upper photo on page 9. The loco at the righthand side was, of course, *Mary* not *Rowntree No.3*. Perhaps we should start a regular Spot the Error competition?

*Sheila Bye*

## RECOMMENDED RAILWAYS

Having recently visited America and of course being very interested in old steam railways, a visit to Jamestown, Northern California, was the highlight of our holiday. Historical Jamestown is home to one of the older American railroads, first laid about 1896, and opened in 1897. Sierra railroad was first used to haul lumber from the lumber camps to the town of Stockton. Later, when gold was found, the railroad served a dual purpose and then transported men and materials to the goldfields. The railway has a fine display of its locomotives, 14 housed in the original round house, some being very famous and used in films by Universal Studios, such as *Back to the Future III*. For this film, paintwork and parts were changed to suit the scenes.

Time seems to revert back to the old wild western days as you approach the station; people are dressed in period costume just as in the bygone days. The conductors (ticket collectors) meet and greet you, wishing you a pleasant trip, then for a whole hour give a running commentary on the history of the line, also pointing out the old goldmines and logging camps.

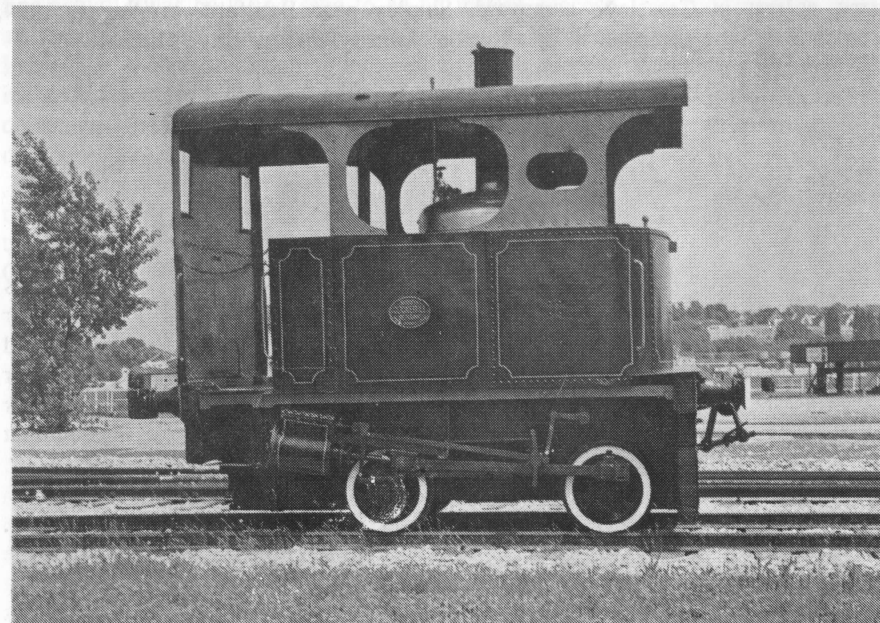
After an exciting day spent looking at and riding the old locomotives of yesteryear, and feeling a part of the old wild west, it was time to leave Jamestown and step into 1991.

*L. & A. Caves*

[It's always useful to know of a good railway worth visiting, even as far away as America, a popular holiday destination these days, despite the distance. If other members find a railway worth mentioning, please let's know. A railway I could heartily recommend to members travelling to France is the Chemin de Fer Touristique du Rhin. It runs for some eight kilometres north from Port Rhénan, near Vogelsheim, not very far from the excellent French national railway museum at Mulhouse near Basle. It was built as an industrial line, and so has no station buildings, just as Middleton once was, though they do have a nice big shed. Middleton members would feel especially at home there, as they have a vertical boiler locomotive. *Cockerill*, built in 1913 by the firm of that name at Seraing, Charleville, Belgium. The railway operates at weekends and the Editor has a few, albeit out of date, leaflets (in exchange for a s.a.e.) which would give a prospective visitor an idea of services operated.]

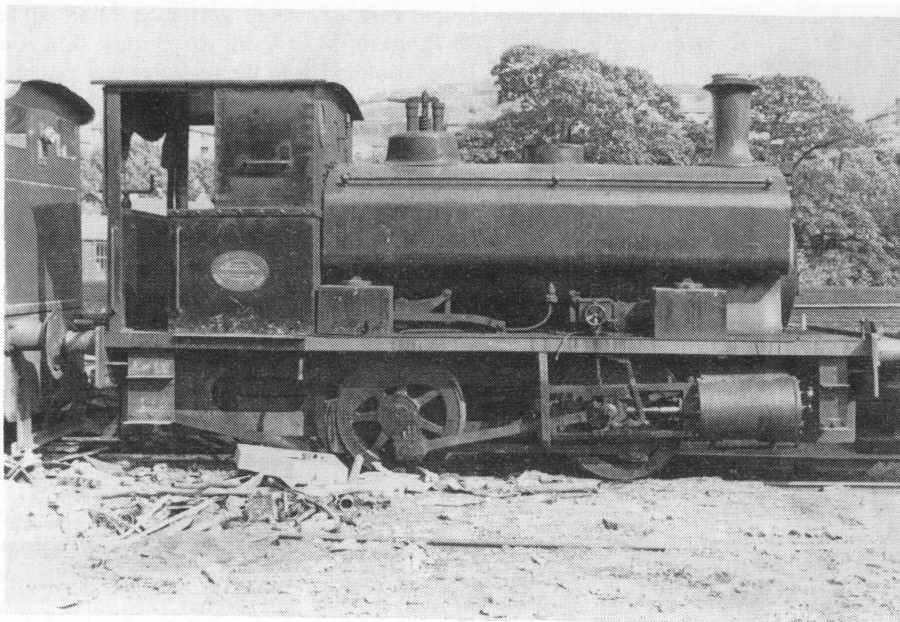


A historic loco on the Sierra Railroad, northern California. Photo: Les Caves.



*Cockerill*, vertical boiler loco, built in Belgium in 1913. Photo: a postcard from the Chemin de Fer Touristique du Rhin (Alsace), France.





*Harry*, at rest in Crossley's scrapyard, Shipley near Bradford, in August 1974, accompanied in the photo below by a Ruston Hornsby. Photos: Dave Mitchell.



## THE BRADFORD AND LEEDS RAILWAY

A Story of Pioneering Adventure, Cunning, Intrigue, and Downright Cheek

The introduction of steam locomotion on the Middleton Railway was an ingenious solution to a contemporary problem, resulting from the Napoleonic Wars. Then, as in all ages past, the hoi-polois marched to war, but before the coming of armoured vehicles, staff cars, troop carriers, etc., the rest rode horses and horses hauled the guns and baggage waggons. Fodder, as well as horses, was sent to the army in mainland Europe, and on 4th March 1809, advertisements in *The Leeds Mercury* explained that two West Riding firms of carriers were raising their prices "Owing to the long-continued high Price of Horse Provender".

The high cost of horses and fodder led John Blenkinsop to seek a more economical means of transport, but his first two locomotives had been at work for barely two years when *The Leeds Mercury* of 7th May 1814 reported that "Horses are 15 per cent. lower, no more being wanted for the cavalry". Once the cost of horses and fodder had decreased, even John Blenkinsop's enthusiasm and the success of his locomotives, failed to advance the cause of steam locomotion to any really great extent. Even the use of steam on the Stockton and Darlington Railway in 1825 failed to convince enough people for the use of steam locomotives on the Liverpool and Manchester Railway to be readily accepted when first proposed. It was only when this line actually was built and seen to be an instant success, that suddenly the country awoke to the fact that steam railways could be useful assets in many places. Immediately, companies sprang into being for the purpose of linking some town with its nearest port, with London, or at least with its nearest neighbouring town. So many companies attempted to promote Bills in Parliament that the Government limited the number to three per session.

Sixteen years after X.Y.Z. had suggested a steam railway as the answer to transport problems between Leeds and Selby (see the last issue), a railway between the two towns was sanctioned and work was begun. Shortly afterwards, on Saturday 9th October 1830, *The Leeds Mercury* announced:

### BRADFORD AND LEEDS RAILWAY.

We stated some weeks ago, that a survey was making, under the direction of Mr. Walker, the civil engineer, at the instance of a gentleman in this town, to ascertain the best line for a Railway between Bradford and Leeds. That survey having been completed, a meeting of gentlemen favourable to the undertaking was held at Bradford, on Monday week, and a committee was formed for the purpose of inspecting the proposed line, and reporting to an adjourned meeting on Monday, the 4th instant. This Meeting was accordingly held last Monday, and amongst the gentlemen present were E.C. Lister, Esq. of Manningham House, Chairman: John Gott, Esq. of Leeds: John Wilmer Field, Esq. of Heaton: J.G. Paley, Esq. Bowling: C.H. Dawson, Esq. Royds Hall: Henry Leah, Esq. Bierley Hall: Matthew Thompson, Esq. Manningham Lodge: John Wood, Jun., Esq. Horton House: Joshua Mann, Esq. Manville House: Wm. Wood, Esq. M. Whitehead, Esq. J.G. Horsfall, Esq. John Rand, Jun., Esq. and William Rand, Esq. of Bradford: and Thos. Wilson, Esq. of Armley, & c. & c. The Report of the Committee was adopted, and it was resolved that the necessary measures

should be taken for enabling them to make application to Parliament in the approaching session. William Moulden, Esq. and Richard Tolson, Esq. were appointed Solicitors, Matthias Whitehead, Esq. Treasurer, and the Bradford Banking Company, Bankers to the Company. Mr. Walker was appointed to make surveys and plans, and it was resolved that the shares should be £100 each, no person to hold more than twenty, the total number to be determined by the amount of the estimates. It is intended that the projected railway shall commence as near the town of Bradford as the levels will permit the use of locomotive engines, and proceed through Lester Dyke, Quarry Gap, passing near Stanningley to Hough End, in Bramley, from whence two lines are at present marked out, one of which passes through Armley and near Wellington Bridge, where a depot for the town of Leeds would be formed, and then proceeded South to pass through Hunslet by way of Holbeck, and to join the Leeds and Selby Railway about half a mile beyond the tunnel. The other line would go through the townships of Wortley, Holbeck, and Hunslet, and join the Leeds and Selby Railway at the same place. The committee seemed to prefer the Wortley line: but we think that more mature consideration will alter their opinion. Indeed, if that line be adopted, the name of the Railway will be a misnomer: it may be called the "Bradford and Holbeck" or the "Bradford and Hunslet Railway"; but it could not be called the Bradford and Leeds Railway, seeing that it would not touch either the town or township of Leeds. It is not however the name, but to the thing, that the objections principally apply. The reason assigned for preferring the latter route, is that the Armley line would require a tunnel of 1000 yards in length, while by the Wortley line, no tunnel would be required. It should however be remembered that by Armley the road would be more direct, that the distance would be shortened one-third of a mile at least, and that it would bring the two principal towns of Leeds and Bradford in immediate contact, at a point to which the population and trade of Leeds are very fast tending. At the Bradford end no point has yet been fixed upon for the termination of the Railway, but the engineer is directed to bring it as near in the town as the locomotive engines can arrive, and we would suggest that regard should also be had to the most convenient point for junction with another Railway from the West to connect Bradford and Manchester, as it seems perfectly clear that at some time, and that by no means remote, a line of Railway will pass from the West to the Eastern sea, by Manchester, Rochdale, Todmorden, Halifax, Bradford, Leeds, and Selby, having the port of Liverpool for one, and the port of Hull for the other of its terminals. In the course of the day on Monday, £70,000 was subscribed to 700 shares, and before Tuesday noon some 1,200 shares were taken, which it is expected, will cover the amount of the estimates: applications for several hundred shares have since been made, and it is considered quite a matter of good fortune to get names on the subscription list.

The majority of the Committee members were Bradford mill-owners, with one or two Leeds mill-owners, a few representatives of the Bradford iron industry, and at least one member of the local landed not-quite-gentry, J.W. Field of Heaton, who owned the land on which the Editorial Address now stands. (His grandson, incidentally, was Charles Parsons, inventor of the steam turbine.) E.C. Lister, progenitor of the Manningham Mills dynasty, was elected Chairman. Their presumptuous choice of the title Bradford and Leeds Railway obviously reflects the bias of the membership, since Bradford was still a small, insignificant town in 1830 (its spectacular growth into a sprawling mill town worthy of the nickname "Worstedopolis" came in the 1830's/40's).

On Wednesday 13th October, Lister and some Bradford members of the Committee joined a few Leeds members to inspect the possible sites for a Leeds station. They decided on a site at Neville Street, a little south of where the present

Leeds Station sits on its viaduct. They were also considering arrangements for forming a junction with the Leeds and Selby, and perhaps with the Manchester and Leeds. 2,000 shares had been applied for already. The report ends by stating that the paper had it on "very respectable authority" that "the Trustees of the Leeds and Whitehall Road would be glad to dispose of that road, with its bridge and all the appendages, to the Railway Company, on moderate terms, and that this would form one of the best and nearest lines from Leeds both to Bradford and Halifax". Post-Liverpool and Manchester, roads clearly were expected to become redundant soon.

By Saturday 30th October, the engineer's survey was completed. It had been decided that the Bradford Station should be at "Town hill, certainly an inconvenient distance from the town, but it does not appear that loco-motive engines can be used with effect if it be brought nearer"; only W.N.W. of Bradford is there level access to and from the centre. The Company had two main choices: "either to have a distant station or to use some other power to draw the carriages to Lester Dyke. There are certainly strong objections to a stationary engine for so considerable a length, and particularly with a fall of about one inch in 27. The great weight of goods between Leeds and Bradford will be in proportion of five going to the latter town to one returning". Prophetically, in the same issue, hope was expressed that Parliament would not sanction any "wild speculations in the Railway Mania", and that too much of the country's capital "is not embarked suddenly in Railway Speculation".

On 6th November, *The Leeds Mercury* announced that three applications for railway Acts were expected to be made to Parliament during the current session: for the Manchester and Leeds, the Liverpool and Leeds, and the Bradford and Leeds. The Manchester and Leeds was to join the Bradford and Leeds at Quarry Gap, a mile or so east of Bradford, whilst the Liverpool and Leeds took a slightly different route; *The Mercury* suggested that the lines from Lancashire should amalgamate to make a junction with the Bradford and Leeds. Regarding the latter line, the paper announced that:

It is now finally determined that this road shall pass through Farnley and Holbeck, to Marshall-street, in the rear of Mr. Marshall's mill, with a branch to the station in School Close at Leeds; then continuing the line from Marshall-street, it will pass over Meadow-lane and Hunslet-lane, by high arches, to the river Aire, near the new Suspension Bridge, at the boat-house, and from thence by Osmondthorpe, to the Leeds and Selby Rail Road, with which a junction will be formed near the York Road, beyond the east part of the tunnel. In some respects the Armley line had the advantage, but the rise on that line being one in 75, it was thought too considerable for the advantageous working of loco-motive engines, and on this account the Wortley line was preferred; the utmost rise being on that line only one in 88. At the Bradford end, the descent from Lester Dyke to Town Hill will be one in 82, but for the more advantageous conveyance of heavy goods, it is thought advisable that there should be a station also near the Methodist Chapel, adjoining the Leeds road, and that heavy goods should be conveyed from that place to the Town Hill, by a stationary engine. The expence of the whole undertaking is estimated at £200,000, and the distance from Bradford to the junction with the Leeds and Selby Railway will be eleven miles.

The thought of a 1 in 82 incline causing problems must have brought a wry smile to the face of John Blenkinsop, who lay dying at Middleton. (An even broader smile



perhaps appeared when he learnt, from the *Mercury* of 24th December, that the Manchester and Liverpool's much vaunted modern locomotives had experienced "some little difficulty" the previous Sunday, when they encountered their first snow. "There was . . . a tendency in the wheels of the engine to slip on the rail, to an extent which showed, that, with heavy loads, it would be absolutely necessary to have the rails completely cleared from snow or ice"!)

Meanwhile, back with the Bradford and Leeds, on Friday 12th November, a general meeting of shareholders was held at Bradford, and the Committee reported:

"That, from a careful examination of the estimated revenue which is likely to be derived from the proposed Leeds and Bradford Railway, they feel themselves justified in recommending the shareholders to proceed with the undertaking forthwith." After some discussion the report was adopted by a unanimous vote, and power was given to the committee to appoint a delegation from their body to conduct the application to parliament. The number of shareholders in this company is 2000, and so early as yesterday the first call had been paid upon 1400 shares.

In the same paper in which this report appeared, the Company advertised:

that Application is intended to be made to Parliament in the present Session for an Act to make and maintain a RAILROAD or RAILROADS (with proper Works and Conveniences connected therewith) to commence at or near the North West Corner of a Garden or Close of Land situated in the Township and Parish of Bradford, in the West-Riding of the County of York, in the Occupation of Francis Duffield, Esquire, and lying on the East Side of the Turnpike Road leading from Bradford to Wakefield, thence to pass through or into the several Parishes, Townships, Hamlets, or Places of Bradford, Bowling, Calverley, Calverley-cum-Farsley, Tyersall, Pudsey, Stanningley, Bramley, Armley, Wortley, Holbeck, Leeds, Hunslet, Knostrop, Temple Newsam, otherwise Temple Newsham, Whitkirk, and Leeds, or some of them, all in the said Riding, and to terminate in and unite with the Leeds and Selby Railway at or near a certain Close of Land on the East Side of a Farm House called Green Farm, within the said Township of Temple Newsam, and in the Parish of Leeds aforesaid, in the Occupation of Abraham Croisdale. And also to make and maintain Three several Branches (with proper Works and Conveniences) from and out of such main Railroad or Railroads; the first of such Branches to commence on the West Side of a Railroad belonging to John Sturges and Company, at or near a Close of Land in the said Township and Parish of Bradford, in the Occupation of Mr. Peter Laycock, and to terminate at or near to a certain Parcel of Ground, on the South East Side of George's-Street, within the Township and Parish of Bradford aforesaid, and on the West Side of the Turnpike Road leading thence to Leeds aforesaid, the Property and in the Possession of Charles Harris, Esquire, and which said Branch will be wholly within the said Township and Parish of Bradford; the second of such Branches to commence at or near a certain Close of Land, in the said Township and Parish of Bradford, in the Occupation of Joseph Holmes, and to end at or near to the Termination of the first-mentioned Branch in George's Street aforesaid, and which second-mentioned Branch will also be wholly within the said Township and Parish of Bradford; and the third of such Branches to commence at or near to a Close of Land in the Township of Holbeck, within the Parish and Borough of Leeds aforesaid, in the Occupation of Thomas Benyon, Esquire, and to terminate at or near to a Parcel of Ground, the Property of the Heirs or Devisees of Benjamin Wilson, deceased, on the Eastern Bank of the River Aire, and on the West Side of a Street, called Neville-Street, in School-Close, in the Township, Borough, and Parish of Leeds aforesaid, which third-mentioned Branch will pass through or into the several Townships of Holbeck and Leeds, both in the said Parish of Leeds.

James Walker's plan and section of the route, like Charles Brandling's 1758 lease agreements, has its registered copy preserved in the West Yorkshire Archives at Wakefield. It shows that the first and second branches were to leave the line on its north side, and, near their respective ends, were apparently to cross one over the other. The first branch supposedly was for the carriage of heavy goods on a more even level than was possible from Town Hill (which was c.350 yards E.S.E. of the modern Bradford Interchange). The second branch ended a little closer in to the then town centre than did the main line, but the reason for it seems really rather obscure, since it extended a good mile out, almost to Laisterdyke; presumably it was meant to pass closer to expected sources of freight. Careful thought was being given to solving various problems, not the least of which was the fact that if the railway was to skirt around the southern edge of Leeds, it would have to cross the various roads radiating from the town centre in that direction. *The Leeds Mercury* of 18th December revealed that:

In place of a solid embankment of earth, which is the general plan in passing over low ground, Mr. Walker has proposed that the Railway through the whole of Holbeck and Leeds be supported upon arches. This must be an expensive work, but a solid embankment of earth might have been objectionable, and if Leeds is to be approached at all in the great line of Railway communications from west to east, which we hope will be the case, there seems no other plan than this one we have described, for to have crossed so many roads on the same level might have been objected to with reason. We believe the height of the arches will be such as not to interrupt the highest loads passing upon the roads.

Ordinary roads, perhaps, but the route was to cross what was still a very extra-ordinary road in 1830: the Middleton Colliery railroad. The first hint of trouble came in the paper of 22nd January 1831, which reported that members of the Committee had been lobbying support from various members of both Houses of Parliament, but also mentions that there were "several non-contents, particularly to that part of the project which involves the erection of a line of arches". Almost a month later, on the 19th February, the Bradford and Leeds Railway Company had still not presented their Bill to Parliament, and Friday the 25th was the last day for presenting private Bills for that session. The Bradford and Leeds had a problem, and it was about to become a potentially even greater and more expensive problem.

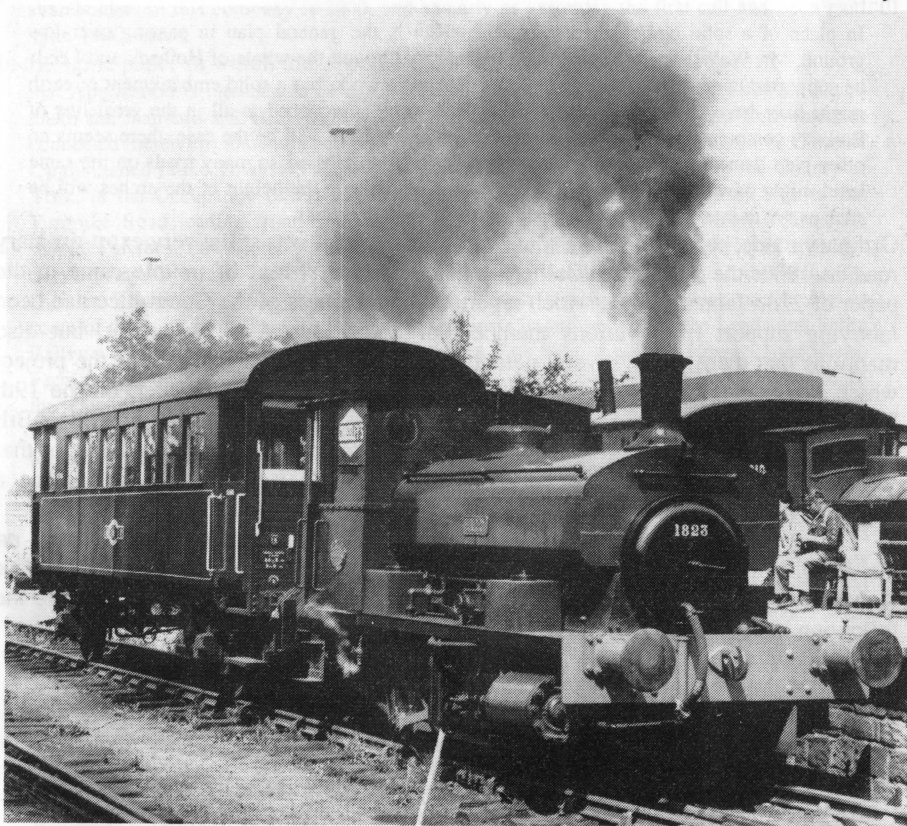
The Reverend Ralph Henry Brandling had succeeded to the family estates on the death, in 1826, of his brother Charles John. On the 21st February, George Hill of Kenton, who appears to have been agent in charge of the Newcastle estates, wrote the following letter to the Reverend Brandling's Leeds solicitors, Hemingway & Nelson:

Mr. Brandling desires me to say that he wishes you to inform the Directors of the Bradford rail road that, he has no intention of opposing any part of their plan, provided they do not interfere with his own arrangements for leading Coals along his own line of Way. According however to the levels adopted, as they appear in their Sections, such an interference would undoubtedly take place, in as much as the top of the proposed rail road would be elevated only 14 feet from the top of Mr. Brandling's railroad, which the whole height required to clear the Chimney of his (Mr. Brandling's) loco-motive Engines would be at least 28 feet from the surface of his own rails. To obviate this objection Mr. Brandling proposes, and he requests you so to inform them, that the Directors shall engage to supply him at the expence of the Company with three loco-motive Engines, in place of those he now employs, properly

adapted to their own levels, of at least equal power and strength of material with his present Engines, and of as simple a construction as the circumstances will admit of. His proposition agreed to, I repeat that Mr. Brandling has no objection whatever to offer to the proceedings of the Company in the execution of their plans; and, moreover, the present Engines, after the new ones are provided, will be entirely at the Company's disposal.

The extent of the Reverend Mr. Brandling's audacity is obvious when one remembers that within the next four years one of his three remaining (eighteen/nineteen years old and decidedly old-fashioned) locomotives exploded, and the other two broke down so completely that apparently they were irreparable! George Hill's letter is preserved at the Leeds Archives Department, in the first Letter Book of Thomas Embleton (Hill's nephew, who had just taken over John Blenkinsop's duties at Middleton, Blenkinsop having died in January). The saga of how Mr. Brandling helped keep Leeds and Bradford apart in 1831 will be continued (or maybe even concluded) in the next issue.

*Sheila Bye*



**Harry** again. This time on duty at Moor Road Station, 26th May 1990.  
Photo: Robin Stewart-Smith.

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