

# THE OLD RUN

JOURNAL  
OF THE  
MIDDLETON RAILWAY TRUST



NO.161

SUMMER 1998

# THE OLD RUN

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DEADLINE DATES FOR CONTRIBUTIONS  
ARE THE FIRST DAYS OF MARCH, JUNE,  
SEPTEMBER, AND DECEMBER.

Opinions expressed in the magazine do  
not necessarily reflect those of the Middleton  
Railway Trust Ltd, Middleton Railway  
Association, or the Editor.

Many thanks indeed to the members  
who provided articles, reports and a  
multitude of excellent photos for this issue.

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Cover picture: Driver John Wilkinson  
and Guard Neil Bentley (also our  
Traffic Manager) pose with *Mirvale*  
during a peaceful moment at Park Halt  
on Sunday 18th May.

Photo: Keith Wear

## FROM THE A.G.M.

### Sheila Bye

The A.G.M., in the pleasant confines of  
the Queens Hotel, went much as forecast in  
the Agenda etc., including the raising of  
subscription rates. (These are very good  
value when it is considered that the first  
subscription back in the early 1960's was  
£1. Admittedly, this did cover monthly copies  
of *The Old Run*, albeit duplicated and usually  
unillustrated. Please don't anyone suggest  
returning to monthly issues!) The A.G.M. is  
always a good place to meet members one  
hasn't seen for some time, and it was  
especially nice to see Mr. Noel Brampton,  
longterm friend, advisor, and Vice President  
of the Railway, visiting from his new home in  
the south.

One surprise for the majority of  
members was that, sadly, Ian Smith had  
decided to resign from the Chairmanship,  
due to pressure of other work. Steven Roberts  
was nominated by Council to fill the now  
vacant Chairmanship, and was duly elected.  
Like Ian, Steve has been a member of the  
Trust for very many years, and no doubt will  
very ably fill 'the Chair'. The serving  
Secretary, Treasurer, and Council members  
were all re-elected, and Ian Smith was  
elected to join them, though it is not clear  
whether the overload of work which caused  
him to leave the Chair will permit him to  
retain many other duties.

Much has been achieved during Ian's  
Chairmanship. He has been a 'high profile'  
Chairman, indefatigably promoting the  
Railway's interests among its peers, and we  
now have much better stature in the eyes of  
other railway preservation groups. Ian's  
talents have inevitably been found  
employment elsewhere in the preservation  
movement, also, particularly in the Heritage  
Railway Association. Unfortunately, none of  
us pay him: BT do, and they therefore have  
first claim on his time.

It will be difficult for Ian to extricate  
himself from his many responsibilities, and  
hopefully he will find time to retain a few.  
The Middleton Railway has much to thank  
him for, and in many ways he will be a hard  
act to follow.



Two shots of 385 illustrate how our facilities have improved over the years:- Above: in some distress  
in Dartmouth Yard c.1980? Below: snug inside the workshop of the Fred Youell Building earlier this  
year. Both photos: Chris Nicholson



## LOCO & YARD NOTES

### Steve Roberts

As by way of a complete contrast with the last *Old Run*, there seems to be much to report this time. We currently have five serviceable steam locos to choose from, but this situation has not been without its adventures and we have already had three locomotive failures, a most unusual situation.

**1601** No news to report, I'm afraid.

**67** Well on its way to being re-wheeled. Four of the six axleboxes have now been fitted to the axles following refurbishment. The original 'Armstrong oilers' were generally life expired. These oilers are thought to be an addition by the Ship Canal company, as there is no reservoir in the underkeep from which the oilers could syphon the oil, and it seems that the oilers merely served to wipe the oil across the journal as an aid to lubrication. We have made replacements of our own, utilising the original metalwork but without any syphon tails.

The big ends have been reworked and refitted to the journals, as have the little ends. The connecting rods remain to be fitted, however. The slide bars have been shimmed up to reduce wear, and some remetalling of one of the crossheads has been carried out. The piston and valve glands have been cleaned out and re-packed.

Platwork repairs continue on the cab, but these have been on a casual basis. The new cab back has been cut out and all the required holes drilled ready for rivetting. The rear

window holes have been cut out, and one of the cab windows has been fitted. Rivetting of the cab back awaits the delivery of suitable rivets, which are currently on order.

Mention was made in the last *Old Run* of the need to order boiler tubes. This has yet to happen, as we are pursuing the possibility of obtaining suitable tubes from another Railway.

Painting continues apace, but is perhaps not keeping pace with the overhaul! Most of the inside of the frames have now received the required red top coat traditionally employed on this part of a loco. The valve gear is receiving coats of red paint, possibly for the first time as there is no evidence of any previous paintwork. A start has been made on applying the first coats of grey undercoat to the wheels. The exact colour requirements have been the subject of much debate. The planned colour scheme is slate grey, edged in black with white lining, this livery apparently being carried after the first world war.

Drawings have been produced for the missing springs, and quotations will shortly be obtained for these. We are optimistic that we have been able to source a suitable steam brake cylinder at another railway, and we are hoping that this can be acquired.

Readers of the railway press will be familiar with the identity change afforded to *Albert Hall* which has now been decreed to be *Rood Ashton Hall*. Perhaps this Hudswell Clarke loco should now be renumbered from 1369 to 781, to match the various components found from that loco!

**1882 Mirvale** has, as expected, taken its place on the roster and has

been giving satisfactory service. This year will, effectively, be its last year in traffic before withdrawal for a 10 yearly boiler overhaul.

**385** passed its 'in steam' examination before the start of the Easter services, and has generally been performing satisfactorily. The chimney base is giving cause for concern and has corroded into holes in places. Temporary repairs have been carried out, but a more permanent repair will, inevitably, be required.

**1625** was eventually persuaded to leave its winter hideaway in the workshop and return to a life outside, exposed to the elements. Following a steam test and attention to the safety valves, it has seen service. It did, however, suffer a technical failure whilst in service on 31st May, when the regulator handle broke in two, fortunately with the regulator in the closed position! Even more fortuitous was the fact that, five days previously we had acquired a spare!

**1310** The Y7 has been in use this season, but at the time of writing is stripped for its annual boiler inspection, due to take place on 15th June. It suffered a partial failure during the 'Thomas' event at the end of April when the steam valve failed on the fireman's side injector, blowing steam through continuously. The loco was able to continue the day's service with a 'G' clamp holding the valve in the closed position. Subsequent stripping of the valve revealed that the screw thread on the valve body had stripped, allowing the valve spindle to rotate to no effect.

A repair is presently being

carried out. This has entailed machining out the valve body and silver soldering a suitable bush into place, this bush being carefully arranged such that it cannot be blown out by steam pressure, should the bush become loose for any reason. The valve spindle has been machined to suit the new bush, and new screw threads cut. Some repairs and strengthening of the firehole door is being carried out to eliminate the problem of it falling open in service.

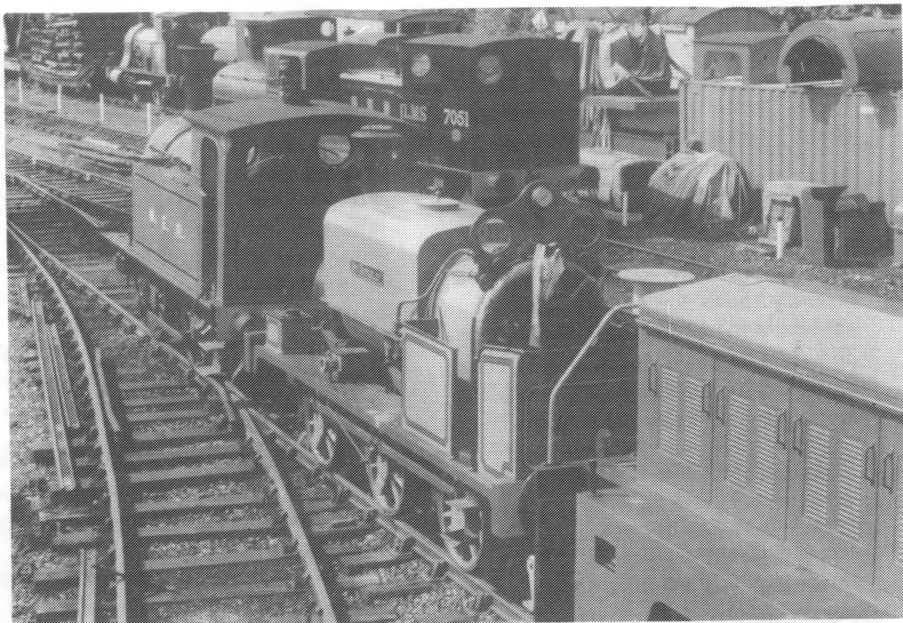
**54** Again there is no progress to report on the Sentinel, primarily due to the lack of available manpower. However, the loco has been the subject of several discussions with a view to seeking sponsorship for its boiler overhaul.

**1210 Sir Berkeley** As reported in the last *Old Run*, this Manning Wardle returned to Middleton just before Easter. With the expectation that it would be departing on hire shortly after, the loco was rostered for the Easter holidays. However, this plan fell through, and *Sir Berkeley* remains at Middleton and is available for service. [BUT see VCT News, page 11 for news just in.]

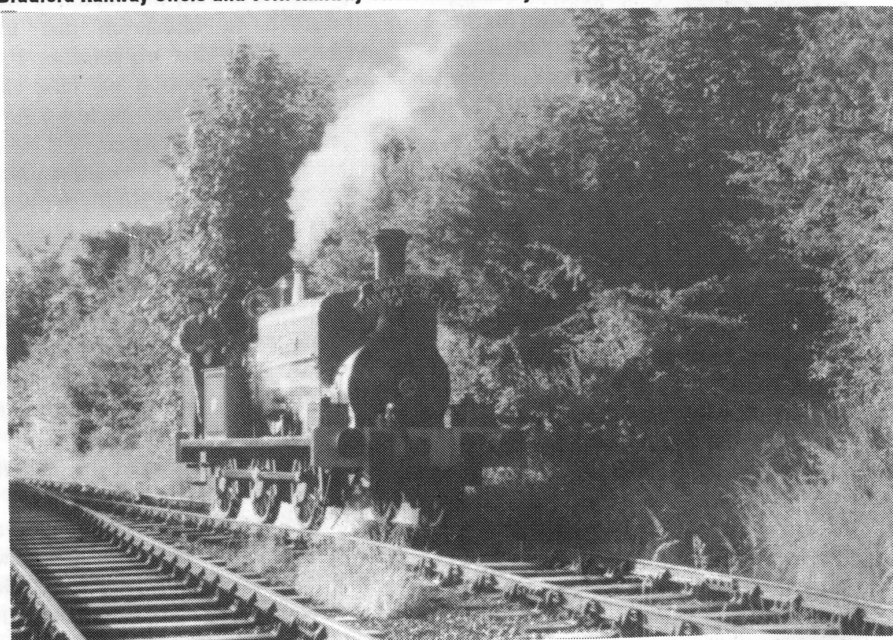
Its use on Good Friday proved to be a trial of endurance for the loco crew who experience at first hand the rigours of life on an open footplate in weather conditions that were far from perfect!

The loco suffered an in service failure on Easter Monday, when the nuts on the stuffing gland follower on the piston rod came loose, allowing the follower and packing to be blown out, and damaging the securing studs.





Two very nice unusual shots from Ian Dobson. Above: the yard as viewed from *Olive's* roof on Saturday 9th May. Below: *Sir Berkeley*, basking in the evening sun near Park Halt, during a special charter for Bradford Railway Circle and York Railway Circle on Thursday 25th June.



Fortunately, the damage was confined to the studs and repairs were easily effected, but the loco was unable to continue in service that day, and a diesel loco had to substitute until *Mirvale* could be put into steam as a replacement.

**2387 Brookes No.1** After winter hibernation, the loco's owner has resurfaced and recommenced the long and unenviable task of restoration. The owner's protestations of pressure of work are being ignored against the more popular theory that it was too cold to work on the loco.

**91** continues to see service, as required, until repairs can be effected.

**D631 Carroll** An Easter completion was prophesied in the last *Old Run*, but this was without reference to Graham Parkin, who continues with this labour of love. However, the end is now well and truly in sight, and the list of jobs necessitating its remaining in the workshops is getting very short.

Most of the painting is now completed, and the loco is resplendent in its new livery of green, edged black with white lining. A new wooden cab floor is presently being fitted, a luxury that it didn't previously have. This has necessitated shortening the cab doors slightly to clear this floor when the doors are opened.

Refurbishment and refitting of the sandboxes and equipment is one of the few remaining tasks to complete.

**LMS 7051** suffered from an attack of vandalism during May, when persons unknown removed an engine compartment cover and broke off a fuel pipe, allowing all the fuel to run

out of the tank.

*Olive* as the recently arrived Drewry overhead line inspection vehicle is known, made it into the workshops during May so that essential roof repairs could be carried out. Regular working parties by the vehicle's owners have seen the timber roof decking removed, the tower platform cut out, and much of the various extra bits and pieces ejected. The Railway has benefitted from this with a substantial steel workbench! The work continues and new steel plate for the roof is on order. Once the vehicle is weather tight, it will be moved back out of the shed to enable internal work to continue in the back platform road.

*'Thomas'* in the shape of N.B. Loco Co. 0-6-0 side tank *Coventry No.1* (works no.24564) paid a visit to the Railway during April. Whilst on the line, it was brought into the workshops to enable some repairs to be carried out by the loco's owners. This loco is by far the largest to have graced Middleton metals in the preservation era, and is possibly the largest loco ever to be here. Its size and weight prohibited its use over the run round loops at each end of the line, and it was confined to running up and down the running line at the northern end of the train. Its appetite for coal certainly caused the Treasurer's eyebrows to become raised, and those that had to shovel weren't too impressed, either! An interesting experience, but one not to be repeated, if possible.

**D577, Rowntree No.3, 138C, and 1786** are serviceable and used as required. All other locos are stored out of use.



## PERMANENT WAY

The winter's tracklaying was completed with a comfortable margin available before the season's passenger services began at Easter. We have been very lucky with the weather again this year.

In previous years, we have hired in some Kango hand held tamping machines to finally tamp the stone ballast under the sleepers after the track had been aligned and levelled and shovel packed. However, we have never managed to fully complete this task each year, with the odd length only being done by use of the time honoured shovel.

Experience has shown that after a period there has been no real difference in track condition between shovel packing and Kango tamping so this year we decided to just use shovel packing. A speed limit was initially imposed and a careful watch kept on the track condition. There has been no appreciable deterioration and, after a final afternoon's packing of two or three rail joints, the restriction has now been lifted and all is satisfactory.

The last few years' relaying programme has released a large amount of timber sleepers. Some of these have been sorted to identify good, re-layable sleepers, but there are still some six hundred sleepers lying in piles waiting to be sorted and have the chairs removed. These sleepers do take up a lot of space, and are one of the prime causes of overcrowding in Moor Road yard. We do occasionally sell some sleepers for various uses, mainly for use as bases for huts in gardens. If anybody knows of a disposal method for these

sleepers (one that will produce an income!) we would be only too pleased to hear about it.

As is usual each spring, we have carried out weedkilling operations on the running line and around the site. The weeds soon start to take over and the track would rapidly disappear under a green carpet if this work was not carried out. As in previous years, we have used Nomix Chipman 'Dexuron' which is diluted down and sprayed onto the track.

## CARRIAGE AND WAGON

"We are on target (just!) to have the coach completed by Easter. . ." So said the report in the last *Old Run*. It was a close run thing, but we made it. Sometimes, the time taken to do a job expands to match the time available but, on this occasion, we really needed every available minute.

All the rotten timber has been cut out and replaced. Various minor modifications have been made to try and minimise a recurrence of the problem, and special attention has been paid to sealing joints to keep moisture out. The seats have been repaired and cleaned, as necessary, and the guard has the luxury of a newly-upholstered seat!

Some consideration has been given to the future coach seating. We may have the opportunity of obtaining enough upholstered seats, in good condition and at little, if any, cost from second generation diesel units that are being refurbished. One has been obtained for evaluation purposes. Initial thoughts are that they can easily be utilised, but will require raising to a suitable height. One

possibility is to fit them to a none load bearing timber framework, which will perhaps tone down their modern appearance. Whilst more comfortable than our existing seats, it is questionable whether they are really what we want. Opinion is divided on this subject so there is likely to be some heated debate!

Neil Bentley, occasionally aided by others, continues the slow task of restoration of the 16 ton mineral wagon. Once the underframe has been fully needlegunned (almost finished!) and painted, the steel floor plates can be made and fitted.

[Editor's opinion on upholstered seats, as a former guard, is definitely NO! Far too much trouble to clean when children have climbed on them, or chewing gum is parked on them, soon look very tatty, and are totally unnecessary for short railways. The present seats are 'in keeping', easily cleaned when dirty or dried when wet, not uncomfortable, and still look good after c.15 years' use.]

## IN THE WORKSHOPS

We unfortunately did not manage to get the old workshops cleared before the start of the running season, and commitment to other tasks has meant that this work has not progressed. It is hoped that this can be done before the Schooldays, but it does now seem unlikely.

In the new workshops, a workbench has been built and fitted with a vice. The workbench from *Olive* has been placed in the workshops and fitted with a vice, pipe vice and metal guillotine. A further workbench remains to be made up and fitted out.

The Kitchen Walker radial drill has been wired up and returned to use.

All hand held power tools,

portable machines, extension cables, etc. have been routinely checked. Similar inspection work has been carried out on our stock of fire extinguishers, ladders, lifting equipment and a host of other items.

Routine work such as this is vital, but it does take up many hours of volunteer time each year. It is something that we cannot neglect if we are to maintain our standards and comply with present day health & safety legislation.

## IN THE YARD

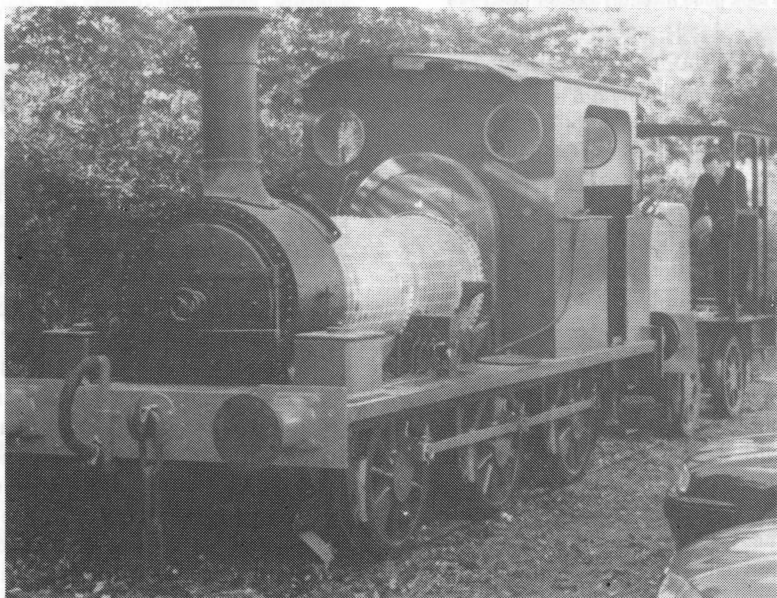
Second time visitors entering Moor Road site will notice a few differences this season.

The coal stage is now completed and in use. The back of it has been fitted with a large notice board which is slowly being covered in posters, timetables, etc. A new timber paling fence has appeared opposite the shop, to prevent people wandering across the track at this point. This fence has brought forth much positive comment, and plans are being considered to build similar fencing around the northern end of the workshop to segregate the public area from the area immediately outside the workshop which is tending to become a boiler park. This should tidy up this area considerably.

Elsewhere, we are considering what can be done with ever increasing piles of ash. This is becoming a real problem to us and one that will not go away (unless we stop burning coal!). We cannot take it up the line and dump it as that is no longer allowed. Disposal is likely to mean paying to have it taken away to a special waste tip.



In the Far North at Moor Road Station, on 27th June. Above: 7051, 385 and *Sir Berkeley*, pose with some of our collection of odds and ends (not the cars!). Below: 1601, The Loco Formerly Known As Arthur, with its boiler set up for intensive checking, is manœuvred by *Courage*. Photos: Ian Dobson



## MIDDLETON PARK EXTENSION

Steve Roberts

The Park extension has been simmering away in the background for quite some time now. We know that we do not have the resources to carry out this work unaided, and we need a fairy godmother for it to happen. Several years ago, Leeds City Council approached us about extending into the park, but after some initial design and development work the scheme was put on the back burner. It is pleasing to report that the City Council is once again expressing an interest in the extension, and we do have something positive to report.

A major obstacle (other than finance!) with the extension has been the need to cross the Middleton Broom Pit landfill site. Whilst the principle that we could cross the landfill site was accepted, there have been many problems in the way, especially the fact that inadequate records were kept and it was not known what had been tipped and what was the degradability. It was agreed that a full ground survey would be necessary, in order to better quantify what was under the surface and what was required to ensure stability. Finding funding for this work has been protracted, but a full ground survey was carried out in 1997. This involved sinking some forty boreholes of varying depths.

Following on from completion of the report, a meeting was held with the Leeds Development Association to discuss the findings and consider the next steps in the project. The report confirms the general viability of the chosen route, but does highlight

several problem areas. In particular, no excavation of the tip will be allowed, and the planned Park terminus is adjacent to what appears to be an old bell pit which has been filled with general rubbish. This latter problem would necessitate additional ground stabilisation work and the culverting of a stream that emerges near this point.

The LDA are now to consider a programme for future work and report to the various Council Committees. They will also investigate possible sources of funding for the project. For our part, we have been asked to consider what resources, in terms of materials, labour, etc. we feel that we could provide. This we have now done, and we await the next meeting with interest.

## V.C.T. NEWS - hot off the press!

*Sir Berkeley* will be at Foxfield between 25th July and 31st August, for a steam gala with freight trains the 25th/26th July and Victorian Engines at August Bank Holiday. (Ring 01782 396210 for full details.) *Sir B.* then returns to Ingrow for the KWVR 30th Anniversary on 19th/20th September. *Sir B.*'s 10 year boiler certificate runs out next March, so there are very few opportunities left to see the loco in action at Middleton for some time.

## DREWRY NEWS

Ian Dobson

Middleton Railway diesel engineers Graham Parkin and Peter Nettleton sprang a surprise on EM2 Locomotive Society members



attending their AGM at the Middleton Railway on Saturday 27th June 1998.

Whilst members of the EM2LS had been concentrating on removing the hydraulic tower and replacing the missing floorboards in Drewry Car RDB998901, which was acquired from Serco Railtest last November, the two Middleton Railway stalwarts had been working behind their backs. Missing batteries were replaced and a temporary exhaust was fitted to enable the vehicle to venture out onto the Middleton 'mainline' for the first time.

The AGM was brought to an abrupt end when *Olive* (Overhead Line Inspection Vehicle) entered the shed below the meeting room with horn blaring! The secret was out and the vehicle was taken for a test run under the M1 motorway tunnel for a photostop. Whilst much work remains

to be done before any passengers can be carried, the vehicle is basically sound.

*Olive* has now re-entered the workshops at Moor Road for the air braking system to be overhauled and the bodywork and roof repairs to be completed.

A repaint to BR green with DMU-style whiskers will follow - unless someone can provide photographic evidence to the contrary, as research has so far failed to turn up any pre-Research Centre photographs. Any information and/or sightings of the Drewry Cars (DB998900 being the other vehicle) prior to their entry into Research Centre stock sometime in the 1970's would be appreciated if sent to: Ian Dobson, 21 Harper Grove, Idle, Bradford, BD10 8NX - any reasonable costs would be reimbursed.



RDB998901 *Olive* poses beyond the tunnel on her surprise 1st test run, 27th June. Photo: Ian Dobson

## FROM THE DESK OF THE MARKETING OFFICER

Members may be aware that after serving as Publicity Officer for several years, Alan Gilchrist resigned from that post and ceased to be a member of Council at the end of 1997. It would be appropriate at this time to say a word of sincere appreciation to Alan for all the hard work he has put in in this capacity, much of it unseen and unheralded. Often it is only when things go wrong that those who take on responsibility as officers of the Railway are recognised and their presence acknowledged! Thank you, Alan.

Earlier this year, I was asked to consider fulfilling this role, and at the May meeting of Council I was appointed Marketing Officer. To assist in this task I am blessed with a Committee made up of both Council and other members who, as well as forming a 'think tank', have delegated tasks assigned to them, so that Marketing is very much a team effort, with individuals accepting responsibility for areas of work, thus helping to spread the load. I have quickly come to appreciate that the work load associated with the post is considerable, and without the help of the team would be impossible!

In February, we were faced with the huge task of receiving from the printers and distributing 100,000 timetable leaflets. Previously, the bulk of this work had been given over to a professional company who, whilst doing the job efficiently, charged a commensurate fee for the privilege. This year we decided to do it

ourselves. Thanks to a magnificent team effort, the first distribution took place within three weeks, at a considerable financial saving, and especial thanks are due to those members who, no longer in full-time employment, spent much of their own time visiting hotels, information centres, museums, libraries and the like in a wide area of Northern England and the North Midlands, and at the annual leaflet/information exchange at the Harrogate Showground.

Full advantage is being taken to get free publicity. The Railway is being featured each month in the national railway press, on *ON TV* cable television, in local newspapers and regional magazines. There are entries in the Great Britain national railway timetable, national tourist guides and on our Web Site on the Internet, which is seen by people world wide, some of whom write to us by e-mail for information. We have fans in Sweden, Denmark, USA and South Africa. We are now included in the Film Information National Database, which provides ideas for filming locations to film and television companies. We appreciate the coverage given to us by *Steam Railway* magazine in the major article in their July 1998 issue.

Judicious use of paid advertisements for our special events, are having their pay-offs. April's *Thomas* weekends were a great success with numbers and income increased on last year. We are attracting sponsorships of events: we are grateful to the Queen's Hotel, Leeds, and Hilton International Hotels, for their involvement.

It is expected that the morning of 4th July, will see the emergence of

*Carroll*, resplendant in her fine new livery. The locomotive will then run the diesel trains that afternoon.

An exciting development of special note is a link-up with our nextdoor neighbours based at the South Leeds Stadium. The Hunslet Hawks Rugby Football Club and their supporters clubs are staging with us a joint Gala Day on Saturday 22nd August. There is expected to be a Tug of War, and Cockerill 1625 will adopt the name *Harry* - the Hunslet Hawk - for the day. Our Railway will receive wide publicity at this event. Moreover, the Club will advertise our Railway in their literature, and distribute our leaflets at each home match throughout the season! We look forward to a fruitful partnership with our friends.

Looking ahead to the September Steam Gala, the visiting L&Y 'Pug' No.51218 will head the steam fleet. I am also aware that the Middleton Colliery Railway ran its first train on 20th September 1758, and this was reported in the *Leeds Intelligencer* weekly newspaper of 26th September 1758. So our Railway's 240th Anniversary coincides conveniently with our Steam Gala on 26th and 27th September 1998, when the Lord Mayor and Lady Mayoress of Leeds and other dignitaries will join with us on the Saturday morning, and will again enable us to bring the Middleton Railway to the notice of a wider public.

The Middleton Railway is a unique part of our local, national and world heritage, appreciated by people throughout the world as '*the world's oldest working railway!*', but not so well known and appreciated nearer home. Even as an individual member,

you can act as an ambassador for the Railway, 'selling' it to friends, family, associates, through your professional clubs, churches, corner shops, schools, anywhere where people congregate. Please feel free to give out leaflets and ask for posters for special events, and spread the news by word of mouth. Material is being produced for your use, so take advantage of it. Remember, it's your Railway; it has both a proud and illustrious past and a bright and exciting future. We need to preserve it and improve it for future generations.

If you have ideas how we can enable things to happen, rather than find reasons why things can't be done, please make contact and let us know!

**WANTED**  
**GOOD COLOUR PHOTOGRAPHS OF**  
**MIDDLETON RAILWAY SCENES**  
to feature in leaflets and other publicity material.

Please send prints to Howard Bishop, Marketing Officer. (Address on p.23) All contributions gratefully received.

## POSTMAN PAT WEEKEND

**Cedric Wood**

Postman Pat and his black and white cat visited the Middleton Railway on May Bank Holiday weekend. He travelled from Greendale in his red van, cunningly disguised as a blue Ford Escort.

The first train was due to depart at 10.30. The train crew and shop staff were in position and Postman Pat and

Jess were on the platform ready to greet their customers, sorry passengers. Had we got the dates wrong? There were no passengers in sight. By 10.40, the train departed, reasonably full. The timetable then went out of the door, the window and any other orifice you may consider. The next two trains ran half hourly, full both times. The timetable then reverted to a forty minute service and all trains were at least two thirds full.

The drawbacks from Postman Pat's point of view were the heat: the temperature reached 31° C in the shade (88° F in old money), and that the costume's head had been folded to get it into a bag. The head wanted to bend along the fold causing sight impairment for Postman Pat. Various methods of stiffening were tried: packs of paper towels, kitchen roll on end, and a 2-litre drinks bottle, all to no avail. The most successful stiffener was an empty margarine tub fixed inside the head at the fold. (It should be noted that the costume was borrowed from a new supplier as the costume from Homburg's, our usual supplier, was not available.)

Monday started overcast, but developed into sunshine and showers. Thankfully, the temperature did not develop to the heights of the previous day. The head behaved better than on Sunday.

If Sunday was busy, Monday was hectic. Postman Pat was not expecting quite so much attention. Trains ran at half hourly intervals throughout the day, and most were full. It was noted that the later trains were carrying passengers on their second and subsequent journeys to meet Postman Pat.

Children were given an envelope containing several pieces of literature, including a certificate of meeting Postman Pat which was signed on the train, a certificate that the letter was carried on the Middleton Railway, and a postcard of one of the railway's locomotives.

Children were invited to have their envelope stamped by Postman Pat, to write their name and address on the envelope, and post it in a mail box on the train. Looking through the addresses later, half had a Leeds postcode, and the majority of the remainder had a West Riding postcode. The farthest away was an address in Ely, Cambridgeshire.

For the statisticians, the numbers of visitors carried were 331 adults and 162 children.

## CREDITS

Train Crews - Stanley Haigh, Douglas Lovely, Mike McPeake, Geoff Saunders, Ian Smith, John Wilkinson.

Postmen Pat - Richard Marshall, Cedric Wood.

Shop Staff - Fran and Rod Bailey, Alan Cooke, Joan Hardy, Carole and Stan Holdsworth, Geoff Smith, Renée Wiseman, Carol Wood.

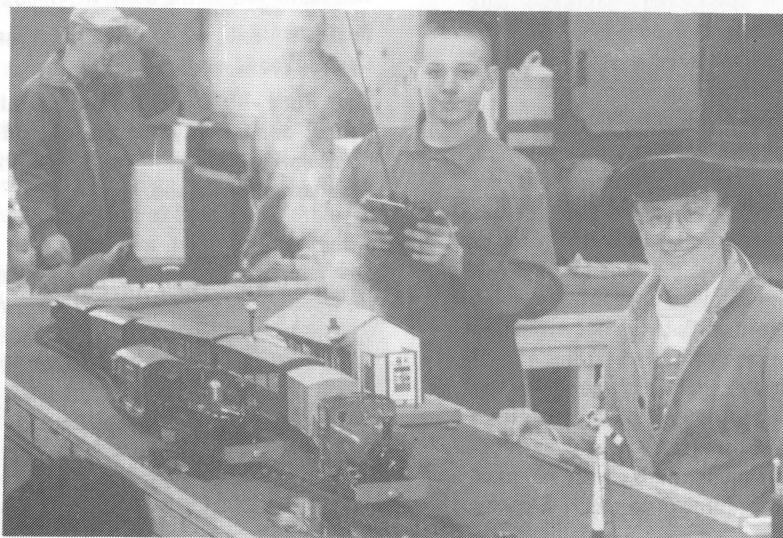
**Train crews, shop staff, Pat and Jess, are equally important to the day.**

**If you have a liking for meeting people, especially the younger age group, can give an instant response to a 4 year old's awkward questions, would like to lose weight, and can remain sane under pressure, there is a vacancy for you next time!**





**MIDDLETON PEOPLE** Above: with all traffic stopped for the duration, Paul Kittleson, Mick Jackson and Peter Nettleton give a display of elementary p.w. work during the Open Day, 21st June, under Graham Parkin's critical eye. Below: Marketing Manager Howard Bishop (right) and David Hart (centre) seen during the *Thomas* event on 19th April. Photos: Keith Hartley



## VANDALISM IS HARD WORK

The track is always checked over before weekend running begins, and Saturday 6th June was no exception. However, this time things were rather different from the usual - a sixty foot length of track was discovered to have been seriously damaged. The chairs had been broken off and left on the ground, so that the rail was loose and could easily have caused a derailment.

A gang of members was assembled immediately, and set to work putting the track right and safe again. Eventually, trains did run that day, albeit one and a half hours later than scheduled, and only after a great deal of hard work by some of our already over-worked members.

It had obviously required a great deal of effort and some heavy equipment to achieve all that damage. Was it an uncompleted theft, or was it over-zealous vandalism?

## Steam Railway article

I know many members have already seen the excellent article in the July issue of *Steam Railway*, entitled 'Middleton extends - 40 years on'. If you haven't, it is highly recommended reading, giving a very fair account of the salient points of both the Railway's and the Trust's long and illustrious history, a description of the route, and discussions of the plans for extending the line into Middleton Park.

It is illustrated with a clear coloured map of the modern Railway, its surroundings and extension route, and several good photos. Though there

admittedly is a tiny bit of confusion of facts in the account of the Trust's early freight traffic, that is only one paragraph in a truly excellent assessment of the Middleton Railway and the Middleton Railway Trust.

## PUBLICITY

### AND ALL THAT JAZZ

"... the fine city of Leeds, which still has many reminders of the part it played in the Industrial Revolution. Starting at nearby Middleton is the oldest railway in England, with its original line and stock virtually unchanged since 1758. It was recently privatised and renamed the Midland Mainline to Euston Circus."

This chaotic muddle of facts(?) - but a free 'plug' nevertheless - was heard as Humphrey Lyttleton opened the first Leeds-recorded edition of the Radio 4 cult comedy series '*I'm Sorry I Haven't A Clue*'. By the amount of laughter and applause which greeted the remark, either someone held up an 'Applaud' card or our Railway is better-known locally than we thought.

Once alerted to listen to the repeat broadcast, our enterprising Marketing Officer immediately wrote to Humph, giving him some less dodgy facts about the Railway and inviting him to come and see it for himself one day. Strong temptation was dangled before the Trad. Jazz trumpeter and band leader in the form of mention of the Real Ale and Live Jazz trains to be run once again in the evening of Steam Gala Saturday. (An excellent 'do' last year, by the way.)

I wonder if he'll turn up . . . .

## TIMES PAST - Summer 1816

From: *Travels through England, Wales, and Scotland, in the Year 1816*, written by Dr. Samuel Heinrich Spiker, Librarian to his Majesty the King of Prussia. Translated from the 1818 German edition, and published in London, 1820, in 2 volumes. (Dr. Spiker was in London until June 1816, before leaving for the North.)

**LEEDS** "Shortly after our arrival we went to the coal wharf, to see the arrival of the coal waggons, which are set in motion by steam machines, and bring the coals from the mines, at a distance of about six English miles from the wharf. It is a curious spectacle, to see a number of columns of smoke winding their way through the country. As they approach we see them more and more distinctly, till at length along with the column of smoke, we also perceive the waggon from which it ascends, dragging a long train of similar waggons hooked to it, which give it the appearance of a monstrous serpent. The whole of this column moves upon an iron road, constructed for the purpose, having places close to each other, into which the teeth of the principal wheels in the middle enter, which wheels are put in motion by the steam engine in the waggon, that impels it along the road. The other four wheels, which are smaller than the principal one, and without teeth, (if one may use the expression) are like the whole of the waggon, of iron, of which material the other waggons, twenty-one in number, hooked to the machine waggon, also consist. The machine itself was only of four horse power; but it impelled the waggon along with so much velocity, that I was obliged to move at a sharp pace, indeed almost a trot, to keep up with it. A labourer, who (as it is called) feeds the machine, and clears away the ashes; sits on the waggon and stops it as soon as it comes to a side road, where any waggons are to be unhooked, in order to be drawn by horses in some other direction. For this especial purpose, smaller paths are made, deviating from the principal road. It is worthy of observation, that the force of the machine is so great as to impel the waggon up a kind of terrace, where it is overturned, when the load runs down into the wharf over a wooden scaffolding."

## LEEDS FORGE, THE WHITLEYS, THE KITSONS, & THE GREAT HUNSLET SEWER COLLAPSE

### Henry Gunston

Earlier in the year, my wife and I revisited Kenya, and whilst checking out an old steel-bodied four-wheeled van in the Railway Museum at Nairobi, I found the builder's plate: **FOX'S PRESSED STEEL FRAME PLATES, LEEDS FORGE Co. Ltd., BUILDERS, 1914.**

A popular Leeds Forge product in Kenya, and on other colonial railways, was an all-steel bogie van. Possibly the only example in Britain was the solitary bogie van supplied to the Leek and Manifold Light Railway in Staffordshire. In the *Railway Gazette* for 15th May 1925, it was noted that the Crown Agents, acting on behalf of what was then titled the Uganda Railway, had ordered 100 metre gauge all-steel bogie covered wagons from Leeds Forge. This was the 11th order for this type of wagon since Leeds Forge "designed it in 1912". The Leek and Manifold bogie van, supplied in 1904, was of a design developed by E.R.Calthrop, the well known narrow gauge railway



**METAMORPHOSIS** - the changing face of the former Hunslet Engine Works. Above: as it has been for the past few years. Below: as it now appears, still incorporating the old HEC office building in the otherwise ultra-modern façade. Photos: Chris Nicholson

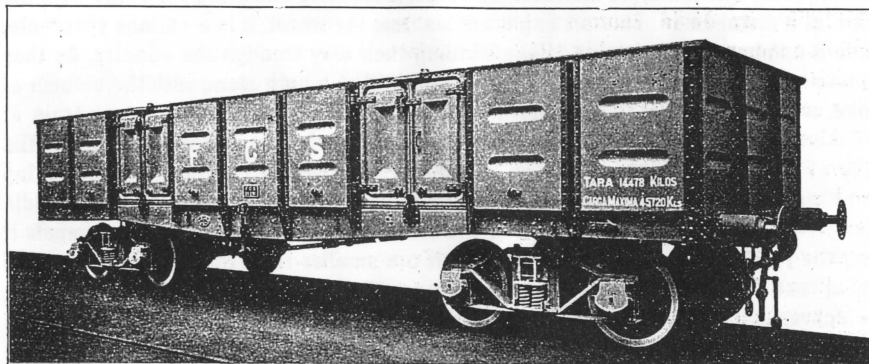




engineer, who seems to have had a close professional link with Leeds Forge. The Forge also supplied the frames (at least) of what were originally the colonial Governor's coaches in Kenya, now the State Coaches of the President.

## THE LEEDS FORGE CO., LTD., LEEDS.

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A 1927 Leeds Forge advertisement is reproduced above. It comes from the Journal of the Institution of Locomotive Engineers for January-February 1927, and shows a 45 ton Bogie Open Wagon for the Buenos Ayres Great Southern Railway in what in those days would have been called "The Argentine". FCS on the side stands for "Ferrocarril del Sud".

The visit to Kenya, where we met, was linked in part to our 25th Wedding Anniversary in May. We were married at St. John's, Roundhay, on Cup Final Day 1973 - which explained why there was no traffic in Leeds when we went off mid afternoon for our honeymoon. When we returned to St. John's in May this year, I looked out for, and found, the memorial to Sarah and Joseph Whitley. The top section reads "IN MEMORY OF SARAH ROBINSON", and the text continues "THE BELOVED WIFE OF JOSEPH WHITLEY, DIED OCTOBER 24th 1888, AGED 72 YEARS". The lower plaque reads "ALSO OF THE AFORESAID JOSEPH WHITLEY, DIED JANUARY 12th 1891, AGED 74 YEARS". The elegant tiled surround was the work of the Whitleys' multi-talented son-in-law, Louis Aimé Augustin Le Prince (he of the earliest moving pictures), and his logo "ALP" and the date 1889 appear at the bottom of the lowest right hand tile.

St. John's, Roundhay, was also a haunt of the Kitson family, and I came across a bust of James Kitson the Elder (1807-1885) on the august main staircase of the Institution of Mechanical Engineers in London the other day. Obviously St. John's was not the only church favoured by the Kitsons, as I gather that the fine mosaic by Frank

Brangwyn in St. Aidan's, Harehills, was mainly funded by Robert Hawthorn Kitson. His brother, James the Younger, became Lord Mayor of Leeds, was knighted, and became Baron Airedale in 1909.

The information about St. Aidan's came from an essay on the mosaic, by Barrie Pepper, in a fine new book called *Aspects of Leeds: Discovering Local History* edited by Lynne Stevenson Tate, and priced £9.95. It comprises a series of separate historical essays whose topics range from 'The Beginnings of Gott's Mill in Leeds' to 'Briggate and its Pubs'. One essay, 'A Letter to the Editor: Readers' Letters to the Leeds Press, 1795-1850', by David Thornton, includes mention of the press coverage of the Middleton steam engine trial in 1812. A little later, letters appeared in the Leeds press suggesting that a railway should be built to Selby using "a Patent Steam Carriage, as now in use at the Middleton Colliery". [See the Spring 1991 *Old Run* article about the letters.]

Also a "good buy" from the Oakwood Clock Bookshop was another new book *Hidden Beneath our Feet: The Story of Sewerage in Leeds* by David Sellers, who has been involved with Leeds sewers as an engineer. Produced by the City Council (good to detect surviving Municipal Pride in City institutions), the book contains colour prints of interesting old maps. One, covering the "Existing Drainage System 1832", shows "Brandling's Coal Staithes" off Hunslet Lane, and the line of the Middleton Railway also appears on a Drainage Scheme Map of 1850. A nicely turned-out, well illustrated and informative book for £4.

[The spectacular sewer collapse at 'Hunslet goods station', subject of an illustration in the latter book and mentioned in the title of this article, was thought at first to be at the Hunslet Lane Goods Yard near our Railway's earlier northern terminus. It proved on further investigation by Henry to have taken place at the Yard at the northern end of the Great Northern branchline, much further away from our Railway, but still quite literally connected with it, as this was the line which formerly crossed our Railway at the Parkside bend, and to which a link line was laid from our Railway. The last railborne coal to leave Middleton Broom Pit was taken out via this link, and presumably was handled at the Yard in question.]

## 1998 INTERNATIONAL EARLY RAILWAYS CONFERENCE

The conference is at St. John's College, Durham, on the 10th to 13th September, and there are still places available at this time. Booking forms and further details from:

Susan Ketelaar, NEEH (Railway Conference), Dept. of History, 43 North Bailey, Durham, DH1 3EX

Telephone: 0191 374 2013

e-mail: S.F.Ketelaar@durham.ac.uk

[please note the e-mail address is now different from that given in our Winter issue.]

There will be a wide choice of nearly 30 major papers, plus short 'presentations', relating to the history of railways before 1840, and including Greek, Roman and medieval railways, horse-drawn waggonways, development of steam traction, early railways of Europe and America, engineering, early railway economics, etc. etc. At least a few papers (all based on recent researches) will touch on our own railway's history. There will also be 2 optional coach trips available, to railway history sites.

The cost of attendance only, plus tea & coffee, is £70. A full conference ticket, including access to all presentations, bed & full board in University accommodation from Thursday p.m. to Sunday noon, and a BBQ, bar & live music social evening at Beamish open air museum, costs a very reasonable £190.



Above: *Mirvale* steams up the station yard on Sunday 17th May. Photo: Keith Hartley  
Below: Mrs. Carol Cox visited the Railway with her husband and children on a damp and windy spring day, to be presented with the Star Prize in the recent Raffle. Mr. Shaun Callaghan, General Manager of the Hilton Leeds Central Hotel, is seen handing Mrs. Cox the voucher for a Family Weekend Break in any Provincial Hilton Hotel, kindly donated by Hilton International. We hope the Cox family chose a better weekend to take their Break, and that they had a really enjoyable time. Photo: Stan Holdsworth



## THE MIDDLETON RAILWAY TRUST LIMITED

(Limited by guarantee and not having a share capital)

Registered Office: The Station, Moor Road, Leeds LS10 2JQ.

Telephone (0113) 271 0320

Email [mrt@bmcl.co.uk](mailto:mrt@bmcl.co.uk)

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Full Trust Members	£8.50
O.A.P Trust Members	£5.00
Junior (M.R.A.) Members	£5.00
Family Associates of Trust Members	£1.00
Life Membership	£125.00



## 1998 SPECIAL EVENTS

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2nd August	Teddy Bears Picnic
22nd August	Harry the Hawk's Day (held in conjunction with the Hunslet Hawks Rugby Club) - starring 1625 <i>Lucie</i> as Harry the Hawk
26th & 27th September	Steam Gala - all available steam locos working, celebrating the 240TH ANNIVERSARY of the ceremonial opening of the Middleton Railway!
29th November, 5th, 6th, 12th, 13th, 19th & 20th December	Santa Trains
31st December, 1st, 2nd & 3rd January 1999	Friends of ' <i>Thomas</i> ' New Year Party

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Normally, all Special Events trains operate every 30 minutes from 10.30 to 16.30.

Special fares normally apply to all visitors and members.

(N.B. Please note: some changes have been made from dates given in the last *Old Run* and in the 1998 Timetable leaflet. Correct dates are as above.)

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