

The

OLD RUN

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The Editor welcomes contributions - photographs, articles, news items and letters - relating to the interests of the Trust and the operation of the Railway. Items for publication, including images, are acceptable in any format and may be sent via CD, post or email.

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Front Cover

NER H Class No. 1310 climbs up towards Park Halt on Easter Sunday with the special Easter Eggspress
Andy Hardy

On the Platform *Graham Findley*

Looking at the results of the recent European elections, it's clear that many voters are unhappy about the way things are being run on their behalf. There are a number of issues where ordinary people want something, but politicians either can't or won't deliver what they desire. A recent YouGov poll at the end of last year found that voters of all political parties were united in their support for the re-nationalisation of rail. 66% supported nationalising the railway companies while 23% think they should be run privately.

Many commentators now feel that the privatisation of the railways was largely a mistake. Mind you, we should remember that many trains in the BR era specialised in dreadful toilets, and football hooligans – and those two factors may be related! But the drive to privatise, although ticking the market forces box, utterly failed to conserve the most civilised, socially cohesive and beneficial means of transport ever invented. The private Victorian railways were run by stern and upright Presbyterian men who considered lateness a sin, on a par with fornication and Romanism, and that sense of pride was still evident in the era of nationalisation. However, it was seriously compromised by the botched privatisation process which had less regard for the public good than a narrow view of 'cost'. It meant accepting profiteering and low standards as the norm with a dependence on private companies whose overriding interest – by definition – was making a profit at the users and taxpayers expense.

Even UKIP supporters must look enviously at the railway networks throughout much of Europe, where it's accepted that a system that is reliable, value for money and integrated with other forms of urban transport is too important to leave to the whims of the market.

There may be many people who don't want closer political ties with other countries in the EU, but it shouldn't stop us replicating their better features.

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Time is one of those things that will not stretch and there seems to be so much going on at the moment that finding time to sit down and write this has proven difficult.

We are now almost half way through the year and so far we have had a very encouraging start. Our weekend visitor and passenger numbers are up on last year and the takings in the shop have seen a significant rise, compared to the same period last year. Our children's Party Trains got off to a flying start and I think we have already passed the total income for the whole of last year. The only disappointment is the number, or lack of, school bookings although some are starting to come in.

We are still struggling for staff in the shop, ticket office and café areas and this will inevitably end up having an effect on the number of days we can open next year.

The call for duty managers has fallen on a couple of receptive pairs of ears and two very willing volunteers are now under training for this vital role. Hopefully before the Santa Season we can let them lose on their own, so to speak.

We have had a steady stream of new volunteers in the workshops and operations side of the organisation, but not all of them have stayed the course. If you are one of those reading this, please, let us know what went wrong. It may well be us doing something wrong or not providing what you expected - unless we find out we cannot make amends.

Most times I put pen to paper (or finger to keyboard) for ToR I usually mention "safety", your safety on site, my safety on site and the safety of our visitors. Despite all these pleas and many hours of deliberation from our Training Officer in MIC's (Mutual Improvement Classes) I still see volunteers doing unbelievable

things. Fortunately, these misdemeanours are not associated with train operations but just simple common sense things around the site. Again, I ask all volunteers to be particularly vigilant with very simple things like not leaving tools, obstructions, trip hazards etc., where the public have rightful access.

You may not be aware but Senior members of the Railway attend courses and seminars away from Moor Road, often along with other Heritage Railways and/or Museums. These provide valuable sources of information which can often be brought back to Middleton and put to good practical use. A recent example was a mock-up of an "Emergency Planning" exercise that was delivered at an HRA (Heritage Railway Association) meeting, this was brought back in house and shared with Kirklees Light Railway. This proved a valuable tool for demonstrating the principles of emergency planning and worked fine between a standard gauge and a narrow gauge railway. We provided the facilities and Kirklees provided an excellent supper for everybody and a good evening was had by all.

We will shortly be coming into our "events" season with the various galas and themed weekends, can I ask all volunteers who participate in these to firstly enjoy the event and the experience but above all keep yourself, your colleagues and our visitors SAFE!.



Inside Track

A round up of events at the Middleton Railway



Ian Dobson's Famous Social Evenings take place every first Tuesday of each month at Moor Road, starting at 7.30pm.

Usual rules apply, all welcome, tea break and no membership of any organisation is required to attend. A splendid time is guaranteed for all! The programme for the rest of the year is as follows:

01/07/14	Jamie Guest	5000 miles in search of a tram to Roundhay
05/08/14	Kevin Tattersley	Signalling changes in the North and Midlands
02/09/14	Ian Dobson	Travels in 2013/2014
07/10/14	Colin Walker	Scouting on the right lines
04/11/14	Kevin Tattersley	West Yorkshire railways in the 1980s - part 2
02/12/14	Team Dobson	Christmas social quiz - not too difficult!

Middleton Railway Clothing The importance of staff and volunteers being easily identifiable by visitors is obvious. Corporate clothing is important in establishing a sense of togetherness and common purpose and the range of items available has now been extended to include the following:-

Polo Shirt £12.00 Sweat Shirt £13.50 T shirt £7.50
Fleece £18.50 Bodywarmer £15.50



These prices are for working members and are less than those charged to members of the public. All items are in maroon and carry the 'Staff' logo. Please place your order in the shop. Orders are sent on the 1st of each month.



Medical Assessments for volunteers undertaking Safety Critical Work currently take place on two days each year. If you have recently begun to volunteer your services for work that is of a safety critical nature, then please ask for a Medical Assessment Form so that this can be completed and forwarded to the Medical Officer. Please remember that it is your responsibility to inform the Medical Officer of any changes to your health or medication which may affect the Safety

Critical Work you undertake. New 'Contact Forms' are available in the workshops and in the shop and can also be downloaded from the members section of the website. Please put any completed form, together with an SAE, in a sealed envelope and send it to: The Medical Officer, c/o Middleton Railway Trust, Moor Road, Leeds, LS10 2JQ. Alternatively completed forms can be given directly to Steve or Ann Roberts who will forward them to the Medical Officer as soon as possible. All information given will only be seen by the Medical Officer.

Coal Traffic on the Middleton *Andy Hardy*

Unfortunately time constraints have prevented me from completing the next installment of the Middleton Colliery Locomotive series in time for this edition of the OR. However the accompanying images have been passed to me and show a British Railways standard class 4 tank working the colliery's coal traffic. There's nothing to identify the date, but it must be between August 1959 and 1964 when 80075 was withdrawn. Maybe its an idea for a future gala....! ***Images courtesy of Travel Lens Photographic***



BR 4MT 2-6-4T 80075, built Dec 1953, withdrawn July 1964



Diesel Gala - Saturday 7th June



Harry arrives at Moor Road



View From a Window!



Alf about to leave Park Halt



Sweet Pea attracts attention



Ballcock and Mary at Balm Road



John Linkins peers into the rain

Diesel Gala - Sunday 8th June



138C negotiates the Balm Rd crossing



Alf on the Moor Road crossing



Carrol emerges from the M621 tunnel



Harry under ominous skies



Sweet Pea climbs the hill



Harry and 138C head to Park Halt

Moor Road Happenings

LOCO NOTES

We have started the season on a generally positive note with all four steam locos ostensibly available for traffic, although running repairs and maintenance has meant that they are not all available all of the time. A similar situation exists with our diesel fleet.

1601 MATTHEW MURRAY

The repairs to the cylinder block mentioned in the last Old Run have now been completed and the loco successfully steam tested. Similarly, the right hand centre coupling rod bearing has been white-metalled and re-machined. The loco is now available for service and was used over the Spring Bank Holiday weekend. The left hand injector clack valve (the non-return valve that prevents water from blowing back from the boiler) is starting to leak more than is reasonable and we will have to give this some attention.

No. 6

The boiler has now been formally inspected by the Boiler Inspector and all the necessary repairs agreed. Whilst there is nothing exceptional in the work required it is going to be the largest boiler repair that we will have undertaken in our long history. The majority of the work is centred around replacement of virtually all the left hand side of the outer firebox wrapper plate and a slightly smaller piece of the right hand side. To remove these pieces of plate is going to require the removal of a large number of boiler stays and lap seam rivets.

Rather than contract out these works we are going to try and do much of the removal in-house using our own volunteers. Whilst we have replaced stays and rivets in the past these have been few in number and some time ago. To give our volunteers some instruction and experience in doing

this work we have arranged for Gordon Newton (late of Israel Newton) to come and give us a days tuition in stay and rivet removal before we start the job in earnest. In addition to the above work, the bearings have once more started to receive attention. The bearings on this loco are quite worn and, in previous times, this wear has been taken up by filing them, which has resulted in them not fitting the associated rods correctly. To rectify this, the left hand big end bearing has been fitted to its rod and been machined true with it in-situ and is now ready for white-metalling.

1210 SIR BERKELEY

Sir Berkeley saw use on a couple of weekends during May (whilst the weather was fine) but has now come into the workshop for attention to a heavy knock on the right hand big end. Otherwise, available for traffic and running satisfactorily.

No.11

No further progress to report

No.1310 (NER H)

1310 essentially started the 2014 season, being used on the first six days of operation without any problems. It was then stopped for a water change and a few minor maintenance jobs. The overhaul of the steam brake cylinder has proved to be a success and braking with this is much improved. No longer does most of the steam get blown out of the cylinder when the brake is applied!

1544 SLOUGH ESTATES No.3

The work on improving the frontal appearance of the loco has now been completed, with the smokebox door no longer hanging at an angle. In the end, the front handrail was replaced completely. This task was made harder by the fact that

Moor Road Happenings (cont)

the handrail knobs are actually welded to the smokebox and not screwed, as originally designed. This made threading the new curved handrail through them a bit of a task but one that was finally accomplished with a bit of help from the heating torch and a die grinder. Two new ball ends have been made to fit the ends of the handrail. This has made the front of the loco look a lot tidier although, as the centres of the smokebox wrapper, smokebox door and handrail are all different, it will never be perfect unless we start anew with everything!

We believed that we had sorted out the problem with the steam brake valve but it transpired that it was a bit more complex than we thought as, when the valve was re-fitted, we found that the brake would not release fully. Armed with this knowledge and learning curve we had a second and third attempt at getting it right and it seems that we have at last succeeded.

A gauge glass protector has become broken, probably through being dropped on the floor by some anonymous person. Although we supposedly had spares for these, when it came to fitting them, it was obvious that they weren't the correct size so a new set of glasses has now been purchased and fitted.

The loco has also had its annual visit from the Boiler Inspector and it is pleasing to report that no problems were found. All the weeping rivets in the smokebox have now finally sealed themselves (with a little bit of help from calking chisels along the way). Various warped and burnt firebars have been replaced with ones held in stock. This has used up our supply of spares so we will have to obtain some more.

Sentinel No.54

The big news to report is that we have now placed an order for the supply of a new boiler shell. This is with Israel Newton,

who have given us a very reasonable quote for the work. The contract also includes for fitting together the shell and firebox, along with all associated work and for a hydraulic test. This should mean that, when the boiler eventually returns, it will be ready for fitting to the frames and for a steam test. Planned delivery is for the end of September but experience suggests that such delivery dates invariably slip back.

Back at Moor Road, recent work has been concentrated on the sandboxes. Two of the original cast sandboxes were stolen some while ago and we have been busy fabricating some replacements. These have now been made and are presently being fitted. Once painted up they should be fairly indistinguishable from the originals except at close quarters. We are fortunate in that we actually have a couple of spare outlet flange castings as these would have been much harder to re-make.

Our Sentinel also has an additional pair of fabricated sandboxes in the cab, bringing the total number of sandboxes up to six! At the loco's last overhaul, back in the 1980's, new bunker side sheets were provided and these sandboxes were never re-fitted to these sheets and have been in store ever since. We are fairly certain that these two sandboxes are LNER additions and not original equipment supplied by Sentinel. Why these additional ones were deemed necessary is not known and perusal of photographs of other LNER Sentinels does not give any indication that other locos were so fitted. As they came off the loco originally, it has been decided to re-fit them, even if they are unlikely to be used. Re-fitting has, however, not been a simple task as there are no drawings to go from and the only clues have been photos and a recess cut in the frames to accommodate the sandpipe.

Mention has previously been made of the need to acquire a new funnel base. In

Moor Road Happenings (cont)

conjunction with four other Sentinel owners, a pattern has been made for this and new bases have now been cast. Our base was picked up during April and transported to Moor Road. The funnel base sits on a cast iron boiler top plate, this whole assembly being bolted to the boiler top. Our existing top plate was also stolen at the same time as the other bits and pieces so we knew that a new one was required. As we already had a pattern this was no problem but, some while ago, whilst rummaging through one of our vans, a spare top plate was found. Once the funnel base was on site, this spare top plate was retrieved from storage so that the two could be fitted together. It was at this moment that it was realised that the slots in it for the superheater coil were not in the correct position for our boiler and that started a bit of headscratching and investigation. It turns out that this top plate was originally purchased by the Middleton Railway from British Railways at Darlington in 1961, as part of a consignment of Sentinel spares. The paperwork quoted a drawing number and this has now been found in the Sentinel archives. It is, in actual fact, a boiler top plate for an LNER six cylinder Sentinel steam railcar (*see below*), the last of which was scrapped in 1946!

A new piece of roof has been made and fitted to replace the corroded piece cut out some considerable time ago. The necessary holes in the bunker side sheets have all been drilled for fitting of the timber bunker but this latter is still to make.

HE 2387 BROOKES No.1

The boiler has now been inspected and, so far, no faults have been found. I say 'so far' because some of the welds need to be examined using an ultrasonic flaw detector and this has to be done by a specialist contractor as our Inspector does not have the necessary equipment and qualifications. However, the welds have already been tested using a magnetic particle flaw detection and no problems have been found. The difference between the two is that UFD looks for internal defects and MFD looks for surface defects. As the welds were originally examined using UFD when the boiler was built, it is very unlikely that any internal defects will have arisen.

Other work has generally concentrated on cleaning and painting of the frames. The loco should be fitted with a steel plate between the cylinders and the smokebox but, over the years this has become badly corroded and concrete has been used as

a substitute. This concrete has now been cut back to allow the fitting of a new steel plate and all the associated stud hole fixings in the cylinder have been cleaned out and re-tapped.

Fowler 4220033 HARRY

Since its return to operational condition, we have had problems in changing direction



Moor Road Happenings (cont)

from forward to reverse in the gearbox. The actual gear change is operated by compressed air and when you select a direction a piston move the gears into the required position. Once the direction is selected and the gear is proved to be engaged, an interlock operates which allows the air operated clutch to be engaged. Thus you cannot drive away unless this has happened. Selecting forward was OK but selecting reverse was a haphazard affair.

It was found that the interlock was not operating in this direction and initially the cause was put down to the operating pin not being long enough (it was shorter than the equivalent one on the forward side.) A new pin was made but this had no real effect. Whilst we were investigating the fault, the problem got worse and, not only couldn't the clutch be engaged but neither could the gears.

This left us no option but to take up the cab floor and remove the top of the gearbox to see if there was an internal problem. Once this was done (no five-minute job!) the reason was fairly obvious and was due to the operating arm having come loose on its shaft and not moving the gears sufficiently. Rectification was fairly easy but the whole operating linkage was then out of adjustment. As we hadn't touched this, the problem must have been there for some time and, like us, the previous owners must have been treating the effect and not the cause. Forward and reverse selection now works properly every time.

Peckett 5003 AUSTIN'S No.1

In regular use and generally sharing duties with 138C and D2999 as required.

D2999

After a long time, this loco is once more operational and part of the service fleet. An oil change has been carried out and some of the paintwork has been touched up to

improve appearance. A cover has been fitted to the radiator as it was considered that the engine was not getting up to working temperature. However, this may have to be removed as, with the summer weather, it is perhaps getting too hot!

138C

Available for traffic.

D577 MARY

The brakes on this locomotive are in need of adjustment. However, when we tried to do this, it became obvious that the geometry of the vacuum brake system would not allow the next hole of the relatively crude adjuster to be engaged. Overcoming this problem is not going to be a five minute fix and, in the interim, a close eye is having to be kept on the amount of wear to ensure that the piston does not 'bottom out' in the brake cylinder and make the brake ineffective.

6981

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

7401

Although not regarded as part of the service fleet, this loco does get occasional use on the Saturday diesel service and is generally performing satisfactorily

D631 Carroll, and 1786 are all serviceable although not generally used. All other locos are stored, either on display in the Engine House or awaiting overhaul.

CARRIAGE & WAGON NOTES

Coach No.1074

The Wednesday team has now finished building the framework for all the doors and these have been hung. They await

Moor Road Happenings (cont)

cladding and the fitting of the sliding windows, though. The beading has all now been fitted and attention in recent weeks has turned to the roof. This is fitted with a traditional canvas which is generally in reasonable condition although there were a few small holes in it. These holes have all been patched and the roof has had two coats of a bitumen based waterproofing and bonding material. New clamping strips have also been made and fitted to the coach ends. These timber strips clamp the canvas firmly and prevent it from coming loose and lifting.

The electrical wiring for the lights and auxiliary power supply has all been fitted. Work is presently concentrating on fitting the hoopsticks for the false ceiling and this will shortly be followed by fitting of the actual roof panelling. The plywood panelling for the interior has all been purchased but it has been decided to leave fitting of this until the ceiling has been done to minimise the likelihood of damage.

Coaches 1867 & 2084

After burning quite a bit of midnight oil, both coaches were completed in time for them to enter service on the 19th March. Hopefully, the repairs and repaint carried out over the last few months will eliminate the need to do any work on them this coming winter. It is early days yet but the Medite Tricoya panelling fitted to coach 1867 seems to be causing no problems. The handbrake linkage on No.2084 has been altered slightly to improve its geometry. The strut from the handbrake cross-shaft to the brake lever was a bit short, meaning that the handbrake screw always operated in the top part of the thread, rather than the more desirable bottom part. This meant that, whenever you applied the handbrake, you had to wind it on a lot of turns to do so. It also meant there was less acceptable movement before adjustment became necessary.

CRANES

The new load/radius gauge has now been fitted to the Smiths 5 ton crane and it awaits a formal inspection and testing before it can enter service. Cleaning out and painting of the cab interior is now nearly complete and continues as inclination and manpower permit.

CAR PARK

Visitors to Moor Road in recent weeks will have noticed quite a transformation with our car park. This has long been one of our few poor points and did not give a favourable impression to arriving visitors. It also didn't lend itself to tidy parking and volunteers, rightly or wrongly, always parked in the better places. The car park was also surrounded by a reasonably large embankment, which was covered in vegetation, this being the result of us not wanting to pay the costs of disposal of the earth from the building of the workshops back in 1995. Whilst the embankment and trees provided a much wanted bit of greenery around the site, it had become obvious that it also provided a huge amount of protective cover for anyone breaking in to our premises. To improve all this, the embankment adjacent to Moor Road has now been completely removed (at considerable cost) and the area thus released has become additional car parking. The car park has been covered in limestone chippings and generally tidied up to present a much neater appearance. Railway sleepers have been used to create parking bays and bring some order to the previously haphazard parking. Of course, all this work has meant that the railings along Moor Road are now obvious to all and, more obviously, are in need of a coat of paint. Any volunteers, please step forward!

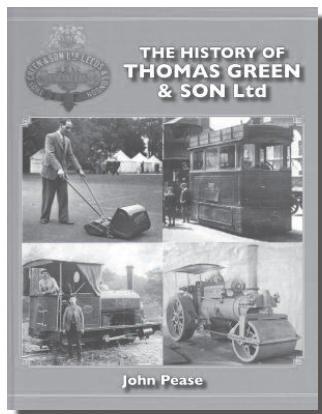
Steve Roberts

Chief Mechanical Engineer

The History of Thomas Green & Son Ltd **by John Pease**

John Pease has previously written the definitive books on local engineering firms J&H McLaren and Mann's Patent Steam Cart & Wagon Co, and for his latest book he turns his attention to Thomas Green & Son and their Smithfield Ironworks just to the north of Leeds city centre.

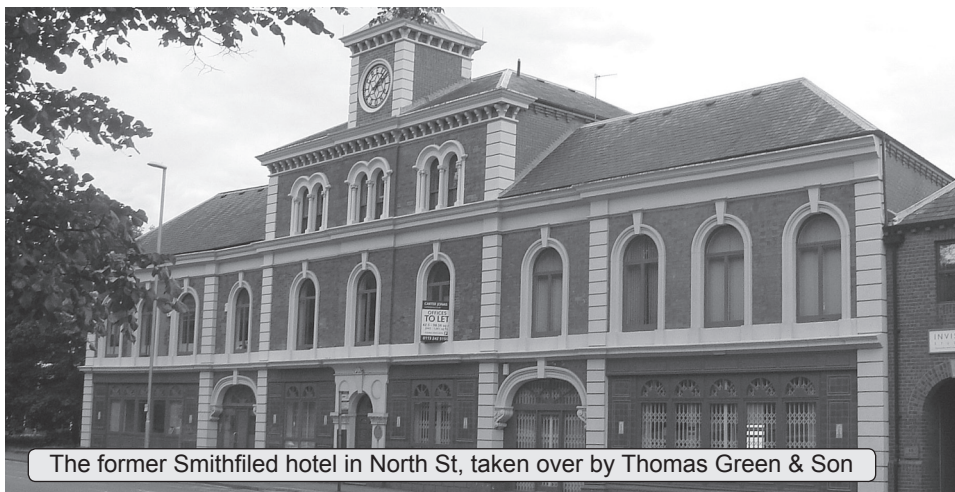
Thomas Green were one of the largest manufacturers of lawn mowers but like most engineering firms of the time they would manufacture anything they could win orders for. The firm progressed from making hand rollers for sports fields and gardens and boilers for greenhouses to complement their gardening range to making steam rollers, steam trams and steam locomotives. They were one of the leading makers of steam trams during the short lived demand for them making around 200, though only 38 locomotives were produced. Their locomotives included Barber on the Harrogate Gasworks railway, now being overhauled for use on



the South Tynedale Railway. The book has over 200 illustrations which is quite remarkable as most of these date back to the 1920s and before. There are lists of many of the items produced and details of the key figures in the company's history, including Robert Blackburn who went on to make a name for himself producing aeroplanes.

It is always worth getting books like these when they come out as they form a useful reference item, and such books also tend to increase in value with time.

This book is available from the Railway's shop, RRP £18



The former Smithfield hotel in North St, taken over by Thomas Green & Son

Why They Were Built... *Andrew Johnson*

... or the Industries that used Leeds made engines

With the research being carried out to accurately determine the initial use of locomotives and cranes built in Leeds it became obvious that there were a vast array of customers taking the products. An initial thought was to research each of the customers with the intention of adding this information onto the Leeds Engine site, however just taking a look at each of the colliery groups prior to nationalisation would have resulted in more episodes for Old Run than books in a library!

Splitting the series into different business sectors (taking modern parlance) eliminates much of the repetition that would have occurred in discussing say, two collieries. Some sections will be written by a variety of individuals. The coal industry will be split into the distinct parts of underground and surface.

Pour Some Sugar On Me

Sugarcane is the world's largest crop by production quantity. In 2012, the UN's Food and Agriculture Organisation estimates it was cultivated on about 26.0 million hectares, in more than 90 countries, with a worldwide harvest of 1.83 billion tons. Brazil was the largest producer of sugar cane in the world. The next five major producers, in decreasing amounts of production, were India, China, Thailand, Pakistan and Mexico.

Sugarcane belongs to the grass family (Poaceae), an economically important seed plant family that includes maize, wheat, rice, and sorghum and many forage crops. The main product of sugarcane is sucrose, which accumulates in the stalk internodes. Sucrose, extracted and purified in specialized mill factories, is used as raw material in human food industries or is fermented to produce ethanol. Ethanol is

11 *Fiji*, an 0-6-0 2' Hudswell Clarke 972 of 1912, built for the Colonial Sugar Refining Co. Ltd, Lautoka Mill, Fiji at Pont Croesor



Why They Were Built (cont)

Saccharine, an 0-4-2T 2' John Fowler 13355 of 1912 at Statfold Barn



produced on a large scale by the Brazilian sugarcane industry.

There were a vast array of different countries that took locomotives from Leeds for use in the industry. This industry can be split into separate sections:-

Field railway - often these were built using a narrow gauge of say 2' as the track could be laid and fairly easily moved to a different location as the crop was being harvested. Most of the plantations were leased or sold to tenant farmers who supplied the company with all their produce. The loaded wagons would be taken to the central processing facility.

Factory - frequently the older locos would be pressed into shunting of the cane wagons into the processing plant and removal of the empties. Other wagons would be filled with the waste and finished products giving plenty of shunt movements!

Subject to the location of the factory it would be possible for there to be a connection

to a main line or quite often there would be a company based line to distribute the finished product, often to the nearest port for delivery by ship. The large UK sugar companies had financial interests in many of the commonwealth countries. Wonderful business names such as Colonial Sugar Refining, they were ranked as one of the world's largest producers of raw sugar, to cover the area they served.

Track gauges varied according to the customer. 2'/600mm being fairly common in Australia, Fiji, India, Brazil, South Africa etc others include 2'6", 3', 1000mm, 3'6", and 4'8".

Sugar is also produced in the UK but is from beet sugar rather than cane grown in other parts of the world.

Sugar beet, cultivated *Beta vulgaris*, is a plant whose root contains a high concentration of sucrose. It is grown commercially for sugar production. Sugar beets and other *B. vulgaris* cultivars, such as beetroot and chard, share a common

Why They Were Built (cont)

CSR 19, an 0-4-0ST 2' Hudswell Clarke 1056 of 1914 at Statfold Barn



11 Fiji at Porthmadog

Why They Were Built (cont)

Another view of *Saccharine* at Statfold Barn



Fowler 4220033 *Harry* at the Northampton Industrial Railway, still with its original name and BSC livery **Glenn Chippendale**

Why They Were Built (cont)



Hunslet 1540 Picton, a 2-6-2T **Graham Findley**

wild ancestor, the sea beet (*Beta vulgaris maritima*).

The root of the beet contains 75% water, about 20% sugar and 5% pulp (the exact sugar content can vary between 12% and 21% of sugar, depending on the cultivar and growing conditions). Sugar is the primary value of sugar beet as a cash crop. The pulp, insoluble in water and mainly composed of cellulose, hemicellulose, lignin, and pectin, is used in animal feed. The by products of the sugar beet crop, such as pulp and molasses, add another 10% to the value of the harvest.

In 2011 the UK was ranked 9th out of the top 10 producers of sugar beet in the world having produced 8.5 million tonnes.

Bagasse, the residual dry fiber of the cane after cane juice has been extracted, is used for several purposes: fuel for the boilers and kilns, production of paper, paperboard products and reconstituted panel board, agricultural mulch, and as a raw material for production of chemicals. The majority of the steam locomotives were supplied by Fowler, Hudswell Clarke and Hunslet. and were designed to use coal as a fuel. However a few locos for long distance haulage were built with spark arrestors, tenders and could burn coal or

bagasse. Is a loco that burns bagasse carbon neutral?

At Middleton we have a couple of locos that were used in the sugar industry, famously Picton from St Madelaine Sugar in Trinidad but also Fowler 4220033 Harry from British Sugar Corporation factory in Wissington.

Wissington, Norfolk - When the factory was built in 1925, there was no road access to it. It was located on the south bank of the River Wissey, and was also served by the Wissington Light Railway. This railway had been built in 1905, and opened in 1906, for the benefit of local farms. It left the Denver (on the Great Eastern mainline), to Stoke Ferry Railway at Abbey Junction, which was located near Station Farm. The line then crossed the river, and continued for some 10 miles to a terminus at Poppylot. The line was unusual, in that it was not authorised either by an Act of Parliament or by a Light Railway Order. The owners of the factory leased the line, and built another 8 miles of track, which ensured that sugar beet could reach the plant in sufficient volume to make it efficient.

All photos by the author unless otherwise credited.

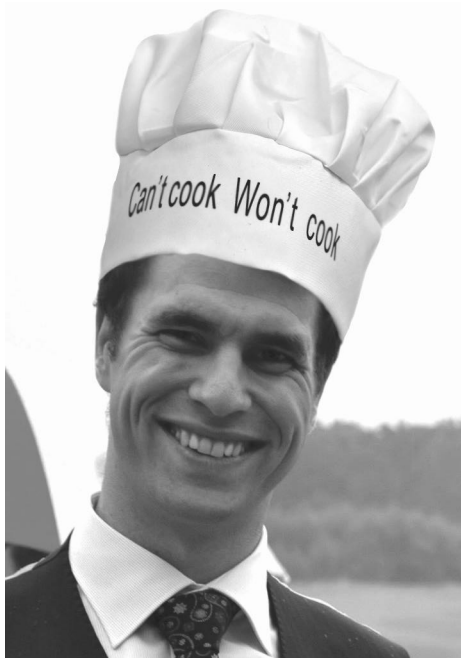
Locomotive Cookery Pt 3 *Mark Calvert*

The Handbook for Railway Steam Locomotive Enginemen. Or as we affectionately call it, "The Black Book".

Every steam locoman has this book, it was written to be a guide to all crew, given to them as they start on the footplate aspiring to one day become a steam locomotive driver. It would give the prospective crew all the information they needed to become a locomotive engineman, the valve arrangement of locomotives, tips on efficient firing and the composition of coal to name a few others. Anything a loco man needed to know could be found in this book.

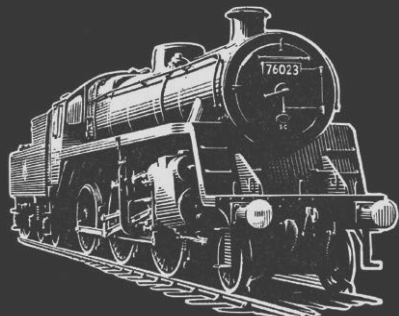
And this certainly wasn't in it!

It was very early in the morning, something we are all used to when steam engines are involved. But rather than lighting a shovel full of paraffin soaked rags to coax the engine into life, I was marinating some chicken thighs with mustard, honey and a



little thyme. And it smells delicious.

HANDBOOK FOR RAILWAY STEAM LOCOMOTIVE ENGINEMEN



For this recipe we will need,

1. Half a dozen chicken thighs, cut into large chunks
2. Handful of parsnips and sweet potatoes
3. 2 onions, roughly chopped
4. Pint of chicken stock
5. 2 tablespoons of wholegrain mustard, a tablespoon English mustard and an overly generous blob of honey.
6. Some thyme
7. Steam locomotive, with a 36 ton load.
8. Old biscuit tin (biscuits removed and eaten).

Mix the two mustards together and add in a generous blob of honey and mix. Very lightly cover the chicken thighs in oil and season with salt and pepper. Then smother the chicken with the honey and mustard and leave to marinate for an hour.

Locomotive Cookery Pt 3 (cont)

While this is being done there is time to prepare the cooking pot. I've used a shallow biscuit tin and drilled a dozen small holes in the lid and about two dozen on the sides, but none on the bottom. We want any juices to simmer in the bottom of the tin but the holes in the side and top will allow the hot gasses to flow through and heat the meal.

Line the tin with three layers of foil to protect the ingredients, some of the fumes in the smoke box can be nasty and we certainly don't want to be digesting those. All we want is the heat from the fire that rages a few feet down the 132 metal tubes of the locomotive.

Now roughly chop the onions, and peel the parsnips and cut into strips then half in length.

I fancy that some sweet potatoes and parsnips would go well with this, I'm sure you'll agree. So while the chicken is marinating peel and cut some sweet potatoes and parsnips into 1 inch chunks, cover with a dash of oil (Whitworth standard dash), and some rosemary and wrap the contents in some tin foil.

So now the chicken has marinated, put a pan at medium heat, and heat the chicken and honey, being careful as the heat may brown the honey. Nice and easy, steady! Do this for about 5 minutes, then put this to one side. Now heat the onions until soft and slightly brown, before adding the parsnips. Then add the stock, bring to the boil, let it simmer, add the chicken that you put to one side a moment ago, mix together and transfer it all into our foil lined biscuit tin.

It's time to leave for the railway, carefully loading the contents. I have drilled the holes an inch above the bottom of the tin, and lined it as best I can with foil, so there should be very limited leakage so long as the tin stays flat.

Now for the delicate part of the operation, the insertion of the tin into the cooking vessel. This was to go in the smoke box, consider this our oversized slow cooker. Again, referring to the black book, the description of use for cooking must have been due to be included in the second edition which never got printed, with the demise of steam. I've had enough

Another triumph of content over presentation? **Mark Calvert**



Locomotive Cookery Pt 3 (cont)

experience now with my food departing this world through the chimney of the loco, so care was taken to wedge it steady.

Now, the driver today isn't too steady with his hand. If you travelled that day you might have noticed to, as the train lurched up this line. He threw the regulator open without a care for our gently cooking lunch. "Steady on driver" I cried, "We need our feed in the tin, not all over Middleton Park", as we lurched on in our assent to Park Halt.

We need a steady heat, for about two hours to have the optimum result, it so transpires a steam locomotive with a 36 tonnes on the back makes for ideal cooking conditions, the fireman had built up a fine head of steam and the conditions in the smoke box were ideal. Combustion was good in the firebox, the smoke coming through fully burnt and gave a good

consistent heat.

The time finally arrived and the general consensus was from the smell of chicken in the area of the steam loco, that some grave accident had come upon our dinner. Thankfully not! On first inspection all the contents appeared to be sealed in the tin. The tin was soon rescued the tin and sweet potatoes and parsnips from the smoke box and this was dished up accordingly.

The result was a tasty lunch, giving a good feed to all. During the day we were visited by Mrs Claus, the wife of the famous bloke with the long beard. During the feast, it was suggested a pizza be done. A great idea! This has since been tried. But the less said about that incident, the better.

However, on a completely unrelated note I'm pleased to report we were able to roster for all events despite a large proportion of the crew being taken ill for an unknown reason....

Kris Ward seems to be adopting the principle of once bitten, twice shy! **Mark Calvert**



Leeds Engines in WW1 *Andrew Johnson*

The year 2014 marks the centenary of the commencement of the war to end all wars; it has since been called the Great War or World War I. Railways were used by both sides participating in the conflict. At different times the supply chain used many products from the Leeds Engine builders.

It was anticipated prior to the war that the next conflict would be a war of movement, where the mobilised army would be supplied from a transport force formed of road and rail based logistical solutions. Sir Eric Geddes (Deputy General Manager, NER) was commissioned by the War Office to make a few suggestions about transportation of armaments to the front. As both the French and Germans had lines already running on 600mm gauge it was decided to standardise on this. A maximum axle loading of 4 tons was specified and Hunslet modified a previously designed

loco to meet this requirement. Many of the operational staff preferred the Hunslet locos over the Baldwin ones as they were more stable due to having a lower centre of gravity.

Six or seven bogie wagons would often be hauled by the Hunslet giving a trailing load in the region of 75 tons of heavy ammunition. Longer trains would be hauled where the load was lighter such as animal fodder.

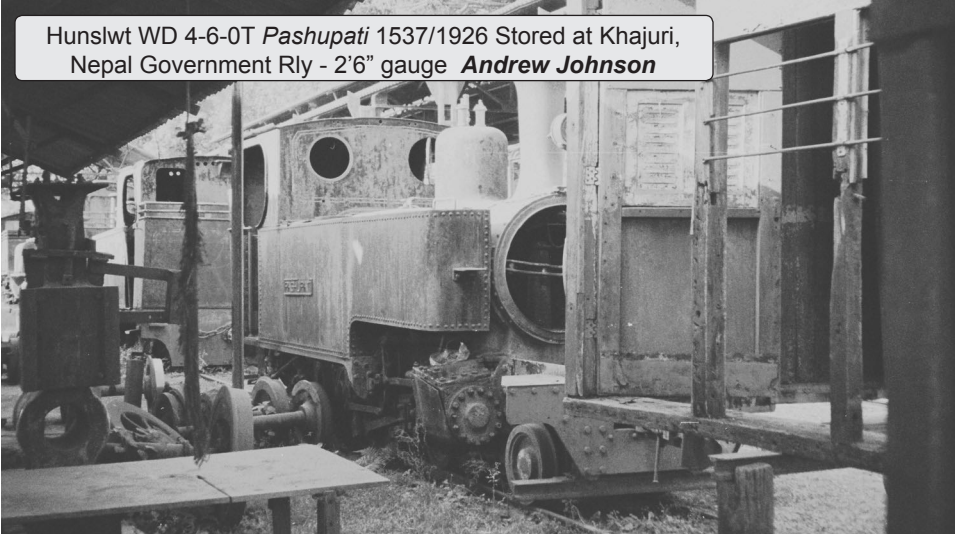
The principal types of steam locomotives used on the narrow gauge light railways on the western front were as follows; Hunslet 4-6-0T, Hudson 0-6-0T, Baldwin 4-6-0T, Barclay 0-6-0T, and American 2-6-2T. Initially steam locos were used, however (as we all know) a steam loco belches out quite obvious steam and smoke which can easily give away the location of the train as it moves close to the front.



WD 4-6-0T Hunslet 1215/1916 2' gauge at NRM Shildon, now under restoration for the Moseley Railway Trust **Andrew Johnson**

Leeds Engines in WW1 (cont)

Hunslet WD 4-6-0T *Pashupati* 1537/1926 Stored at Khajuri, Nepal Government Rly - 2'6" gauge **Andrew Johnson**

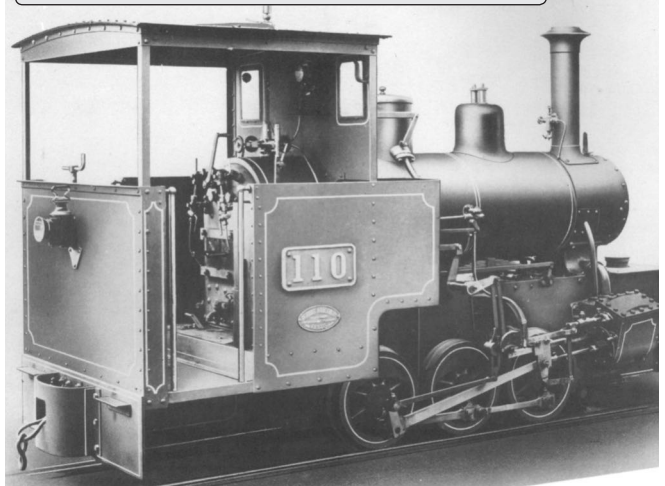


From 1916 onwards Hunslet supplied a batch of 4-6-0T locos for use on the 600mm gauge supply lines. The Hunslet's were popular, thus resulting in a few of these being built after the war and sold to Ghana, Nepal, India and South Africa, some gauged to 2'6". Six locos were rebuilt to operate on the 3' gauge Lochaber Railway near Fort William. A few of these survive and Moseley Railway Trust are in the process of restoring HE 1215/1916. The photo of this locomotive was taken at Shildon not long after it had been put on public display prior to the lengthy and thorough overhaul being undertaken on this.

Hudswell-Clarke built a few 0-4-0WT and 0-6-0WT locos, these were supplied through Robert Hudson. They were for use on the 600mm gauge track in France, which was part of the the War Department Light Railway (WDLR). The first four

Hudson locos (order date Oct 1914) were HC 1112-5 (WD 101-4). Hudson's as was usual at the time had locos built by others including Avonside (later to become part of the Hunslet group). HC built repeat orders totalling 66 600mm and 10 for 2' gauges. The first English WD line was near Fricourt on the Somme to serve the ammunition dumps and was worked by at least one HC 1113 (WD 102) in 1916.

Works photo of HC WDLR 110 **Ron Redman**



Leeds Engines in WW1 (cont)

Hudswells no 101 and 103 having just arrived in France



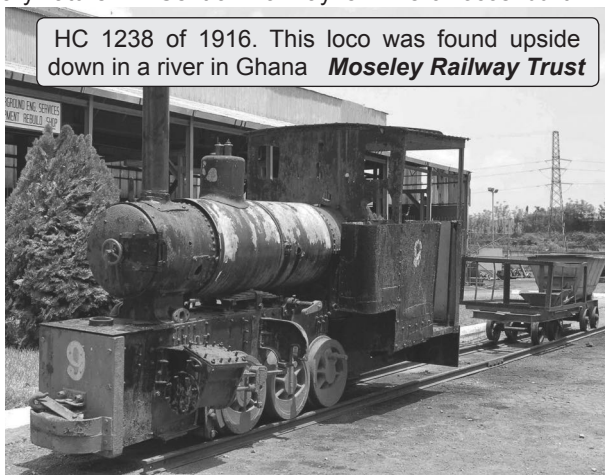
Robert Hudson's standard narrow gauge products became quite an advantage for the British side. Many of the bogie wagon designs were ideally suited for carrying provisions to the front. The now closed Museum of Army Transport at Beverly had a few on display; others survive at various railways. For the temporary nature of railways to the frontline, sectional standard modular units of rails are ideal as these can be laid down needed and then easily lifted to be re-laid as and where the conflict is taking place. Hudson's track, just like model railway 'set track', could be used on lightly laid alignments.

In France alone there were over 2300 miles of standard gauge tracks and 1300 miles of narrow gauge tracks that were laid by the British. Along many

of these lines there was somewhere in the region of 500,000 tons of traffic carried per week.

The Railway Operating Department (ROD) decided to have a few standard locos. On the standard gauge the ROD decided to have a large number (521) of Great Central Railway 8K 2-8-0 locos built. A

HC 1238 of 1916. This loco was found upside down in a river in Ghana **Moseley Railway Trust**



Leeds Engines in WW1 (cont)

batch of the GCR 8K locos were built by Kitson in 1912 which then added further orders for batches supplied in 1918/9. Following the conflict many of these locos found use by various railways throughout the world. In the UK most of the Kitson locos went eventually to the LNER as class O4, others could be found with the LMS and GWR (3000 class).

One of these found a home on the Shanghai Hangchow & Ningpo Rly (K 5216/1918) and another went onto work with J & A Brown in Australia for the mining company. Unfortunately none of the Kitson locos have survived, but four locos survive that were built by others, one is part of the national collection (BR 63601/GCR102) which was built at Gorton in 1911. The other surviving locos are in Australia and were used by J & A Brown. Some of these locos also took part in the Second World War, a couple were lost at sea. J & A Brown had a total of 13 ROD 2-8-0 locos from various makers.

The early internal combustion powered engines supplied to operate on the

narrow gauge railways at the front were built by many makers and not long after the cessation of the conflict the various builders in Leeds experimented with developed diesel locomotives of varying gauges and sizes.

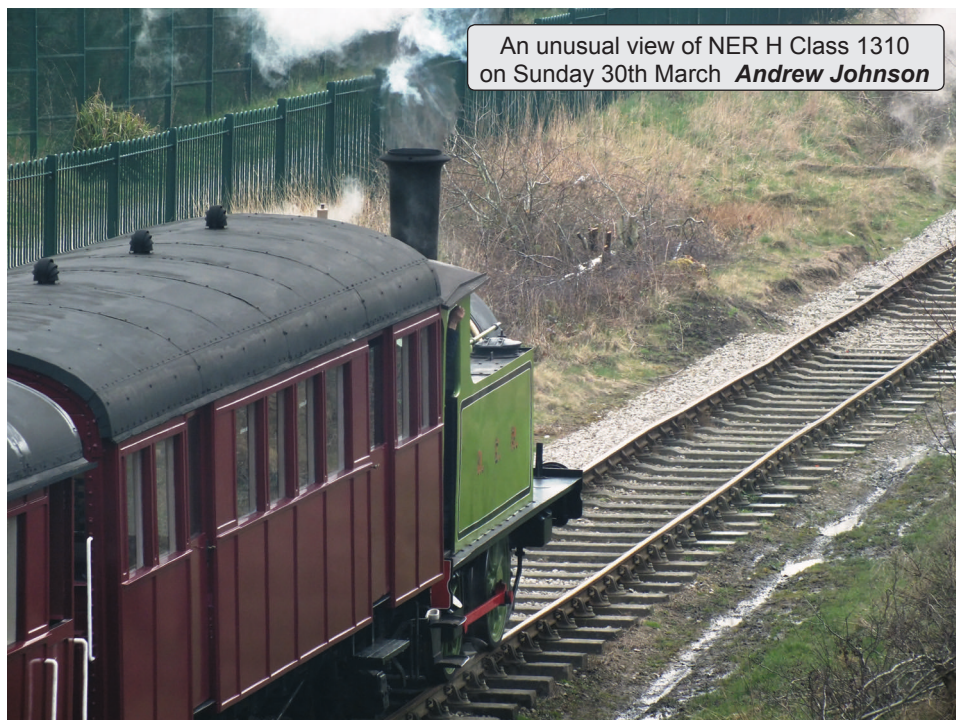
John Fowlers were heavily involved in production of ploughing engines and other road locomotives as ordered by the Ministry of Munitions and also a large order for the Russian government during the war.

For further reading, the Moseley Railway Trust have recently had reprinted as a book a copy of the "Railway Gazette – Special War Transportation Edition". This was initially published in 1920. The trust is also in the process of reprinting various Robert Hudson product brochures.

It's worth noting that the Apedale Railway are running '*Tracks to the Trenches*', a WWI gala in September, where they are trying to get together as many WWI locos as possible.

Kitson built LNER O4 63601 at Loughborough **Andrew Johnson**





An unusual view of NER H Class 1310
on Sunday 30th March **Andrew Johnson**



The same loco with the Easter Bunnies, plus Chris Nicholson
and Geoff Nettleton on Easter Monday **Andrew Johnson**



The 11th of May saw *Slough Estates No. 3* in charge of a mixed train. Loco crew was Kris Ward and Richard Pike. **Andrew Johnson**



Dear Editor, "I must say..."

Dear Editor....

I came across an edition of the Yorkshire Post dated the 26th January 1931 and it contains an interesting article about the centenary of the death of John Blenkinsop. The quality is not very good so I've made a transcription so it's easier to read.

Best Wishes
Malcolm Johnson



John Blenkinsop Centenary. Inventor of the First Rack Railway at Leeds. Rothwell Ceremony.

At the north-west end of the Parish Church of Rothwell, near Leeds, there is the tombstone of John Blenkinsop, and the inscription states that for 23 years he was steward of the Middleton Estate, and died the 22nd January 1831, aged 47 years. He was the inventor of the first rack railway, and was intimately connected with the running of the earliest railway engines to the Middleton Colliery in 1812. On the centenary of Blenkinsop's death yesterday, a special sermon was preached by the Vicar of Rothwell (the Rev. H.S. Branscombe M.A.) and beside the tombstone, Mr. E Kilburn Scott, engineer, of London gave an address. Lieut-Colonel Kitson Clark also spoke briefly.

Mr. Kilburn Scott went into the history of steam locomotion from the time of Richard Trevithick who made the first practical attempt to operate a steam-driven vehicle on a track of iron rails at Merthyr Tydfil in 1804. In 1808 Trevithick tried another venture on a circular track of edge rails near the site of Euston Square, London. Although his locomotives had only one cylinder, and had the handicap of a flywheel and no feed pump, they were astonishingly good. Many people thought, said Mr. Kilburn Scott, that George Stephenson invented the first locomotive, but as a matter of fact Stephenson did not invent any part of a locomotive, but was successful in adapting and combining the creative work of others.

The First Locomotives

The first locomotives to be commercially successful were those designed by Matthew Murray in 1811, and made by his firm, Fenton, Murray and Wood of the Old Round Foundry at Holbeck in Leeds. At that period Mr. Charles Brandling, M.P. and owner of the Middleton Colliery, was under contract to deliver annually to Leeds a minimum of 48,000 tons of coal at 7s. a ton in order to maintain the charter from an Act of Parliament by which a wagon way had been laid down in 1758 between Leeds and Middleton.

Dear Editor, “I must say...”

The steward of the Middleton Estate, and viewer of the colliery, was a young man called John Blenkinsop, and when meeting his employer Charles Brandling, they would naturally, continues Mr. Kilburn Scott, discuss the possibilities of steam locomotion. Not having any detailed knowledge of engines, they went to Fenton, Murray and Wood, and there was little doubt that Brandling promised an order for a locomotive if Murray could make one. Experiments must have begun very soon because Murray had a locomotive ready in 1811, as recorded on pieces of Leeds pottery made that year.

Blenkinsop's Invention

John Blenkinsop knew that at the Middleton end of the railway a fall gradient had to be negotiated, and at the same time they wanted to haul as many corves as possible on each journey. These considerations caused Blenkinsop to invent his famous rack railway. In the Leeds City Museum there is an original cogged rail 6ft. long, and as it is a rough casting and has solid cogs, it was probably one of the first made. Until Miss Maude (Middleton Lodge) gave it to the Museum in 1928, it has always been at Middleton. The Middleton Railway was formally opened on August 12, 1812.

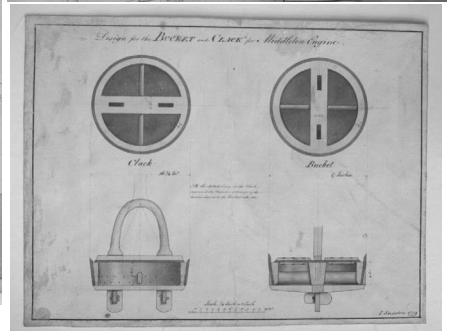
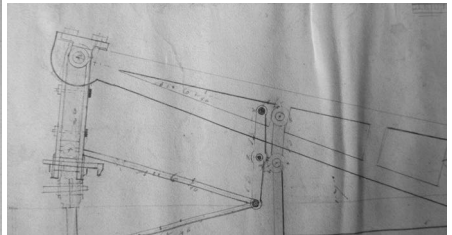
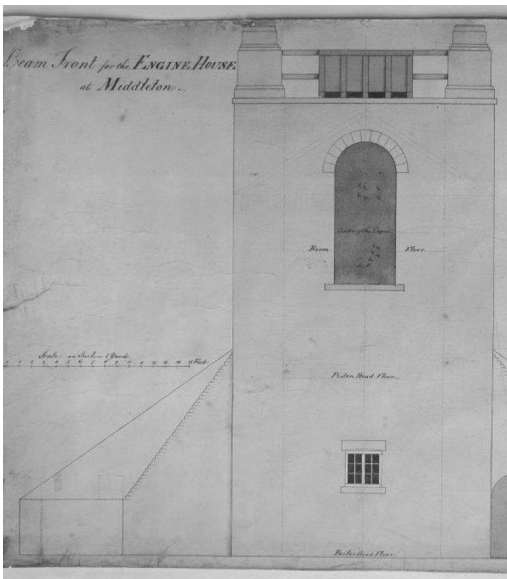
Lieut.-Colonel Kitson Clark (President-elect of the Mechanical Engineers) referred to his grandfather starting Kitson and Co., Hunslet, and making locomotives. He had a partner named Todd, who was taught his work under Murray, a person who would know all about Blenkinsop's engines. He believed Kitson and Co. were the only firm in the world who began with the earliest locomotives and which were still being made by the same family.

Dear Editor....

When I was in the Leeds Reference Library the other day I found a set of plans for a beam engine at Middleton by John Smeaton, dated 1779. I don't know whether it got built or not - perhaps one of your readers might have some more information on it?

Thanks

Mike Barber



Dear Editor, “I must say...”

Dear Editor....

I read with interest issue number 222 of ‘The Old Run’. Two items brought back memories for me:-

Swansea and Mumbles No. 1

In the late ‘50s I paid three or four visits to the Swansea and Mumbles Railway and was able to travel the full length of the line before its truncation.

As some of you may know, these vehicles carried 100 plus passengers. On at least one of those occasions two conductors were working per car, one per deck. Now that’s revenue control for you!

The trains travelled at a fair pace and had a gentle rolling motion. With two cars operating in multiple it was fascinating to watch the gyrations of one car from the top deck of the adjacent car.

Hunslet TPL Class 323 EMU.

For most of my working life I was an engineer with Westinghouse Brakes.

We supplied a lot of equipment for these vehicles and, by virtue of a recent acquisition of another company’s interests, also had warranty and service liability for the electronic external destination display equipment.

Within a few months of entry to traffic in the West Midlands I, as engineer for warranty/ service, began to get a lot of reports of mass failures of the destination kit.

None of these reports were qualified with factual information and I decided to spend a ‘fact finding’ morning at Birmingham New Street.

After a couple of hours watching 323s and making copious notes on my clipboard I was accosted by a railway official who wanted to know what I was doing – apparently drivers had been watching me and had concluded that I was making notes about them!!

I explained my mission and the official was pleased that I was on the case of the errant destination equipment but he asked me to leave the station forthwith as he was worried that the drivers might take ‘lightning industrial action’.

I left New Street station with my worst fears confirmed – we had a big problem!

It took a big engineering effort with inputs from the original supplier and the Westinghouse team to sort out the failures. And then I had to come up with a cunning plan to rectify the active fleet....

Best Wishes
Gruffydd Evans





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Mark Whittaker works
on Sentinel No. 54 in the
workshop on the 21st April
Andrew Johnson

