



# **THE JOURNAL OF THE MIDDLETON RAILWAY TRUST**

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# Introduction

## The Old Run No. 233 December 2016

**Editor:** Jenny Cowling  
2 College Street  
Sheffield, S10 2PH  
Email:

**oldrun@middletonrailway.org.uk**

**Photo Editor:** Andrew Johnson  
Email:

**middleton@amjohnson.co.uk**

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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.*

*Opinions expressed by contributors do not necessarily reflect those of the Middleton Railway Trust Ltd. or the Middleton Railway Association.*

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### Front Cover:

**The “Santa Special”, alias Matthew Murray, building up steam ready for the day ahead.**

© Tony Cowling

## On the Platform Jenny Cowling

Well here we are—another year has gone by. Sadly, our magazine has been shrinking. Where are your articles? Where are your photographs? Most of you walk round with cameras swinging from your necks and, quite often, clicking at actual pictures, so **why don't you send them in to me????**

I don't want to show pictures we've all seen before; neither do you want to see them. **So why not send me your current photographs?** There's lots of space on my computer so don't worry about over-loading it.

And what about **Articles?** “What I did on my holidays” - which used to be a standard essay when you were at school - may well be terribly interesting to others nowadays because I bet my bottom dollar that you visited a railway!!

It's always interesting to learn how other railways compare with us; of course, you mustn't be rude about the others, but there are always things we can learn from them. And they won't object to the publicity that being included in our magazine will bring them.

This year we've had a lot of very good special events and I thought I might include some shots of each one in this issue. But very few of you seem to have taken any pictures. Were you all too busy working in other ways? Well, don't forget, we need to keep interested those members who don't visit the railway very often, so that they **will** come when they can.

So, instead of just writing things on Facebook, write something for **your** magazine and **get clicking!**

Jenny

I would like to start by wishing you all the best for Christmas and the New Year. If I had sent out Christmas cards then you may have felt disappointed at not receiving one. But fear not, no cards have been posted. As in the last years I have decided not to send cards but instead to make a monetary donation to our railway.

Once again our Santa Season is well under way. The majority of the presents for the children are wrapped. I was told that if I had looked around I would have seen a goodly number of members wrapping presents. However I barely had time to breathe before our chief Elf was there with yet another box full of goodies to pack. It was hard work, not at all like the scenes in the films! Both Mark Whitaker and Janet Auckland are still requiring assistance for the anticipated rush of families wishing to see Santa on our railway. It takes just a little enthusiasm from us to make the day for the thousands of people who visit us in December. So do your bit and thank you in advance.

In January we will be continuing the refurbishment of The Engine House when we intend to have the floor covering replaced in the conference room. Plans are also in hand to revitalise the displays in the display hall. I am delighted to advise you that Andrew Gill, who describes himself as 'a recycled chairman' has taken on the task of looking after the exhibits. He will be assisted by John Linkins and Richard Pike. They will be asking for help from the rest of us to do housekeeping in the display areas.

Recommendations from the Market Research undertaken earlier this year will be implemented by Richard Stead and his merry men.

The running shed and Picton shelter are now well underway under the guidance of Mark Calvert. There is still much to be finished off but we are hoping to arrange a grand opening ceremony in the Spring.

Thinking of ceremonies, we now have a number of volunteers who have been volunteering on our railway for *FIFTY or more* years. So we are hoping to arrange a 'do' in celebration – watch this spot. The committee looking at volunteering has decided to also award long service lapel badges to Working Members after 20, 30 and 40 years of service. Our volunteer liaison officer team now comprises David Hebden, Chis Nicholson and Andrew Gill.

2017 should be an exciting year for our railway. We are anticipating the return to steam of both Brookes and the Sentinel locomotive. Which reminds me that we have had complaints about smoke and noise from some of our neighbours. You must have noticed new signs at each end of the platform regarding smoke. Firemen and drivers are urged to keep an eye on the fire to ensure that as little smoke as possible is made. MICs have been arranged to tackle this subject. Remember – little and often when firing and any black smoke is not only objectionable to the local residents but could be illegal. Light grey smoke is the aim.

A look at the new improved timetable for 2017 will reveal that it is bigger than before and contains far more information about our railway. The Events Committee is also changing and has an impetus of 'new blood'. Their programme for the coming year has something old and something new – some old favourites and some new ideas.

Season's Greetings

Malcolm Johnson



# A History Lesson -

## OCCUPIERS OF MATTHEW MURRAY'S HOUSE 1802 TO 1838

This is the first of three articles put together by David Hector, tracing the history of historic railway houses in Leeds. We are indebted to the following for information contained in these articles:-

Leeds Library and Information Services  
Leodis Photo Archive—[www.leodis.net](http://www.leodis.net)  
Phil Davison at "Secret Leeds"  
Sheila Bye, Middleton Railway Archivist

### Holbeck Lodge

I recently had a new central heating system installed in my home and, for a very short time, this would have been the very newest in Leeds, if not in Great Britain. However, at the other end of history, possibly the very first central heating system in Great Britain, and certainly in Leeds, was said to have been installed into Holbeck Lodge. Holbeck Lodge is believed by many to be the home that Matthew Murray had built for himself in 1802 in what would have been the countryside to the west of his works in Holbeck. A lot has been written about Mr Murray, the man who built "**Salamanca**" and who made our railway famous. This article explains his alleged home and its history.

Some fifteen years after moving to Leeds and setting up his various Engineering Works, and at about 39 years of age, Matthew Murray is said to have built this house in 1802 and, allegedly, it became known as "Steam Hall".



I have also been able to obtain a photograph of the back view of the house, which clearly shows several out-buildings. We can guess that one will be a wash-house. But it would also be nice to speculate that one of the outbuildings could have been Matthew Murray's workshop and that one of the others could have held the boiler that produced the steam to heat the house.



However, on an 1822 map of Leeds, the buildings are clearly shown as Spring Field, or in Springfield.

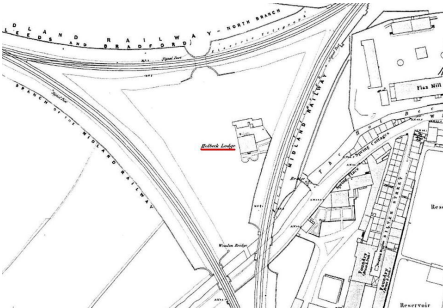


Through my research I have found that using steam heating through pipes had been in use for many years in glasshouses to aid plant growth. However, it is believed that Matthew Murray's installation of steam heating was either the first ever, or one of



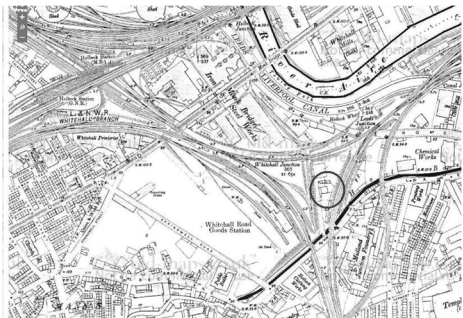
the first homes to be heated in this way. (Yet another Middleton Railway “first or may be first” claim.) Being heated by steam led to Holbeck Lodge also being known as “Steam Hall” or “Steam Lodge”.

Matthew Murray died on 20th February 1826 and his wife, Mary Murray née Thomson died in 1836. It would seem that some time between 1836 and 1846 the house and estate were acquired by the Midland Railway, as in 1846 they extended their railway from Hunslet Lane Station into Wellington Station. This expansion resulted in a triangle of three embankments framing what was previously the farm land surrounding Matthew Murray’s home.

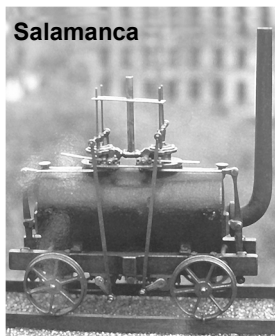


You will see from this map that Holbeck Lodge is without the access via a “wooden bridge” over Hol Beck (*sic*) and is totally enclosed by railway lines on top of embankments. Things get worse! You will also observe that the northern side of the Midland Railway line which they shared with the Leeds to Bradford railway has a cutting into the embankment with the railway crossing this point over a bridge. During the construction of this junction and its embankments, Midland Railway were clearly looking to the future use and development of this enclosed piece of land. This came when Monk Bridge Steel Rolling works needed extra marshalling yards and access to the main line railway so that materials could be brought in for the production of steel (mainly Boiler Plate for steam engines at this time) and steel plate and other

products could leave the factory. Midland Railway provided the opportunity and built a connection from its main line to Monk Bridge Works. The following maps show the change, over about 70 years, from what would have been a relatively rural area into a heavily industrialised area.



**Watch this space for Parts 2 and 3 of this fascinating article!**



## Brick-laying for beginners - and kids work!



Pointing the engraved bricks. You'll have to visit us to see your name or those of your friends.



Happy children opening the presents Santa has brought them!

## A Novice Brickie Complains ...

I'm starting to develop a habitual dislike of that profession which prides itself on the speed at which it lays bricks. They make it look so simple and for some strange and unknown reason, it is never as simple when I do the same. The mortar does not behave in the same manner, the bricks do not take as easily and that pesky string line doesn't appear to stay where it is.

That said, the speed and quality of my own skills with the trowel has improved significantly since we started building the walls for the Running Shed, as we have to lay over 3,500 bricks and well over 400 blocks with an extraordinary amount of mortar. Thankfully, we have been somewhat blessed to be able to call upon the help of some professional bricklayers whose dedication to quality has left us with an excellent finish to the works.

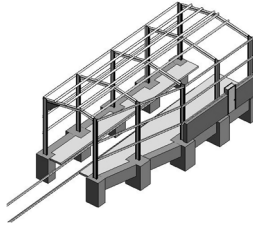
The rain has made pointing difficult at times but we have not been perturbed and, despite these frustrations, the mood at the worksite has been great with a laugh a minute from all involved. At the time of writing we were close to 90% complete with the brickwork and can soon turn our attentions to the fitting out of the Running Shed.

We've got a novel solution to the problem of smoke. Steam engines will kick out a lot of smoke which we will extract through the smoke trough and chimneys in the roof. A standard extraction fan would suck the air out of the building, but this would cause air to be sucked through the chimney and fill the building with smoke! Our solution is to blow fresh air into the building which forces it out of the chimney, creating a nice draught to take smoke out of the building. Approximately 9,000m<sup>3</sup> of air will be blown into the building each hour to keep it clear of smoke, enough for 3 1/5 Olympic swimming pools.

We've taken the step of using modern

software to design the building which reduced the build time on site for the steel frame to a matter of days and the use of Building Infrastructure Modelling (BIM) will help with any future maintenance of the building. It's not yet very common in the world of heritage railways and the

hope is that it will save us much time and money in the years to come – an article for a future edition.



We have received delivery of all the engraved bricks, so I would like to take

© Mark Calvert



**Engraved bricks being sorted prior to being laid on the Running Shed walls.**

this opportunity to thank all who have donated in this way. To date, the appeal has raised over £20,000 towards the construction of the Running Shed and we simply could not have built it without your help. The final bill will be a little over £50,000 and the appeal for fundraising will officially close on the 1<sup>st</sup> January 2017 so please continue to donate. The official opening ceremony is planned for the 26<sup>th</sup> March, this is subject to any unforeseen circumstances and changes. Invitations will be sent to all donors to the Running Shed appeal.

**Mark Calvert**

# Safety and Operations Report

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The end of the year and operating season is fast approaching and we will soon be undertaking a series of 'closed season' works to locos, track and running shed. As such, it is worth a reminder to take extra care in winter as there are a few more hazards to contend with, namely the cold and ice that we will inevitably come across.

## Consideration of Residents

As reported in the last Old Run, complaints have been received from some local residents and we need to be working towards resolving these complaints as far as reasonably practicable.

An MIC was run on 17<sup>th</sup> November which covered the science and technique behind firing and was a very good and reasonably well attended session. It is appreciated that MICs are not always convenient for everyone to attend, and as such this MIC on firing will probably run again in the new year to give the opportunity for other volunteers and members of crew to attend who were unable to attend this one; it is strongly encouraged that any members who missed the November one attend the next MIC on firing if they are able to. The last Safety & Operations article also suggested the opportunity to hold some practical MICs; these have not yet been arranged, but will be arranged for around the start of, or just in to, the new running season.

In the meantime, whilst we are not running trains over the winter, we still need to be aware of the noise we are making when on site, so wherever possible please ensure this is kept to a minimum.

## Infrastructure Incident – Points Run Through

In recent weeks, an incident occurred where the southern yard points were run through. This resulted in damage to the point blades which were repaired the same day. The locomotive was travelling light from the yard to go and carry out the line check. As the locomotive was approaching the trailing points on to the main running line, the points were returned to their normal position, in effect

being set against the approaching locomotive. As the locomotive approached the points, it forced its way through and bent one of the switchblades. This, thankfully, was the extent of the damage and it was able to be repaired during the day.

Points are the part of the track where incidents or damage are most likely to occur, particularly derailments (a derailed passenger train is immediately notifiable to the RAIB and ORR); this covers not just the point blades, but also the common crossing part of the points where too much speed can cause flange climb and possibly lead to derailment. As such, it is important that care is taken when locomotives or trains are traversing points. Any member of crew involved in moving a locomotive or train through points should check that they are happy to move over the points, and are proceeding at a reasonable speed for the manoeuvre and conditions. Checking the points are set for a movement includes the person operating the points satisfying themselves that they are in the correct position (correct direction and fully across) prior to giving a signal to the driver, and also the driver of the locomotive checking that the route is set correctly before proceeding.

The key learning point from this run through incident is to ensure that we are concentrating on everything we are doing. Whilst the above checks that the points are in the correct position might not have prevented this incident, as the points were moved across prematurely, the need for a pause for thought sometimes before changing points is evident. The activity of changing points should always be done with care, and if in doubt as to whether points are safe to traverse, do not proceed.

Whilst safety is of paramount importance to the railway, incidents such as this can also carry a financial penalty. Should the points have not been repairable, this would have required a new set of points at a cost of several thousand pounds and several weeks to purchase and install.



## Rule Book Update

The Safety & Operations Committee continues to work in the background, reviewing and updating the Train Operating Regulations, and is continuing discussions with the Rules & Disciplinary Sub-Committee as to which proposed changes are accepted and which need further review.

This work is approaching a stage whereby the full draft updated Train Operating Regulations will be complete early in the new year for final reading, amendment and adoption by the Rules & Disciplinary Sub-Committee and ultimately Council. The intention is that the updated Train Operating Regulations come in to force at the beginning of the new running season (or shortly after at the latest). To facilitate the updated regulations coming in to force, a series of briefings will be held to allow crew to understand the changes. As the Train Operating Regulations are fundamental to the safe operation of the railway, the briefings are required to be given face-to-face to every member of crew (this is more likely at an MIC-type forum than individually), and so when the dates of these briefings are advised, it is important to ensure that all members of footplate crew, shunters, or members in training for operational duties attend one of the briefings.

## Contacting the Safety & Operations Committee

It's becoming a regular feature, but it does no harm to ensure that the presence of the Safety & Operations Committee is well publicised, so to report any accidents or incidents, the contact details are outlined below – please do contact any or all of the committee should you need to report any incidents, raise any concerns or even want an opinion or guidance on any matters.

**In person** – Safety & Operations Committee members are; Mark Whitaker, David Hebdon, Alex Bateman, Richard Pike and Douglas Lovely. The Safety

Officer is Tony Cowling, and whilst the Safety Officer does not sit on the committee, he can be contacted as well, particularly for the reporting of accidents.

**Via email** –

[trafficmanager@middletonrailway.org.uk](mailto:trafficmanager@middletonrailway.org.uk)

**In writing** (marked for the attention of either Traffic Manager or Safety Officer) – The Station, Moor Road, Hunslet, LS10 2JQ. Alternatively, this can be left on the workshop signing-in point or shop counter. This can be anonymous if the reporter feels this is necessary.



**Richard Holland**

The Trustees of the Steam Power Trust-65 regret to inform Middleton Railway friends and colleagues of Richard Holland's

“call to higher service”, on 20th September 2016 at his home in Sadberge, Co. Durham.

Richard was a devoted member of the MRT and a Trustee of Steam Power Trust-65, also a ‘hands on’ working member at Leeds over many years, being involved at Moor Road whenever his visits to Leeds permitted, especially in respect of NER Class H No. 1310.

A wood worker by trade, Richard was more than happy to join in with the “metal bashers” in repair and restorative work on locomotives et al.

A keen road steam traction enthusiast, he could be seen visiting traction engine rallies throughout the UK. Richard was also an active member of the Darlington Branch of the R.C.T.S. (Railway Correspondence and Travel Society) over many years.

Pax tu — Richard!

**F W (Bill) Hampson**

Thanks to Mike Robinson of the R.C.T.S for the photograph of Richard.

# Fundraising - why and how to do it

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## Fundraising

Preserving railways is an expensive activity, and so it is not surprising that the Middleton Railway has undertaken various fundraising campaigns during its time in preservation. Perhaps the most notable of these was the President's appeal, which ran from January 2005 to April 2007, and raised £36,510 towards the cost of re-developing the Moor Road site. In the light of this, when the Council took the decision in February 2013 to start the project to build a running shed, an obvious step was to consider fundraising for the project. Even though at that stage the precise cost of the building was not clear, what was clear was that it would be an expensive project by comparison, and so the Council agreed to set up an appeal to raise funds for it. This was initially on the basis of a sponsorship scheme of "Buy a Brick for £2.50", with a "Brickometer" to show the progress achieved, and this was reported to the AGM in that year, with preliminary plans on display to encourage people to donate.

Costs became clearer in July 2013, when three alternative options for some of the details were presented to the Council, and it was agreed that the building should have both a pit and a smoke extraction system, at an estimated cost of £40,000 in total. This set a target for fund raising, even though the "Buy a Brick" appeal was only expected to raise part of the cost, with the rest coming out of the railway's ordinary funds. To help publicise the appeal more widely a leaflet was produced and published in October 2013, featuring an artist's impression, painted by Richard Stead, of the building that was foreseen. This leaflet also included another incentive to donate in that, rather than just cover the cost of some bricks at £2.50 each, for £30 one could have a brick engraved with somebody's name, or indeed any other message provided that it fitted into two lines of 16 characters each and was legal, honest and decent.

This approach to publicising the appeal was sufficiently successful that by the end

of 2013 it had raised £5,411, which had risen to £8,849 by the end of 2014. Not only that, but we had also received a substantial contribution in kind, in the form of 9,000 bricks donated by Taylor Wimpey. Also, by this time planning permission had finally been granted, after a long delay caused by the log-jam of work in the City Council's planning department while they processed all the plans for the Leeds Trolleybus (or "New Generation Transport", as it was officially known). This meant that construction work was not able to start until the beginning of 2015 with the extension of the pit that was in the track by the water tower. This extension work produced two pits, one which would eventually be inside the building and the other which would be outside it, and these were basically finished by the time that trains started running again at Easter 2015.

Meanwhile, the appeal continued, and additional publicity material was produced for a display during the "Hunslet 150 event". This publicity was sufficiently successful that a first batch of our donated bricks could be sent off to be engraved at the end of the summer. They were collected from the engravers in September 2015, and put on display in the Engine House. Partly as a result of these various publicity efforts, the appeal raised £5,773 during 2015, so that by the end of the year the total had risen to £17,622. This success was just as well, because by January 2016 we had received the tenders for the construction of the building, from which it was clear that the estimated cost had now risen to about £46,000.

Unfortunately, what was also becoming clear at this time was that we had not been communicating well enough with our donors, since by the start of this year we were getting frequent enquiries about when something was actually going to be built with all these bricks. While we had been putting a lot of information onto our website about the work that had been done, the fact that basically this just appeared to have produced a bigger hole

# Fundraising and why we need it

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in the ground did not look much like progress to many people. To help us answer these queries we therefore produced a newsletter in March to explain how the project was progressing, and sent copies of this to all the donors for whom we had addresses.

Eventually, of course, 'real' construction work started at the end of May this year; the frame and roof of the running shed were put up during July, and work on laying bricks has been continuing steadily ever since. In terms of the appeal, this meant that the opportunity to have bricks engraved had to close during August, so that the final batch could be sent off for engraving. The appeal itself remained open, however, and by the end of October it had raised another £1,375, bringing the total up to £18,997.

The Council has now decided that the appeal will continue throughout the Santa specials, in case any of our visitors are inspired to make donations that will help to take it over the £19,000 mark. It will then have to close finally at the end of the year: or, to be precise, at the end of 1st January next year, to allow for the Mince Pie specials on that day. By this time it should have covered over 40% of the cost of the building, although of course we do not have all the bills in yet for work on the building, and so we do not yet know what the exact final cost will be.

This means that not only has this attempt at fundraising been very successful, but also we have learnt some lessons from it that will enable us to do even better next time. This prompts an obvious question: when will be the next time? Part of the answer is that there will be gap until the beginning of April 2017, so as not to conflict with the efforts being made by our friends in the EM2 Locomotive Society to raise funds for the repair of OLIVE, following the arson attack on it back in February.

Beyond that, the Council has agreed that our next campaign should be ready to launch in April, and will be directed towards raising funds for the cost of

completing the overhaul of the locomotive "No. 6" (or Hawthorn Leslie 3860, if you want its 'proper' identification). This locomotive, officially named "Percy" by Rev. W. Audry, has been sitting in the workshop since 2001, having some years ago reached the point where the frames are more-or-less ready to have the boiler put back into them, but before this can be done the boiler needs major repairs. We have done as much work on these repairs as we can, but the rest will have to be done professionally, and the current provisional estimate for the cost of this is about £60,000.

Given the size of this amount, organising the fund raising will require more effort than did the running of the "Buy a Brick" appeal. Furthermore, as we realised part way through, running that appeal really needed more effort than we were actually able to give it. In particular, to raise the sort of sum that is needed in a reasonable length of time we will have to explore trusts and foundations that will be prepared to give us grants towards the costs of this project. Since there are somewhere around 10,000 of these bodies in the UK, this could potentially involve a huge amount of work, but fortunately there are a lot of resources available to help locate ones that it would be worth approaching. What we do need, though, is somebody to organise the activity of using these resources to find potential donors, and then to build relationships with them to encourage them to support our appeal, since we do not want to repeat our mistake of failing to keep our donors up-to-date with progress on the project.

The Council has already identified that one of our weaknesses as an organisation is that we have too few people doing too many jobs, and so it would not be realistic to expect any of those who are currently helping to run the railway to also take on this work. Therefore, let me finish this article with an appeal: is there any member of the railway reading this who would be willing to volunteer to take on the job of being

## Fund-raising for No. 6, “Percy”

our **fund-raising manager**, who will be willing to undertake these tasks of finding donors, building relationships with them, and keeping them informed about the project? If so, we (and particularly Malcolm as Chairman and myself as Company Secretary) would love to hear from you: either in person at the railway, or by phone or by email, as you prefer. Our contact details are all on the inside back cover of this magazine.

**Tony Cowling**

**No. 6 in former times**



**No. 6 , photo by E Osmotherley**



**No. 6 as she is today—in need of TLC!**





# A reminder of our Space Weekend

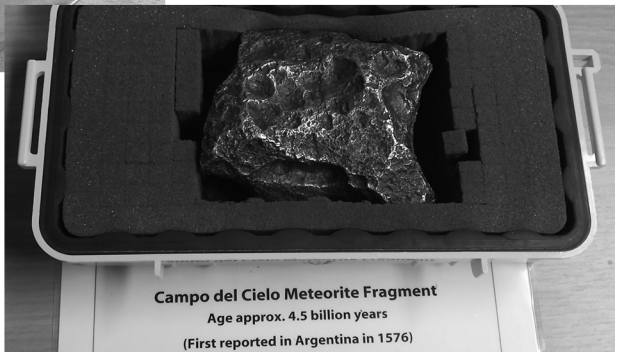
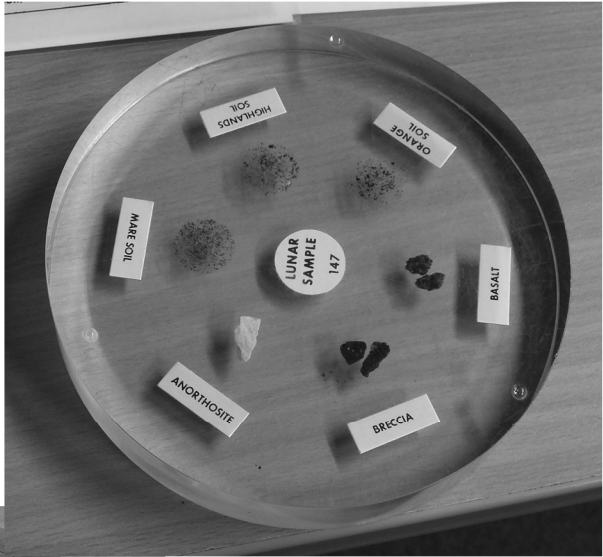
On the weekend of 26th to 28th, plus Wednesday 30th, of March, (which was Easter Weekend this year), as well as the usual Easter Bunnies, we also held a special

## SPACE WEEKEND.

Thanks to David Cook and his contacts, we were permitted to display Moon Dust and Meteorites, rarely seen outside their normal museum settings.

So far as we know, we were one of the few organisations in the UK permitted to display this material and, as such, I thought it was worth reminding members of what they saw—or missed if they were unable to attend that weekend.

Editor



Some of the  
Wonders of the  
Universe

## Letters to the Editor - and some sage advice!

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Dear Editor,

The sounding of loco-whistles has been the subject of some discussion of late, with a certain amount of, shall we say, feedback from people who live round about, followed by the issuance of guidelines to footplate crew.

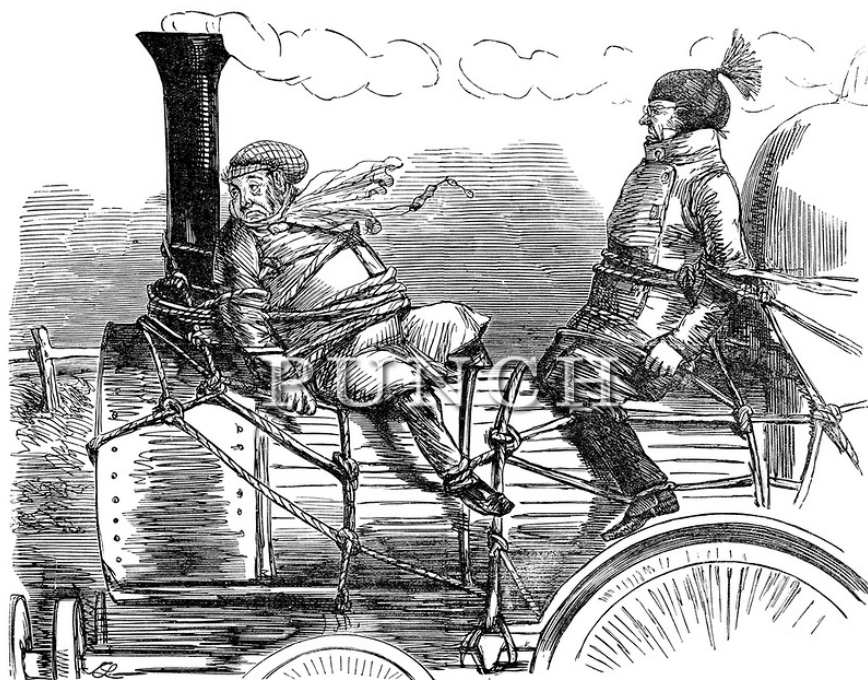
This has lent a certain topicality to the section which I was reading in Simon Bradley's "The Railways: Nation, Network and People". (Highly recommended, by the way.) It seems that disturbances to the afternoon nap are but one element in the situation.

According to Charles Dickens' work "Martin Chuzzlewit", the unexpected sound of a railway whistle can send a pregnant woman (presumably, one who is near to term) into labour! The novel features the midwife, Mrs Gamp who claims "to know of a railway guard who was godfather to twenty-six children" (Bradley, p162) presumably because he assisted in the delivery of these infants as the train moved! This could be an urban myth, but then again, it could be a reason for staging another MIC for guards.

Yours,

Richard Stead

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HOW TO INSURE AGAINST RAILWAY ACCIDENTS.

TIE A COUPLE OF DIRECTORS *À LA MAZEPPA* TO EVERY ENGINE THAT STARTS WITH A TRAIN.

## **A valuable lesson for someone (work it out!)**

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**“Courage”** and its driver, frantically getting ready for operations at the Diesel Gala in September.

Sadly, the other pictures I was sent of this event by Andrew Gill have disappeared into the ether. I think the cloud blew away. Everyone else seems to have been working so unable to snap anything.



**The Phoenix is to rise from the ashes, with your help.**

## PROJECT PHOENIX



### The restoration of OLIVE




In February 2016 OLIVE the railbus was extensively damaged in an arson attack at the Middleton Railway by 3 youths who set fire to her in broad daylight, totally gutting the vehicle. Luckily the alarm was raised in time for the Fire Brigade to put out the fire before it caused irreparable damage - although the interior was completely gutted and significant damage caused to the upper bodywork.

Olive's owners, the EM2 Locomotive Society (UK Charity 294207), are now working with the Vintage Carriages Trust and have agreed a plan to restore her to working order. For that to happen we need your help.

While insured the overall cost of repairs will exceed the insured value by around £9,000 and we need to raise at least this amount to enable repairs to go ahead. If you are able to help please fill in the form overleaf or visit:

**[cafdonate.cafonline.org/5250](http://cafdonate.cafonline.org/5250)**

Or use the QR code

 /EM2LSofficial

**EM2LS**



Olive is the unique survivor of the Great Eastern electrification project, built by volunteers between 1997 and 2000. She was used on the Leeds until the arson attack in February 2016. She is now being moved from Burton on Trent to an inspection vehicle, earning her keep on the North Eastern Railway in the process. She is just a month away from being restored.



**Please spread the word to save this unique vehicle.**



until 1950, by this time going to British Railways' Eastern Region at Shenfield. After a number of years out of use it was handed over to the BR Research Department at Derby in the early 1970s. It was then used to maintain the overhead lines on the BR test track at Old Dalby in Leicestershire. It was purchased by the EM2 Locomotive Society and transferred to Middleton Railway in November 1997 where it was converted to passenger use. It won an Heritage Railway Association award for its restoration. With limited capacity she came out on quieter days and events and was a popular attraction at Middleton.

avor of two vehicles built in 1950 for the Woodhead and  
ion schemes and was converted to passenger use by  
7 and 2000 and then used at the Middleton Railway in  
ck in February 2016. DB998901 was built by Baguley of  
order from Drewry and worked as an Overhead Line  
g it the name OLIVE. Originally ordered by the London &  
1947 for use on the Woodhead route, the nationalisation  
h later saw the order put on hold and it wasn't delivered

## **Our heritage for future generations.**

A few weeks ago I visited the Leeds Model Railway exhibition and amongst the layouts on show was a model replica, with some poetic license, of Headingley station, the one not too far from the cricket and rugby grounds on Kirkstall Lane in Leeds.

This brought memories flooding back as I used to visit this station regularly at 0630 in the morning to watch the local goods train shunting in the little goods yard and the adjacent coal staithes.

The goods yard is no more, neither are the coal staithes, both areas now occupied by little blocks of flats.

What the people living there probably do not know is that there were once lions, tigers, elephants and other exotic animals being handled in the goods yard. It was the day the circus came to town!! A special train arrived with caged vans and wagons and I am fairly certain it was Chipperfields Circus. The circus itself was held on Woodhouse Moor, near to the University, and would only be just over a mile walk from the station. The animals, those not in their cages of course, walked to Woodhouse Moor and I distinctly remember the elephants holding each others tails with their trunks.

There was a long siding at Headingley Station, and the trackbed is still there, it runs from the station, southwards back towards the tunnel and in its length rises some ten feet above the level of the running line. This is where the circus train was kept for the duration. There is still a public footpath running alongside where the siding was. The engine crew and shunters must have been highly

skilled as I remember the locomotives slipping as they tried to push long trains across the points and up this siding. These were often special excursion trains run to Headingley for the Cricket Test Matches and big Rugby Matches. Once the passengers had alighted in Headingley Station the empty coaching stock would be kept in this siding until close of play.

As well as the special trains there was a daily goods pickup service that brought full wagons to the station and collected the empty ones. Many things went by rail at this time, between 1956 and 1962 when I used to go, and the station had it's own three wheeled "mechanical horse" to pull a flat wagon to make the final delivery by road. I remember about 1960 ordering a "Metamatic" boiler from a company in Derby for my greenhouse. It came by train to Headingley, the boiler one day, the pipes another and finally the expansion tank, all delivered to my home by the little mechanical horse and trailer. In total it took three weeks for everything to travel from Derby to Leeds.

As well as the goods service there was a very busy coal staithe in the adjacent yard. The coal wagons were shunted on to the staithe and the coal then dropped out of the bottom of the wagon to the coal merchants carts below. Some had modern lorries and others still used horses and carts to deliver the coal, a great benefit to gardeners as the horses inevitably left some manure whilst the coal was being delivered.

Talking of modern lorries, I had seen these being built on my way to school each day, on the other side of the cricket ground in Headingley, St

Michael's Lane. Where the Yorkshire Cricket Indoor School is now, part of the building used to be the Thornycroft's lorry factory. I will always remember the lorries left outside the factory with their diesel engines running, quite a modern thing at this time, early 1950's. The engines had a very slow tick-over and it just sounded as though the engine would stall when it would pick up again. In summer they used to open the main factory doors to try and cool it down I suppose, but I used to love seeing inside and all the men at work in their dirty, greasy overalls. There was a unique smell as well, all engineering workshops had this smell; I think it was a sort of disinfectant they added to the lathe and drill coolants.

I used to wake up each morning, well Monday to Saturday, to smells of a very pleasant nature, a bakery. Three houses away from where I lived was Prices Bakery, built on the top of the embankment of the railway next to the small road bridge that crosses over the railway on St Michael's Lane. I used to spend hours there, watching trains from the bridge and watching flour going into the bakery. The flour did not arrive in a tanker in those days, it came in sacks, large hessian sacks. A hoist pulling a chain brought two sacks at a time up from the flatbed lorry, and the chain ran through a double trap door which opened to let the sacks through then closed again under gravity so the sacks could be placed on top of the trap door and collected by sack cart. Alas there is no more bakery and no more smells of freshly baked bread, the bakery gone and replaced by the all too familiar little blocks of flats.

The trains I used to watch from there

were very different from today's traffic on the Leeds Harrogate line. In those days the line came out of Leeds, either City or Central station, and then Holbeck Low Level if from City and straight out if from Central. The next stop would be Headingley, no Burley Park in those days, but about four hundred yards before the current Burley Park station was Cardigan Road Goods and Coal yards. This area is now occupied by a builder's merchant, very different from the busy goods and coal business of yesteryear. The line went from Headingley on to Horsforth, again a passenger station with the ticket office on the road bridge over the tracks. There was also a sizable goods and coal yard. Leaving Horsforth the train would go through Bramhope Tunnel, or as we used to call it Arthington Tunnel to Arthington Station where there was a triangle in the track with platforms on two sides of the triangle. The westward branch went on to Otley, and eventually through Ilkley to Skipton and the northern branch went on to Harrogate, Ripon, Thirsk and joined what we know today as the East Coast main line. Trainspotting from my bridge brought all sorts of delights, double headed trains from Liverpool to Newcastle, Pullmans from Harrogate and also Scotland, coal trains going north from Leeds and all the local traffic intermingled.

All this is my heritage, brought back to me by one person's memory interpreted into a model railway. But who will pass all of this on to future generations as it is no longer there? Now it is just a dream!!

**Andrew Gill**



# Cuppa tea time with Ian and friends

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## Ian Dobson's Famous Social Evenings

take place on the first **Tuesday** of each month, at Moor Road, starting at **7.30 pm**. It has been scientifically proven that there is nothing better to do on a Tuesday evening and, if you're lucky and ask nicely, Mr Dobson might even make you a cup of tea! Usual rules apply, all welcome, tea-break provided and no membership of any organisation is required, so bring your friends.

The programme for the first part of 2017 is as below. More speakers in the pipeline:-

**3rd January** Travels in 2016 (Ian Dobson)

**7th February** Travels in 2016 (Andrew Johnson)

**7th March** Modernisation plan diesel locos at work, on shed, and in preservation.

(Howard Bolton)

**4th April** Britain on film—Railways (DVD presentation)

**2nd May**

**6th June**

**4th July**

**AUGUST—NO MEETING**

**5th September**

**3rd October** Title to be advised (Richard Senior)

**7th November**

**5th December** **CHRISTMAS QUIZ!!!**

**The Prize?**





# How not to drop another clanger!

In June and January I, as Minute Secretary of the Council propose some dates for the next six months or so of Council meetings. If any are not convenient for anyone, we do our best to change them.

Recently I suggested dates for meetings from January 2017 to the AGM in June, only to find that one of them clashed with an MIC. Why was I not aware of this? It was noted in the Company Diary! "What Company Diary?" I stupidly enquired. "The one that is accessed via our website." (They were very kind, no-one called me stupid, which I consider was very forbearing of them.)

However, it occurred to our worthy Chairman that perhaps not everyone was yet aware of this diary, on which are listed all the events, whatever their nature, that have been arranged for the foreseeable future, so he asked me to write something about it in this magazine, so that none of you have any excuse for double-booking.

Here is a picture of what the screen looks like:-

You might need a magnifying glass to see this screen-shot properly but it really is very helpful. To get to it, simply go into our website: [middletonrailway.org.uk](http://middletonrailway.org.uk) and from the menu on the left, select 'Working Members' and log in. If by chance you don't know the login details, email [admin@middletonrailway.org.uk](mailto:admin@middletonrailway.org.uk) quoting your membership number. When the new page comes up you will see "Calendar" at the right hand side along the top menu bar. Click on this and follow the instructions you will see on the new page.

Various areas/activities are colour coded so you can click on dates with some event shown and find out what it is. If you want to book something yourself, you will be able to see straight away whether or not there is a conflicting event on that day. You can then email Janet Auckland or our worthy Chairman who will insert it.

This is a **Really Useful** (to quote) piece of information that *should* prevent clashes of meetings etc. and possibilities of over-booking. Please make use of it, then you won't feel as silly as I did.

**Editor**

The screenshot displays the Teamup calendar application. The main calendar view shows a grid for August 2016. Events are color-coded: blue for 'Running Day', orange for 'Safety and operation', and red for 'Events and Marketing'. Specific events include 'Running Day', 'Safety and operation', 'Events and Marketing', 'Council Meeting', 'Party for NEYA', 'Party for SAMUEL', and 'Party for Joe'. The sidebar on the left contains navigation links like 'Conference Room', 'Display Area', 'DUTY MANAGER', 'Shop/Cafe Area', and 'Special Events'. The top bar shows the user is logged in as 'Administrator'.

# Updates from our Chief Mechanical Engineer

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By the time that you read this, we will be well into our Santa season. Hopefully, this will be another good year with no problems but winter is a time when the weather can turn very quickly and one thing that steam locos do not like is freezing temperatures. Locos have to be protected from this to avoid potentially expensive damage to the fittings and pipework and the possibility of blocks of ice forming in the cylinders when not in use. This can have catastrophic effects if the locomotive is then moved as the ice is not compressible and can easily smash a cylinder. Water columns are another problem area as they freeze up easily with even the slightest sub zero temperature. Not only are the steam locomotives vulnerable to freezing temperatures, but so too are the coaches and the diesel locomotives, where the brakes can easily freeze up and not operate when required. The coach heaters are also susceptible to very cold weather and can refuse to function at the very time that they are most needed.

## LOCO NOTES

### 1601 MATTHEW MURRAY

has generally been available for traffic and used as required. Apart from bursting a gauge glass and shocking the unsuspecting crew, it has performed satisfactorily. Burst gauge glasses are a fact of life with steam locomotives, which is why they always carry spares and it is one of the necessary skills of a fireman that he (or she) can change one when it happens.

During a recent water change, it was found that the boiler blowdown valve was slightly loose and required re-tightening. As it is a screwed connection, that should be a simple two-minute job. However, if the valve is rotated to do this, the operating handle then fouls the cut-out in the frameplate. It cannot be re-arranged to clear the frame plate as the valve then fouls the brakegear. As a temporary cure

we have slightly enlarged the taper screw thread to allow the valve to be rotated through 180° but this now means that the brakegear has to be partially dismantled to remove the valve when it is needed. We really need to fit a different valve of the same sort as fitted to Sir Berkeley but finding a suitable valve is proving to be very difficult. Modern boiler blowdown valves are not suitable for this location due to their physical size. We are likely to end up having a new valve cast to a pattern that we will have to make, or moving the valve to a different location and blanking off the existing orifice in the boiler. If this problem can be solved, the plan is to use Matthew Murray on some of the Santa specials.

### No. 6

There is no physical progress to report. Although money was requested to enable boiler work to recommence in 2017 the Trust Council has decided to defer this work as our scarce funds are presently needed for other projects. However, it has been agreed that the loco will be the subject of a dedicated appeal fund to hopefully enable the necessary boiler work to be done. There are a few 'no cost' jobs still outstanding on the chassis and it is likely that these will be done as time and manpower permit.

### 1210 SIR BERKELEY

Sir Berkeley saw regular service during the early part of this quarter but was then failed due to problems with the drivers' side injector. This was stripped and cleaned but a subsequent steam test showed that, although the injector could be made to work, it wasted a significant amount of water. As the boiler certificate runs out on 31st December, it has been decided to withdraw it from service. The Railway is presently in discussion with the loco owners over a new service agreement and, subject to a successful conclusion to this, the overhaul should commence during 2017. The boiler is thought to be in relatively good condition

(it was new in 2006) and should require little work, other than re-tubing. Known work to the chassis includes overhauling the valve gear but, apart from a careful dismantling and inspection process, little else is thought to be necessary. However, steam locomotives are notorious for giving nasty surprises and we must wait and see what horrors Sir Berkeley has in store for us.

### **No.11**

Nothing to report.

### **No.1310 (NER H)**

This loco has been in operation, as required, with little problem other than such routine work as packing glands and carrying out water changes when necessary. Available for traffic.

### **1544 SLOUGH ESTATES No.3**

As with 1310, this loco has been in operation as required, with little problem. Presently available for traffic with the intention of using it on the Santa Specials.

### **SENTINEL No.54**

At long last we are able to report that the boiler for this locomotive has been finished and has passed its hydraulic test to the satisfaction of the Boiler Inspector. The boiler presently remains at Israel Newton's works as they have been given the task of fitting the new superheater coil. The original coil was stolen several years ago and the supply of a new one was always going to be necessary. However, it was decided not to order one until the boiler was nearing completion as their manufacture is not a huge job in the big scheme of things. However, the firm that had been selected to do the job (Atlas Tube Bending Ltd) said that they only did the tube manipulation and could not undertake the necessary welding together of the several bits. Newton's have agreed that they will undertake this work for us and to make things much simpler, we have left the boiler at their works. The necessary tube manipulation

has now been completed and the bits have been delivered to Newton's works. It is hoped that this work will all be completed and the boiler back at Moor Road by Christmas.

Once the boiler is back at Middleton it will require an 'out of frames' steam test to the satisfaction of the Boiler inspector, following which it can be installed in the locomotive. Once in place there will still be a lot of work to do as much of the pipework is life-expired and will have to be renewed, something that cannot largely be undertaken until the boiler is in place.

The safety valves continue to be an unsolved problem but this is mainly due to lack of time rather than inability to overcome things. However, this will have to rapidly climb the priority list if we are to undertake the steam test in the near future.

Work continues with painting of the loco. It has now had several coats of gloss black as Neil Carmichael (who is doing the job) endeavours to get a perfect finish. The buffer beams have also received Neil's attention and are now resplendent in 'signal red'. It would be wrong to mention Neil's efforts without mentioning Bruce Inman, who has done much of the less glamorous bits of painting inside the cab and coal bunkers.

### **HE 2387 BROOKES No.1**

The end is definitely in sight, now, if still a fair way to go.

The sanding gear has all been connected up, with new pins and other rectification work to eliminate slackness. We have been confused about the rear sanders as they could not be made to operate properly. We think, but can't be positive, that some of the rods have been replaced in the past and it has also been assembled incorrectly. According to the drawings, the operating levers are meant to be pulled back to open the sanders but the rear one would only open if worked in the opposite direction and with one of the

## Loco Notes *continued*

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operating levers fitted the wrong way round. We have now put everything back to 'as design' but this has meant making a new operating rod some four inches longer than the one previously fitted. The drain cock linkage has similarly all been refitted with new pins and bushes, as necessary.

The six brake hangers and brake blocks have been fitted, along with their respective cross beams. The brake shaft has also been refitted and connected up to both the steam brake cylinder and handbrake column. We did have some fun and games fitting the shaft bearing pedestals as some of the bolt holes had to be reamed true to get the fitted bolts in. As none of these holes have been altered, it is a mystery as to why this has been necessary.

The repaired springs have now been returned from Owen Springs and a start has been made on fitting them. However, there are subtle differences between the old and the new springs which means that they will have to be made to fit, hopefully without too much difficulty.

The valve gear has now all been connected up with the exception of the die blocks, which are rather worn. We have been scratching our heads on what to do with them but, in the end we have decided to have new phosphor bronze ones made. Drawings have been produced and we are seeking tenders for their manufacture.

The new blastpipe has now been machined up and trial fitted before removal, to avoid damage when the boiler is eventually craned on.

All the tubes have now been fitted and expanded and a start has been made on beading the ends over in the firebox. This is a hard task and not one that people want to spend a whole day doing so it is a case of a few each day. It is also not a popular operation with other people working in the workshops as the noise requires everybody to wear ear defenders. After washing out the boiler again, all the necessary blanks have been fitted, along with all the washout and fusible plugs. We have had to make a special blank for the regulator as it is important that the main steam pipe is pressure tested by doing this and not simply blanking the pipe at the smokebox. The boiler has been filled with water to check for leaking tubes (there were a few!) but it has not yet been pressurised. One concern that we had was that the injector steam feed pipes would be corroded and need replacing, something that would be very difficult to do with no





access inside the boiler. These are normally made of copper but on this boiler of steel and thus subject to corrosion. However, this problem has not arisen.

We would like to get the boiler complete and hydraulically tested before the end of the year but things are against us with the Santa trains to operate and the cold weather. Carrying out hydraulic tests with the temperature below 10°C is not recommended.

### **K 5469 CONWAY**

Slow but steady progress is the order of the day as the volunteers at Shildon continue to work on the loco as available and between other jobs.

### **Fowler 42200033 HARRY**

Available for traffic and used as required. A leak on the forward/reverse control valve was causing the loco to lose air if the engine was left just idling. The valve has now been stripped down and new 'O' rings fitted, which has cured the problem. A dip stick has been fitted to the oil reservoir for the vacuum exhauster as determining the level of oil was a bit of a guessing game. The compressed air system was recently inspected by our boiler Inspector.

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

In traffic and used as required. It has recently been suffering from a tendency for the engine to stall when warm and put into drive. A slight increase in engine speed seems to have cured the problem. Recently it was found to have flat batteries when it came to be started. A few minutes of heavy charging solved the problem for the day but it is likely that new batteries will be required. The present ones had been on D2999 and the best two were transferred to 5003 when that had a new set fitted.

### **D2999**

In service and used as required. It recently had its air system inspected by

our Boiler Inspector. The whistle valve has a tendency to stick open, much to the embarrassment and annoyance of the loco crews. A new, stronger spring has been fitted to try to overcome the problem.

### **D577 MARY**

Available for service when required. The new brake block pattern referred to in the last Old Run has now been completed and four new brake blocks will be ordered imminently.

### **HE 6981**

Because of changed circumstances, the owner of the loco felt that he could no longer devote the necessary time to the loco and offered it to the Railway at a favourable price. The Council agreed to take up this offer and the loco should formally become part of our assets very shortly. Once this formality is complete, work will start on fitting the loco with vacuum brakes and completing the cosmetic repairs that are necessary. Although it doesn't look the case from a casual glance, mechanically it is in good condition. The loco comes with the benefit of substantial spares as part of the sale.

### **D631 CARROLL**

Available if required but generally on display in the Engine House.

### **L.M.S. 7051**

Generally available if required. In the end, the loco did not attend the Ribble Steam Railway diesel gala as we could not agree satisfactory terms and, in any case, we are concerned that this locomotive is not over used. It is an unfortunate fact that, unlike steam locomotives, diesel locomotives are much harder to repair if things go wrong, especially with the engine and transmission, and we wish to see it operational for years to come. It is unique and arguably our most important large exhibit.

The compressor drive belts have recently been replaced. There is a problem with the compressor drive, the origin of which goes back many years. Back in 1963 the loco had a replacement compressor fitted whilst undergoing overhaul. However, no provision was made for moving the compressor in order to aid tensioning of the drive belts due to the lack of available space. At some later time, we fitted a drive tensioning arrangement utilising a diverter pulley. However, it was impossible to arrange for this to work on the slack side of the belt and it was fitted on the tension side. Whilst this does enable the belt to be tensioned, it does not stop the slack side from bouncing and the belt often catches on the locomotive frameplates with consequent damage. We are going to take a second look at the problem and see if we can come up with a better arrangement.

### **OLIVE**

It is planned that OLIVE will be transported to the Vintage Carriages Trust early in the new year so that the necessary structural repairs can be carried out. The remaining necessary work will be completed by the owning group once the vehicle is back at Moor Road.

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

## **CARRIAGE & WAGON NOTES**

### **LMS Brake Van No.158760**

Sure but steady progress is the order of the day. The south end framework is now complete and the north end is rapidly catching up with only the top roof end timber to cut and fit. The frame is obviously the most critical bit of the body and takes a long time with little visible progress. It will not be long now before a

start can be made on the planking and, once that starts, progress will be much more apparent. The majority of the under frame has now been needle-gunned and primed and little else can be done until the remaining ballast weights are removed. As all the locating blocks have already been removed, lifting the weights out should be a fairly straightforward task, the hardest problem being finding somewhere to store them!



**The first of the ballast weights being removed from the chassis.**

### **Coaches**

Coach No.1074 (the new coach) has seen regular service throughout the summer but, unfortunately, has continued to suffer water ingress on the east side, despite our best attempts to cure the problem. We have been unable to ascertain exactly where the water is entering and, until we do, we are really clutching at straws. This water ingress has had a detrimental effect on the interior plywood panelling, much of which has started to de-laminate and come apart. All this will now need replacing, which will be quite a task. The coach has now been taken out of service and sheeted up until such time as we can tackle the problem.

This setback has meant that the plans to rebuild the saloon coach No.1867 have had to be put on hold and it remains in service.

*Continued on page 28*

## Brookes No. 1 in history

Brookes as it originally arrived to us from Buxton



Brookes recovering from being a "Thomas"

Fortunately, apart from problems with the door locks, and a rather scruffy concrete floor, it is in reasonable condition and can continue in service for another year. However, the door locks will need attention.

The east side external body panels on Brake Coach No. 2084 are starting to suffer quite badly and will really need attention this winter. Unfortunately, the quality of the plywood used on this side is nowhere near as good as that on the west side and needs replacing. As we will only have the capacity to do one coach over the winter closed period, we have the dilemma of sorting out either 1074 or 2084, but not both. On balance, it is likely to be 2084 as this is likely to need less work doing but you never know until you start dismantling!

### CRANES

There is a fair bit to report on these for this Old Run as much has been happening.

#### Smith 5 ton Crane

In regular use. The torque converter control cable recently broke, inevitably at a critical point of a lift. It was possible to complete the lift by manually operating the torque converter but this is not a practical way of operating. Fortunately, the out of use Booths 5 ton crane is fitted with an identical control system and we were able to borrow a cable from this to enable the crane to be kept operational. A new cable is presently being pursued. All we have to do is identify the manufacturer!

#### Smith 10 ton Crane

This is currently out of use pending overhaul of the drive system. We recently made some tentative steps towards starting this but quickly abandoned the job when it became obvious that removing the main drive shaft would entail a significant amount of dismantling of the main frame and would also require

removal of the jib. Taken individually, these are not huge tasks but it is becoming obvious that the crane will require to be out of action for a significant period and we will have to find a location where we can undertake this work without things getting in the way.

#### Isles Crane

Once the new jib rope was fitted, as mentioned in the last Old Run, it was considered to be safe to move the crane and both it and the Booth 2 ton steam crane were shunted out of the dead end and into the car park. The reason for this is that we intend to put both cranes on display at the far end of the car park. This is something that we have long intended to do but it has always been one of those jobs for another year. The catalyst for making it happen has been a substantial donation towards the work by the Isles family, who have taken a great interest in the Isles company. As far as we can ascertain, this is the only Isles crane left in the UK and the only other one in the world is in St. Kitts. To move the cranes to their intended display position will require a reasonably substantial crane and we wish to avoid hire costs and utilise the same crane that will be used to move Picton to its new resting place.

However, before the movement of the Isles crane could happen, it needed to be put into a satisfactory condition for display. The first thing to happen was removal of the vertical boiler. This had suffered significantly with the passage of





time and corrosion of the ashpan was severe. As this effectively supports the boiler, it was necessary to cut off the ashpan and weld a piece of 8 mm plate to it, rolled to suit the boiler. Once the boiler was removed, it gave access to allow removal of the footplate for replacement. This originally started life as two pieces of 5/8" thick steel plate, riveted together with a butt strap, but significant areas of this plate had corroded away to nothing. The plate has now been replaced with new but we have welded the two pieces together as it is impossible to tell the difference once the plate is in position.

The footplate actually forms the top of the water tank, which is a substantial iron casting and effectively acts as a balance weight to counter the weight of things being lifted. This is bolted to the main frame at one end and supported at the other by two tie rods, which are attached to the top of the frame, forming a triangular structure. One of these tie rods had corroded right through at the water tank end and the other tie rod had almost reached the same situation. This had allowed the water tank to drop significantly and it was effectively resting on the chassis and supported by it. New ends have been made for the tie rods and these have been welded to the upper parts, which had not suffered from any significant corrosion. We were able to

recover the four 1½" diameter nuts used to tension the rods and re-use them. This has enabled the tank to be lifted clear of the chassis, as it is meant to be.

Along with all this mechanical work, the crane frame has been steam cleaned and much of the chassis and frame needle-gunned to remove the years of corrosion, paint and solidified grease. Under all this, we have been able to discover the original works number for the crane (107) and this may help us shed some more light on its previously unknown history.

The jib has also had a thorough going over with a wire brush and painting with primer and top coat. At first, we were struggling to access the upper sections



## Cranes continued

but, we then hit on the idea of using the Smiths crane to raise the jib sufficiently to detach the ropes and lower it to a more suitable position for doing the work. New cylinder cladding sheets have been made and fitted to replace the rather battered and corroded originals.

The crane boiler has now been put back into position and fastened down so the crane is now more or less substantially complete. It is missing one or two items, notably of a non-ferrous nature, which have disappeared, probably due to the activities of scrap metal thieves. The major outstanding job is now the replacement of the badly corroded chassis top steelwork, which could not be removed whilst the water tank was resting on it. This work is not critical, though, and can be done once the crane is in position. It is hoped that it can be craned into this position before the end of the year.

### Booth 2 Ton Crane

As mentioned above, this crane (which dates from 1873) has been shunted out of the dead end and into the car park, prior to being put on display. Cosmetically, it is in much better condition than the Isles crane and will require much less in the way of restoration. However, it was partially dismantled several years ago, with a view to returning it to steam but this never happened. (Something for the future, perhaps?) It is currently lacking its jib, boiler and cylinders, along with various other minor components. There is not the same urgency to put this crane back together as there was with the Isles crane because, in its new resting place we will be able to reach it with our Smith 5 ton crane and the missing parts can all be re-fitted as resources permit.



**Steve Roberts**  
Chief Mechanical  
Engineer



A glimpse of the old days



## **The Middleton Railway Trust Limited**

(Limited by Guarantee and not having a share capital)

**Registered Office:** The Station, Moor Road, Leeds LS10 2JQ  
**Registered Company No.** 1165589 **Registered Charity No.** 230387  
**Accredited Museum No** RD2114

**Telephone** 0113 271 0320 (Office) & 0113 270 6162 (Workshop)

**Email:** [info@middletonrailway.org.uk](mailto:info@middletonrailway.org.uk) **Website:** [www.middletonrailway.org.uk](http://www.middletonrailway.org.uk)

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### **Secretary**

Tony Cowling, 2 College Street, Sheffield, S10 2PH 0114 268 3812

### **Treasurer**

Ann Roberts, 0113 271 0320

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Derek Plummer (Exhibitions Manager)

## **Membership Subscription Rates (from 1st January 2016)**

Adult Membership (FT).....£20.50

Senior Membership (OT).....£15.50

Junior Membership (of MRA).....£14.50

Family Associates of Trust Members (in same household).....£4.00 per person

Life Membership (LT).....£370.00

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**Membership (Membership Secretary)**

**Old Run (Editor)**

**Staff Rosters (Roster Clerk)**

**Traffic Manager**

[admin@middletonrailway.org.uk](mailto:admin@middletonrailway.org.uk)

[education@middletonrailway.org.uk](mailto:education@middletonrailway.org.uk)

[engineer@middletonrailway.org.uk](mailto:engineer@middletonrailway.org.uk)

[finance@middletonrailway.org.uk](mailto:finance@middletonrailway.org.uk)

[info@middletonrailway.org.uk](mailto:info@middletonrailway.org.uk)

[medicalofficer@middletonrailway.org.uk](mailto:medicalofficer@middletonrailway.org.uk)

[membership@middletonrailway.org.uk](mailto:membership@middletonrailway.org.uk)

[oldrun@middletonrailway.org.uk](mailto:oldrun@middletonrailway.org.uk)

[roster@middletonrailway.org.uk](mailto:roster@middletonrailway.org.uk)

[trafficmanager@middletonrailway.org.uk](mailto:trafficmanager@middletonrailway.org.uk)



## Visit Santa's land at the Middleton Railway



Santa climbing aboard to distribute presents to the children.