

The

OLD RUN

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Front Cover

Manning Wardle L Class No. 1210 Sir Berkeley storms out of Keighley and ascends the bank with the VCT special for Ingrow West on the 10th January 2015. Sam Shenton

On the Platform *Graham Findley*

The subject of food is a serious business. Last time I went to McDonald's I destroyed the front of the restaurant and hospitalised four people. It wasn't my fault - there was a sign outside which said "Drive In". Fast food indeed!

But years back, the railways had a profound influence on domestic food production and consumption. Our famous Yorkshire forced rhubarb, for example, was sent down to the hungry markets of London on it's very own express train. Some people have argued that the railways contributed to the eradication of regional cuisine, as people migrated large distances, with country house servants and cooks coming from all over Britain as one instance. Our regional dishes came under pressure as the railways homogenised the British diet. Paradoxically they also ensured the continuing survival of certain dishes by quickly shipping perishable goods like smoked haddock from Scotland to London before it could spoil. Sadly we've witnessed the decline of the restaurant car, as the desire to cram as many people as possible into the limited space available is an inevitable outcome of the profit motive. But the railways had a considerable impact on domestic design, as kitchens in early social housing drew inspiration from Pullman cars. The railways had already evolved the most efficient space saving kitchen designs and devices for turning out food rapidly under stressful and often cramped circumstances. They also pioneered equal opportunities employment in such situations.

And what of that iconic food item, the classic British Rail sandwich? Originally cheese and tomato, it presumably evolved into a hot bacon role. But what has become of the once ubiquitous hot bacon roll? Has it been the victim of privatisation or has it been drummed out of existence by travelling bands of militant vegans?

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From The Chairman

Andrew Gill

Once again it is time for my quarterly deliberation on the state of play at Middleton. I know at least two people read my last ramblings, as they were very quick to point out the error of my ways!! I mentioned last time that "Picton" was leaving the Railway on loan to the NRM at Shildon, when in fact I meant to say that "Conway" was going on loan to the NRM at Shildon.

This move has now been completed and work has already started on the cosmetic restoration of this locomotive. The thinking behind this is that we at Middleton do not have sufficient volunteers in number and/or skills to carry out this work. We do however have the money in the bank to pay for the work to be done for us, and that is why we are using the apprentices at Shildon. This will also keep them in work and keep the apprentice scheme running. We have already run into benefits from this alliance, in as much as a company has offered to provide the paint for the apprentices to use, absolutely free. It doesn't get much better than that.

We have had another locomotive depart Moor Road and that was the Thomas Hill 138C diesel locomotive. This locomotive was donated some years ago to the Railway on the condition that it was sold; that condition has now been fulfilled and we are very grateful to the donor. The locomotive has gone to the Elsecar Railway near Rotherham.

The 2014 operating season came to a climax with the Santa trains, again bringing in record receipts, and we didn't increase our prices!! Preparations are well under way for the building of the new running shed and the new extended pit will hopefully be usable by the end of March.

Work has also continued in the car park area to accommodate the new "Picton" shelter, which hopefully will progress during the year. A huge amount of spoil has had to be removed from site, at some cost I may add, but the end result is going to be worth it as the visitor gets a far better impression of the Railway on arrival.

This will be my last Chairman's Report as I intend stepping down at the AGM in June. I have held the position for eight years and whilst I have enjoyed doing this, it has meant quite considerable personal sacrifice. I have been very lucky in that my wife Sue has been extremely supportive, and also very interested in the Railway as shop manager and membership secretary. We hope to have a little more spare time for things outside of the Railway, but we will continue to do a joint effort on the shop and looking after the membership. I will just end by thanking all of you for your support over the past eight years. I have had some memorable times here and hopefully will continue to do so for years to come - but with somebody else taking the strain!

Best wishes to you all,
Andrew



Inside Track

A round up of recent events at the Middleton Railway

First Aid Training

Malcolm Johnson

reports on a very useful training day.

Another ten of the working members of the railway attended an essential first aid course on Saturday 14th February. Kathy from St John Ambulance was the instructor of the day. The safety of both the public who visit and the volunteers who run the railway is of the utmost importance to the Railway Council, so it was decided some time ago to offer first

aid training to as many working members as possible. An ongoing agreement with St John Ambulance to provide tuition has therefore been arranged. The course covered the initial steps necessary to assess the needs of a casualty and to be able to provide assistance until such time as professional help arrives on the scene. The candidates were given training in how to respond to both accident and illnesses. Cardiac arrest, choking/breathing, broken bones, bleeding and burns were covered during the course of the day.



This inevitably included resuscitation of infants, children and adults. The dolls used during the training were given names, that of the adult dummy was 'Annie'. The date of the training coincided with Valentines Day, one candidate enthusiastically giving mouth to mouth treatment was felt by some to be the nearest that he would come to kissing a girl on Valentine's Day! We now have over 20 people trained in first aid on the Middleton Railway - all of whom hope that their services will not be required.



The Hunslet 150 Gala and employee reunion Sat 18th & Sun 19th July



This summer we will be celebrating the 150th anniversary of the Hunslet Engine Company. This event will include a gala with several visiting locos plus models of Hunslets in all sizes and scales in action, with 150 Hunslets on site over the weekend. There will be a vintage bus link to the city centre, workshop tours to see work on our own Hunslet locos, hot food and a real ale bar. More details at hunslet150.webs.com

Picton Shelter

These images were taken on Wednesday 4th Feb and show progress with clearance of the trees - plus a birds nest found on the fence side of the loco in one of the wheels. The nest gives a whole new meaning to the Picton Shelter! *Malcolm Johnson*



Ian Dobson's Famous Social Evenings take place every first Tuesday of each month at Moor Road, starting at 7.30pm. They even continue during the annual break in services. Can nothing stop this man?

Usual rules apply - all welcome, tea break provided and no membership of any organisation is required to attend. A splendid time is guaranteed for all!

07/04/15
05/05/15
02/06/15

Jackie & Bob Lawrence
David Wood
TBA

A History of Barnbow
Job Isles and his cranes

The Running Shed and Pit Update

Planning permission has now been granted by Leeds City Council for both the Running Shed and the Picton Shelter, so work has begun in earnest.

We got started on the task of extending the pit just after Christmas - clearing the site and craning the items onto the spare flatbed to create some space. The pit enlargement consists of a 2m extension to the south plus a 12m extension north towards the existing workshop. The track was then lifted and this left us with a clear site. However, some over-enthusiastic work with our JCB resulted in a little damage to the existing block walls! A JCB was hired in to dig the hole for the pit, which was done in a day, and resulted in a surprisingly large hole by the workshop. Unfortunately, it was

about 50mm too shallow, so some hand digging was required, and although it was hard work, it was rewarding. It was soon discovered that when there is digging to be done, the volunteers of the Middleton Railway somehow disappear!

With this done, the shuttering was set up for a concrete pour to make the foundation, the levels were checked and the dimensions measured. 7 cubic meters was ordered, and exactly 7 cubic meters filled the space (!) and a drainage channel was set within the concrete. Meanwhile, new timbers and chairs had arrived to be used, as well as the 720 blocks required for the walls of our new pit, which will be long enough to accommodate a 9F....

With the concrete foundation set, the work on the walls progressed quickly. With us

all being relative amateurs in brick laying, it was with some trepidation we started laying bricks. As it turns out, basic bricklaying is a case of slop, slop, tap, and tap. Before long we had finished the shorter extension and the timbers to support the rails were back on the pit walls. As is always the case, this fiddly work always takes longer than one would like.

At the time of writing, the shorter extension has been mostly completed, with the last rail to go in and some bolts tightened. This gives us access to part of the pit for washing out locomotives and getting under to oil round and inspect them. The remaining work will continue quite quickly, building the block work and getting new timbers on the track, connecting to the workshop road where the LMS brake van and Hunslet wagon are forlornly stranded in our workshop, where



Cutting blocks by new volunteer and chief Mortar Mixer Phil, with Simon planning the next course of bricklaying.

progress continues.

Fundraising is progressing well, with over £10,000 now raised for the construction of the running shed. This is a fantastic achievement and we are grateful for all the support, but we still need another £30,000

to build the shed, so please donate generously and help the railway move forward by buying a brick at £2.50 each, or getting an engraved brick for £30. Details on how to do this can be found on our website, or ask in the shop.

Setting up the shuttering for the concrete floor. The layers of clay, old sleepers and bricks are visible in the pit.



State of play on the 28th February. New bricks can be seen in the foreground where the pit has been extended southwards. The large extension to the north has the first course of blocks laid on the left hand side.



Moor Road Happenings

LOCO NOTES

The time after New Year is always a busy one but the respite from operating trains does mean that most jobs aren't urgent. Whilst this does make life easier during the early part of the closed season it is all too easy for complacency to set in and the start of the new season arrives before we are really ready.

1601 MATTHEW MURRAY

In the last Old Run it was reported that 1601 was being kept as standby for the Santa season. In the event, it wasn't needed for this job. It was, however, used on New Year's Day, primarily to enable the coal bunker to be emptied and thus save a task! (Coal bunkers are emptied over the closed season to allow the bunker to dry out and minimise corrosion of the plating.)

Immediately after the New Year the boiler was washed out and prepared for the annual boiler inspection. Washing out of boilers is not a pleasant task at the best of times and on these small locos it is often a case that you can't place yourself in a position where you can avoid the water pouring out and get your hand in the mudhole to clean out all the scale and sediment.

Preparation for the boiler inspection also entails cleaning out the firebox. Because the firehole on the Manning Wardle's is smaller than normal it is impossible to gain access to the firebox, except from underneath by removing the ashpan bottom and then lifting out the firebars, initially from underneath. This means that you are 100% certain to get covered in ash as you do so. There is no alternative because you can't properly clear the ash until you are in the firebox. The joy of steam!

Once inside the firebox the plating and

stays, etc., are cleaned down and carefully examined. On this occasion there was evidence that some of the boiler tubes had been leaking slightly. Nothing had been reported on the repair cards so it is probable that this is happening as the boiler cools down when there is no one to witness it. The leakage was obviously very slight as the evidence was only noticeable when closely examined.

When the Boiler Inspector came and examined the boiler, all was found to be satisfactory apart from this evidence of leakage. It was agreed with him that we would fill the boiler with water and try and better establish which tubes were actually leaking. This done, tell-tale beads of water started to form at three tubes and it was agreed that these should be re-expanded. However, as often happens when you expand an old tube, the very act of doing so starts adjacent tubes weeping and you end up expanding considerably more than you set out to do. On this occasion, we got away with only having to re-expand 15 tubes. It could have been worse! The loco has now been test steamed and awaits the formal inspection by the Boiler Inspector, arranged for the 13th of this month.

No. 6

The left hand piece of firebox wrapper plate has now been removed from the boiler, along with the majority of stays. Much of the necessary removal work has also been done on the right hand side but the final cuts are still awaited. Care has been taken to keep as much of the old steel as possible without deforming it as this can then be used as a template for drilling the holes in the new plating, minimising the likelihood of error. Once this task is completed, a tender specification can be drawn up and contractors invited to tender for this work. It is unlikely to be cheap but we will have

Moor Road Happenings (cont)

reduced the overall costs substantially by doing the dismantling ourselves.

1210 SIR BERKELEY

Still with the Vintage Carriages Trust at Ingrow on the Keighley & Worth Valley Railway. It was used on the special train to celebrate the 50th anniversary of the VCT and has been used on several other occasions. The loco is expected to stay at Ingrow until the 3rd May, after which it will return to Middleton.

No.11

The horn stay work is now complete. The next task will be the temporary fitting of the axleboxes to establish what work is necessary on them. However, before this can happen we need to make some special tooling to enable these measurements to be made.

No.1310 (NER H)

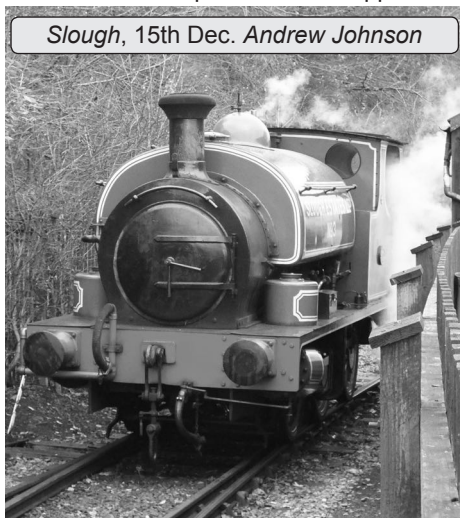
In the end, 1310's boiler inspection was somewhat delayed and wasn't completed until the beginning of February. The boiler has been given a clean bill of health for another twelve months of use. Apart from packing of a few glands, little other work has been considered necessary and the loco is presently available for traffic, if needed for any reason.

1544 SLOUGH ESTATES No.3

'Slough' worked all of the season's Santa special services, with no problems other than that with the injector mentioned in the last Old Run. The boiler was washed out at the beginning of January and prepared for examination by the Boiler Inspector. The thorough examination was found to be satisfactory. However, because other parts of the loco have been in bits, it has not been possible to carry out a formal steam test, which is currently planned for the 13th March. Mention has previously been made of play in the crosshead slippers and these

have now reached the point where action was considered necessary. Accordingly, the loco came into the workshops for repair after its boiler washout. This has entailed removal of the connecting rods and splitting the crosshead from the piston rod. Whilst removal of the connecting rods was a fairly straightforward affair, splitting the crosshead from the piston rod is always more of a challenge. As a first preliminary, the taper wedge pin has to be removed, entailing a lot of sweat and effort with a heavy sledge hammer and a long bar. Those that have done it will know what the challenge is! The left hand one came out fairly easily but the right hand one put up a lot more resistance before succumbing. That was the easy bit! Actually splitting the piston rod from the crosshead first required the manufacture of a special press frame or, more precisely, modification of one we already had. This enabled us to use a 30 ton jack to press the two apart; more precisely to try to press the two apart as this alone didn't have the desired effect and it needed the simultaneous application of heat to finally win the battle. Having dismantled things, we were then able to assess the problem. On both crossheads the top and bottom slipper

Slough, 15th Dec. Andrew Johnson



Moor Road Happenings (cont)

blocks were found to be worn but still serviceable. The RH top slidebar was, however, found to have some 0.070" inches of wear in the middle, well outside tolerance. It was decided to machine this back to a flat surface but even this was complicated by the fact that the bar was slightly twisted and would not lie flat on the milling machine table. Anyhow, job eventually accomplished and it was possible to re-assemble things. New shims were made to take up the clearances and the right hand side is now back to specification tolerance. The left hand side slide bars were found to be in better condition and it was decided to leave these and simply re-shim to reduce the clearances. Whilst apart, the big and little ends were checked for wear and found to be within limits so the whole lot has now been re-assembled.

Sentinel No.54

It is disappointing to have to relate the fact that Israel Newton have, as yet, done nothing towards manufacture of the new boiler shell. It is now nearly twelve months since this was ordered and a substantial deposit paid. To some extent, we have our hands tied because there are very few contractors who have the facility to undertake the required work and those that can have full order books and long delivery times. A new coal bunker has been made and fitted to the left hand side, between the water tank and the body side. As we have no drawing for this, the design has been one of

inspiration allied with some idea of what existed previously. Originally, the loco had two coal bunkers, one on each side of the water tank, but this would provide for more coal than we generally need so the right hand side one has been left out. This also makes access to the water tank much easier as all that is necessary is to duck under the rear spectacle plate rather than clamber through an open window! A short ladder has also been provided in the left side space to make it easier for crews to climb up onto the tank.

As has happened on more than one occasion, this loco's overhaul has thrown up a conundrum. When we assembled the brake gear we could not find the front brake tie rod. After much searching we came to the conclusion it had been stolen (along with various other bits) and decided to make another. Now the rear tie rod has left and right hand threads to allow easy adjustment so we duly made the new front one the same. However, when we came to fit it we discovered that both the ends into which it fits were right hand threads so we made a second one, which was duly fitted. Perhaps inevitably, the old tie rod has now



The Sentinel in the Engine House, 25th Jan. *Andrew Johnson*

Moor Road Happenings (cont)

turned up and, guess what, it has right and left hand threads! We're still puzzling on this one!

HE 2387 BROOKES No.1

Work has continued on Brookes, albeit at a somewhat slower pace than of late. The reverser shaft has been re-assembled. In the end, we decided that the easiest way was to heat up the balance weight to some 300 deg, a temperature sufficiently high to expand the weight such that it would slide onto the shaft and this turned out to be a relatively easy job. Once this was done, the shaft could be lifted back into position and its bearing fitted. The bearings themselves were found to be in good condition with little wear. Grease nipples have been fitted to provide for better lubrication. Following on from this, the weighshaft lever has been fitted, along with the reach rod and reversing lever and quadrant. One new pin is still required to finally complete this job.

A start has been made on removing the pistons to enable the cylinders and piston rings to be checked. However, this job came to a rapid stop when it was decided that it could not be accomplished without removing the front buffer beam. A start has been made on this latter work but it is presently hampered by the fact that we do not have a working lifting gantry. The brake hangers and brake blocks have all been cleaned down for examination and painting. The front brake hanger brackets were found to have worn pins. As these are forged integrally with the bracket we have cut them off and drilled a suitable hole in the bracket to accommodate a pressed-in pin. These have now been fitted and the front brake hangers bushed to suit. As the intermediate and rear hanger brackets are riveted onto the frames we are looking at an alternative method of overhauling these. The steady and thankless task of

cleaning and needle-gunning of the frames continues. The whole of the outside has now been done but there remains much to do on the inside.

Fowler 42200033 HARRY

Work has continued on the revamped vacuum system. The oil separator has been mounted on the left hand side just behind the front footsteps. A new mounting plate has been made for the exhauster and this has been fitted, along with the exhauster itself. Piping up of the system has now started and it is hoped that this will be completed before too long, allowing the loco to enter service at long last.

Peckett 5003 AUSTIN'S No.1

In regular use.

D2999

In regular use.

D577 MARY

The cab interior has been receiving some cosmetic attention by way of painting and other minor works. The loco has been shunted into the workshops for attention to the brake system. Until the loco came to Middleton it only had a hand brake. The previous owner decided to fit a vacuum brake cylinder to the loco to give it a power brake. However the brake piston is now reaching the end of its travel and requires the brakes adjusting. When this seemingly simple task was attempted it was discovered that the brake shoes themselves had not worn sufficiently to enable the next hole in the brake linkage to be used. The essential problem is that the loco was never designed to have a vacuum brake and the brake system geometry does not really allow for one. The intention is that the existing design will be slightly re-engineered to reduce clearances so that the brake piston will no longer be operating at its limit of travel.

Moor Road Happenings (cont)

6981

No progress to report in recent times.

D631 Carroll

Available if required but generally on display in the Engine House

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

CARRIAGE & WAGON NOTES

Coach No.1074

Work continues on this vehicle. It had been hoped that it would be ready for Easter but it is now obvious that there is still too much to do. Because this was the hoped for plan, the vehicle was moved out of the old workshop and into the Engine House at the beginning of January, otherwise it would have been isolated whilst the new Running Shed pit was being built. The doors on the east side of the vehicle are now complete and work progresses on the west side ones. Fitting these is no five minute task and has kept our Wednesday gang busy for many weeks.

The guards compartment is now all but complete, only requiring the fitting of a

vacuum brake application valve and a vacuum gauge. The control panel for the electrics has been installed and, with the fitting of batteries, this is now operational. Glazing of the windows has been progressing slowly for some time and the east side is now complete, along with the south end so we are half way there with this task. The last of the interior panels are now being fitted and, internally, the coach is taking on its final décor.

Meanwhile, the outside of the coach is turning pink as the undercoat is applied. It will soon be time to start applying the top coat of Middleton's standard maroon colour. Actually, there will be a slight difference in shade from that previously used as the new coach is being painted in a RAL standard colour instead of the now obsolete BS 5252 range. We hope the difference isn't noticeable (our paint suppliers say it won't be!)

The new coach heater has now arrived and a start has been made on fitting it and the necessary equipment that goes with it. Work has been progressing on the seats for this vehicle. All the necessary pieces of wood have now been cut and virtually all of



Coach No 1074 in undercoat with some glass in place. *Steve Roberts*

Moor Road Happenings (cont)

the seat frames have been assembled and had a preliminary coat of varnish. Fitting of the seat laths will wait until the seat frames are finally installed in the coach as it is much easier to do this then.

The axle bearings have all been checked over and the axleboxes cleaned out. In doing this, we discovered that two of the bearings had damaged white metal and required this replacing. This is fairly urgent as the coach isn't really moveable without them and it has to be moved before the start of services in three weeks time! At the time of writing, the old white metal has been removed and new white metal cast on and the first of the bearings has been set up ready for machining. To complete the axlebox overhaul, new Armstrong Oiler pads are being fitted. New fibreglass 'MR' logos have been made for the coach sides utilising the mould made by the much missed Chris Rogers many years ago and which we fortunately still have. The final outstanding task yet to be started is to source and fit the floor covering.

Hunslet Flat No.1

A vehicle that has probably never before been mentioned in the Old Run! When the Hunslet Engine Company finally closed its doors in the 1990's we acquired two flat wagons from them. These had been used for internal transport but had been out of use for some time. Both flats were in need of work doing and, since arrival at Middleton, have only been used for storage, mainly of sleepers. However, with the up-coming 150th anniversary of the Hunslet Engine Co it was thought that it would be a good idea to restore at least one of them. The opportunity was taken to shunt this into the old workshops immediately after the New Year. The space had become available because the new coach had been moved into the Engine House.

So far, the old and rotten decking timbers have been removed and some three quarters of the chassis has been needle-gunned and given a coat of red oxide. The seized brake gear has been freed off and is being stripped for cleaning and painting. We would like to fit the vehicle with a vacuum brake. This requires a 15" brake cylinder, something that we don't have, so if anyone knows of one being available, please let us know.

LMS Brake Van No.158760

This van has also been shunted into the old workshops as a prelude to its restoration. This was the first vehicle acquired by the Middleton Railway back in 1960 and served the Railway well in its early years. It was used on the first passenger trains back in 1969 but has been little used for a long time and its condition became such that it was unusable. Because of its significance to the Railway, it was never likely that it would be scrapped but was always low down in the order of priority. However, we were fortunate enough to acquire some funding for its restoration a couple of years ago and, with additional funding from the estate of the late Noel Brampton, the time has finally come round to start the work. It will probably be the next project for the team presently building the new coach, unless they have had enough, of course!

IN THE WORKSHOPS

As winter reached its coldest depths, the workshops space heater decided that it no longer wanted to produce any heat. After some attention to the electrics it did play ball for a couple of days but then went on strike, again. Whilst, when working, it produced sufficient heat, it had never really liked cold weather and was always difficult to get going in such conditions; about the opposite of what you really want from such a piece of equipment! As our volunteers

Moor Road Happenings (cont)

shivered it was time to take a long hard look at the situation and decide that this particular heater had had its day. Although there was nothing in the recently approved budgets for a new heater, Council agreed to sanction the purchase of one at its February meeting. Since then, the weather has been noticeably milder! Quotes have now been obtained for a new heater and we hope to place an order shortly, just in time for summer. At the same time, we are going to replace our fuel oil tank, which is single skinned and doesn't really meet modern oil storage requirements.

Recent acquisitions have been a portable belt sander and a Portable Appliance Testing machine, the latter to replace our old one, which wasn't really up to modern day requirements. The workshop has also had a bit of a tidy up to remove some of the clutter which we perpetually seem to accumulate. We have managed to fill a skip with scrap from within the workshops and yard area. In reality, there is probably more that could go but we are always reluctant to scrap equipment that has further life left in it. You never know when we might need it and having to acquire afresh costs precious money. As part of this tidy up we have defined and painted walkways through the building. Because we are so short of space it is quite common for bits of loco to be dumped in



Walk this way! *Steve Roberts*

the nearest available clear space, which is invariably where people walk! The walkways have been painted green and volunteers are requested to acknowledge the fact that they are walkways and keep them clear of obstruction.

Steve Roberts
Chief Mechanical Engineer

Recent Departures

The period since the New Year has seen several locomotives leave the Middleton, both on a permanent and temporary basis.

138C

This locomotive has been for sale for quite a while now and, although we have had several expressions of interest, they have come to nothing. However, we recently had an offer for the loco from the Elsecar Heritage Railway.

They had been to see it some while ago but, although expressing an interest at the time, hadn't pursued it any further. They urgently needed a vacuum fitted diesel locomotive as both their existing ones were having major problems. The deal was quickly agreed and the loco left Middleton for Elsecar on 23rd January.

138C has been a good asset and workhorse for Middleton since its arrival in the 1980's and many are sad to see it go but we are desperately short of space, both under cover and outside and, not being Leeds built, it no longer fits our collection policy. We are sure that our friends at Elsecar will get good use out of it.

This photo was taken by Andrew Johnson on the 30th Sept 2001 when 138C was painted green instead of the more familiar blue, and shows Peter Nettleton in the cab.



Recent Departures



After a steam clean, *Conway* is ready to go *Andrew Johnson*



Being winched onto the low loader *Andrew Johnson*



Conway in the workshops at Shildon, 23rd Feb *Ian Smith*

Kitson 5469 CONWAY

Leaving just before 138C was Conway. However, this loco is destined to return to Middleton within a year or two. The loco has gone on loan to the National Railway Museum outstation at Shildon where it is to be cosmetically restored before being put on display there for a period, after which it will return to Moor Road. The Railway is financing the materials costs of this restoration, the actual work being undertaken by the volunteers and trainees at Shildon.

Conway was obtained by Middleton over ten years ago; it was nice to have, as it completed our collection of the major Leeds locomotive manufacturers. However, it is too big for everyday use and would require a significant amount spending on it to put it back into working order. As such, there have always been other priorities that have meant the loco languishing at the end of a siding, out in the open and slowly deteriorating, something that it has done ever since coming out of service in 1969.

Andrew Johnson adds:
“*Conway*” 0-6-0ST Kitson No.5469 of 1933 was ex *Stewarts & Lloyds* This design of locomotive dates back to around 1917 when *Manning, Wardle and Co* built six examples for *Stewarts and Lloyds* at *Corby*. When *Mannings* closed in 1927, their goodwill and drawings were passed to *Kitson & Company* who went on to build another batch of seven locomotives, including ‘*Conway*’.

Recent Departures



About to be dragged onto the trailer... *Andrew Johnson*



...but the winch failed, so the loco had to be pushed on board by Austins No.1 *Chris Nicholson*

Peckett 2003 *JOHN BLENKINSOP*

It is also au revoir to Peckett No.2003, for so long one of our stalwart performers but, in recent times, suffering the same fate as Conway, simply because we have too much to do. 2003 is also going on loan, this time to the Ribble Steam Railway at Preston, where it, too, is to be cosmetically restored and put on display. The RSR have long wanted No.2003 as it was a local loco and they have previously offered to buy it. The agreement we reached benefits both parties, in that the RSR gets the loco they want and Middleton gets one of its locos spruced up and, just as important, under cover. The initial agreement is for five years and it is a museum loan agreement rather than an operating agreement. *All text by Steve Roberts*



Sat 7th Feb and en route to Preston *Chris Nicholson*

Book Launch

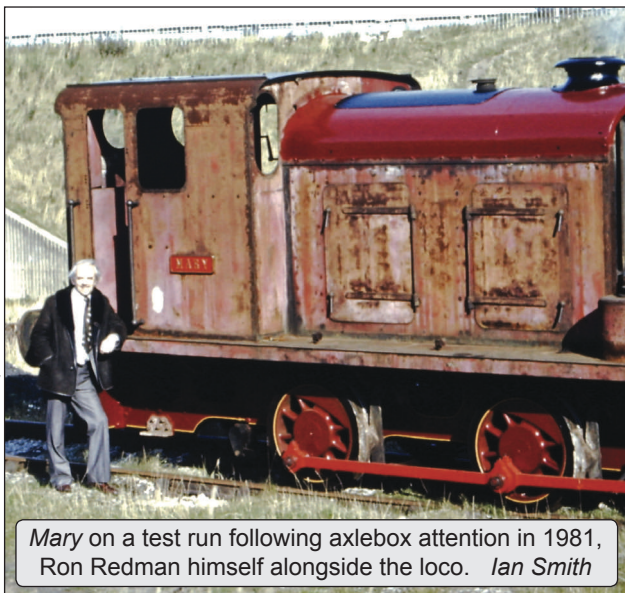
Ian Smith

THE RAILWAY FOUNDRY, LEEDS

*Hudswell Clarke – The
Diesel Era*
by Ron Redman

This book is published by the Industrial Railway Society and will be launched at the Middleton Railway Trust, Moor Road, Leeds on Saturday, 11th April 2015. The museum will be open from 11:00. At 11:30, Andrew Gill, the Chairman of MRT, will welcome visitors and at 11:35 Ian Smith of MRT will

describe Ron Redman's involvement with the railway and the preservation of **Mary** (HC D577/1932). Ian Bendall of the IRS will then launch the book, following which invited guests will travel by the 12:20 train



Mary on a test run following axlebox attention in 1981, Ron Redman himself alongside the loco. Ian Smith

to Middleton Park hauled by **Mary** and **Carroll** (HC D631/1946). Visitors may then ride on service trains leaving every 40 minutes from 11:00 or view the various exhibits in the Engine House.



Mary on 15th September 1985 following a full repaint! Ian Smith

The Story of John Fowler *Bob Tyrrell*

On Thursday, 4th December 2014 at 12.00 noon, the 150th anniversary of John Fowler's death, the Leeds Civic Trust held an event to unveil a Blue Plaque on the site of the Steam Plough Works (now owned by Costco) in Leathley Road, Hunslet by the Lord Mayor of Leeds, Councillor David Congreve.

The Leeds and District Traction Engine Club generously sponsored this plaque and the MC for the event was Lynda Kitching, chair of the Leeds Civic Trust. Derek Rayner spoke on behalf of the Leeds and District Traction Engine Club and Peter Longfoot on behalf of the Steam Plough Club. The unveiling was followed by refreshments kindly provided by the management of Costco. For those visiting the area, the Blue Plaque is next to an engraved plate marking the site of Fowler's Steam Plough Works founded in 1861 and closed in 1974.

In attendance for the proceedings were Guy Debes and Dan Brothwell with the 1875 Fowler single cylinder ploughing engine no. 2528 "The Chief". After the ceremony, the engine was taken for a photo-shoot beside what little remains of the Steam Plough Works then driven through the centre of Leeds, to the delight of onlookers, and on to the Armley Mills Museum which is holding a Fowler exhibition for 10 months.

I collated the following historical notes from: "The Story of the Steam Plough Works" by Michael R Lane, published by Northern Publishing Co. Ltd 1980.

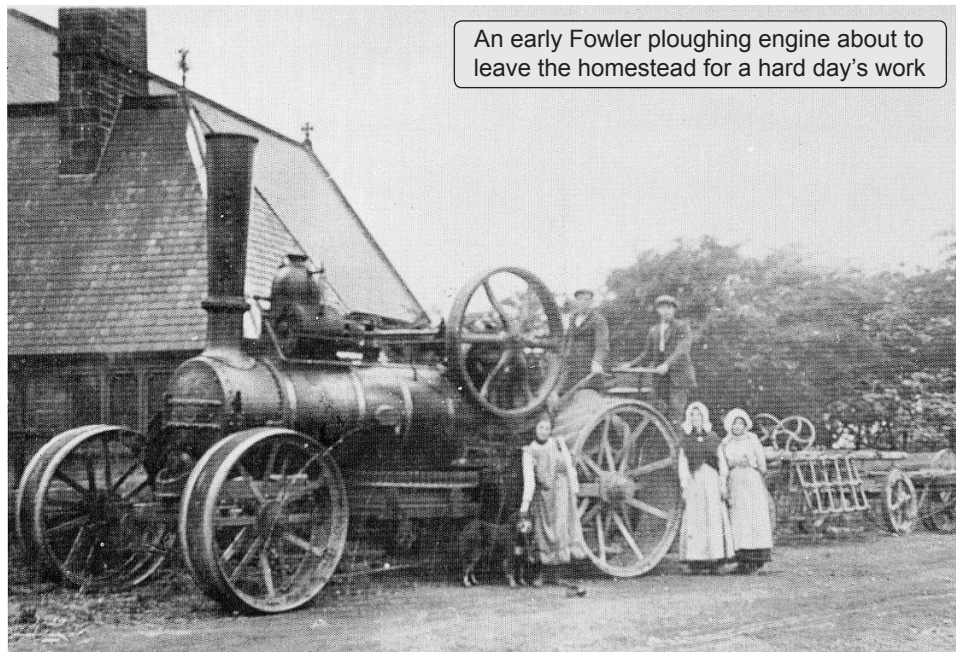


L to R - Derek Rayner, Coun. David Congreve, Lynda Kitching Kris Ward

John Fowler was born in July 1826 at Elm Grove, Beanacre, Melksham, the third son of a wealthy Quaker merchant. Educated locally he was apprenticed to a corn merchant, but at the age of 21 he pursued his own wish to become an engineer,

training at the Quaker firm of Gilkes, Wilson Hopkin & Co of Middlesbrough – they made railway locomotives, colliery winding and haulage gear and iron railway bridges and viaducts. In 1849 the Society of Friends sent a delegation to Ireland,

The Story of John Fowler (cont)



An early Fowler ploughing engine about to leave the homestead for a hard day's work

stricken by famine caused by potato blight, to see what practical help could be given. John Fowler as an engineer was invited to join, and what he saw made a great impression on him. From that time onward he resolved to devote his energy and resources to the development of agricultural machinery and the means of increasing and cheapening food production. In Ireland John Fowler learned of the importance of improving land by installing drainage systems. His basic aim was to draw a much larger mole plough working at a greater depth, followed by a rope carrying a succession of pipes which would form a continuous underground drainage pipe. In 1852 John Fowler began to consider the steam engine as a substitute for horses, and the possibility of using his windlass and cable system to cultivate land. Adapting the system of drainage he had developed to ploughing had to be more economical than the low cost of established traditional horse ploughing. He decided to adapt the Fisken

Brothers Leeds produced patented double-ended plough, which was designed to work both ways without turning. Fowler arranged to use their patent, and he and his Technical Director, David Greig, patented a much simpler right and left hand plough mechanism – they developed a plough frame mounted as a 'seesaw' on a two-wheeled axle, one side carrying right handed and the other side carrying left handed plough bodies. By pulling the plough in one direction with the right hand bodies engaged in the ground, and in the other direction with the left-hand bodies engaged, all furrows would be turned in the same direction. This was referred to as a balance plough. Fowler competed at Royal Agricultural show trials around the country, eventually succeeding in winning the top £500 price at Chester in 1858. The judges said – "Mr Fowler's machine is able to turn over the soil in an efficient manner, at savings of up to 25% on light land, 25-30% on heavy land and 80-85% on trenching." During the following six years Fowler

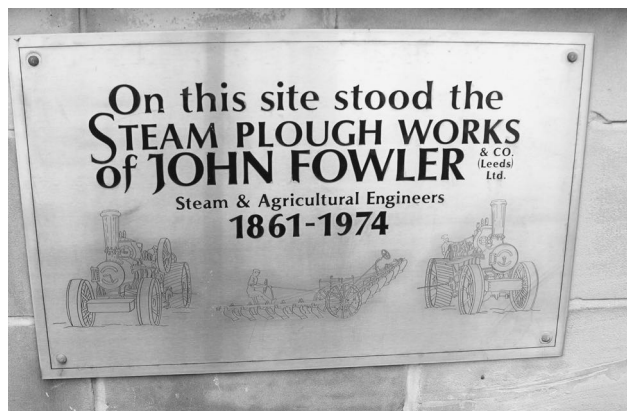
The Story of John Fowler (cont)

continued his experimental work, backed by friends and members of his family and other Quaker families. Many different systems were devised. At the Worcester RAS show in 1863 Fowler demonstrated a double engine set of steam ploughing tackle. Each engine had one drum, mounted underneath the boiler, each drum fitted with rope coiling gears and a full length of wire rope. The engines propelled themselves and were steered by a man on the engine. This set achieved all the fundamental principles of the sets which, for the next half century, maintained steam ploughing as the only economical and efficient means of mechanical cultivation. Several engineering firms made machinery for Fowler, including Albert Fry in Bristol, Ransom & Sims in Ipswich, Clayton & Shuttlesworth, George Stephenson and Kitson and Hewitson of Leeds. Fowler realised that he needed a really sturdy self-moving engine and decided to

erect his own factory. The first pair of ploughing engines to be built entirely in the Steam Plough Works was delivered to the Wakefield Steam Plough Co in November 1862. In 1860 John Fowler vested all his patent rights in his family, appointing brothers Robert and Barnard and cousin Robert Nicolas as trustees. The next few years were extremely busy for Fowler and his colleagues – increasing works production, attending trials and exhibitions and searching worldwide for new markets for their successful products. Unhappily by 1864 John Fowler's unstinting efforts to build up his business led to him suffering a nervous breakdown. His doctor advised rest and a move to the countryside. So John Fowler and his wife and children moved from Denison Hall Leeds to Prospect House in the village of Ackworth near Pontefract. The hunting was good and Fowler was able to recuperate in the country air and enjoy



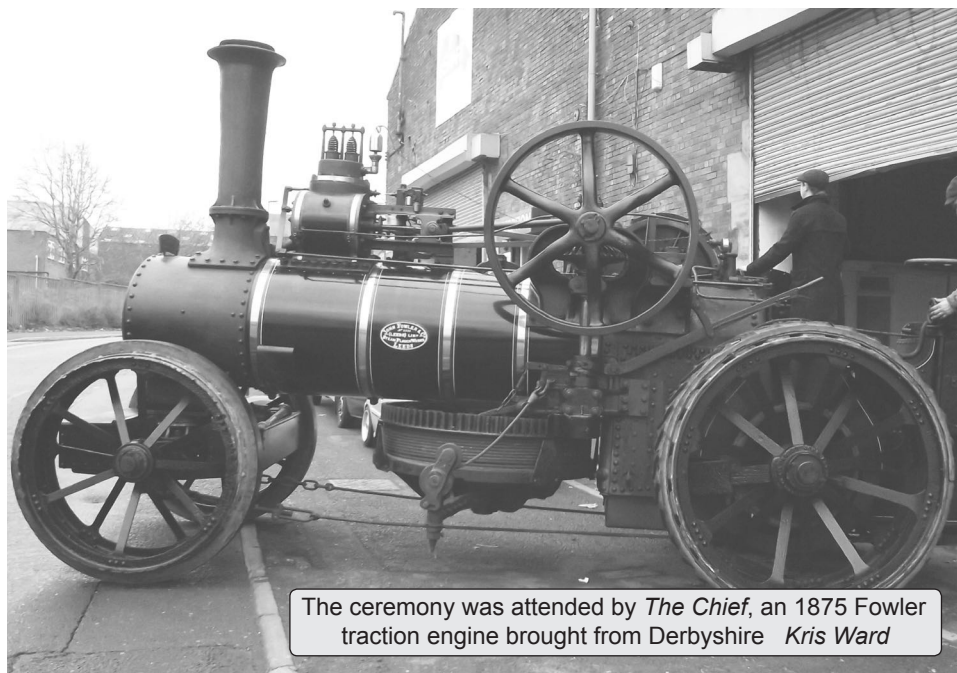
The Story of John Fowler (cont)



generators, pumping engines, compound engines and tractors, road rollers, petrol and diesel engined lorries, caterpillar tracked cultivators, gully emptiers, concrete mixers etc. Fowler traction engines were supplied to the British Army in the Boer War. During the First World War Fowlers made shell cases, artillery wheels, howitzer transport carriages etc. In the Second World War Fowlers

horse riding. Whilst out hunting one frosty morning he was thrown from his horse, sustaining a compound fracture of his upper left arm. The injury was treated in the normal way, but lockjaw set in and he died on 4th December 1864. He was buried in the Darlington Friends Burial Ground. His family trustees carried on the business successfully, manufacturing various ploughing systems, locomotives,

became a Royal Ordnance Factory producing a total of 1633 military tanks – Matilda, Cromwell, Centaur and Comet types. Four thousand diesel generators and lighting sets were also made. In 1946 Fowlers were taken over by Marshalls of Gainsborough (owned by W. Ward of Sheffield). The Steam Plough Works and Office were finally closed in May 1974, and demolished in 1975.



The ceremony was attended by *The Chief*, an 1875 Fowler traction engine brought from Derbyshire *Kris Ward*

Blue Plaques of Hunslet

Kris Ward

I've done a walking tour of the former engine making sights of Hunslet for *The Old Run* before, but since then there has been a bit of development, and more sights to see. Leeds Civic Trust have been marking historic sights around Leeds with blue plaques and have designated a number of engineering sites with them.

With the recent addition of a plaque on the site of Fowler's works it is now possible to tour the area on foot, with these plaques telling the story.

1. Middleton Railway

Leeds Civic Trust blue plaque is on the front of the Engine House building and reads:-

"THE MIDDLETON RAILWAY

Began nearby in 1758 to carry coal from Middleton Colliery to Leeds by horse-drawn wagon. The world's first commercially successful steam locomotives, designed and built by Matthew Murray and incorporating John Blenkinsop's patent rack wheel, started work here on 24 June 1812."

2. Hunslet Engine Co

The Leeds Civic Trust blue plaque is fixed to the surviving works office building:-

"THE HUNSLET ENGINE COMPANY
Was the longest-lived firm in this dynamic area, building over one-third of the 19,000 locomotives produced in Leeds for passenger and freight trains, factories, docks, mines, tunnelling and plantations throughout the world. 1864-1995"

3. J.&H. McLaren's Midland Engine Works

There's a blue plaque on the surviving pillar of bricks from the former works. It's inscribed:-

"MIDLAND ENGINE WORKS

J&H McLaren produced steam rollers, traction and ploughing engines on this site

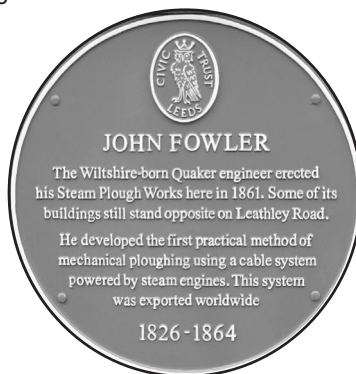
until 1938. From 1926 they were Britain's first volume maker of high-speed diesel engines, transferring to the Airedale Works, Hunslet Road in 1946. Their products were exported worldwide. 1876-1959"

4. John Fowler's Steam Plough & Locomotive Works

The Leeds Civic Trust blue plaque says:-
"JOHN FOWLER

The Wiltshire-born Quaker engineer erected his Steam Plough Works here in 1861. Some of its buildings still stand opposite on Leathley Road. He developed the first practical method of mechanical ploughing using a cable system powered by steam engines. This system was exported worldwide. 1826 – 1864"

There is also an aluminium plaque on a stone pillar made with stones from the works "On this site stood the Steam Plough Works of John Fowler & Co (Leeds) Ltd Steam and Agricultural Engineers 1861 – 1974"



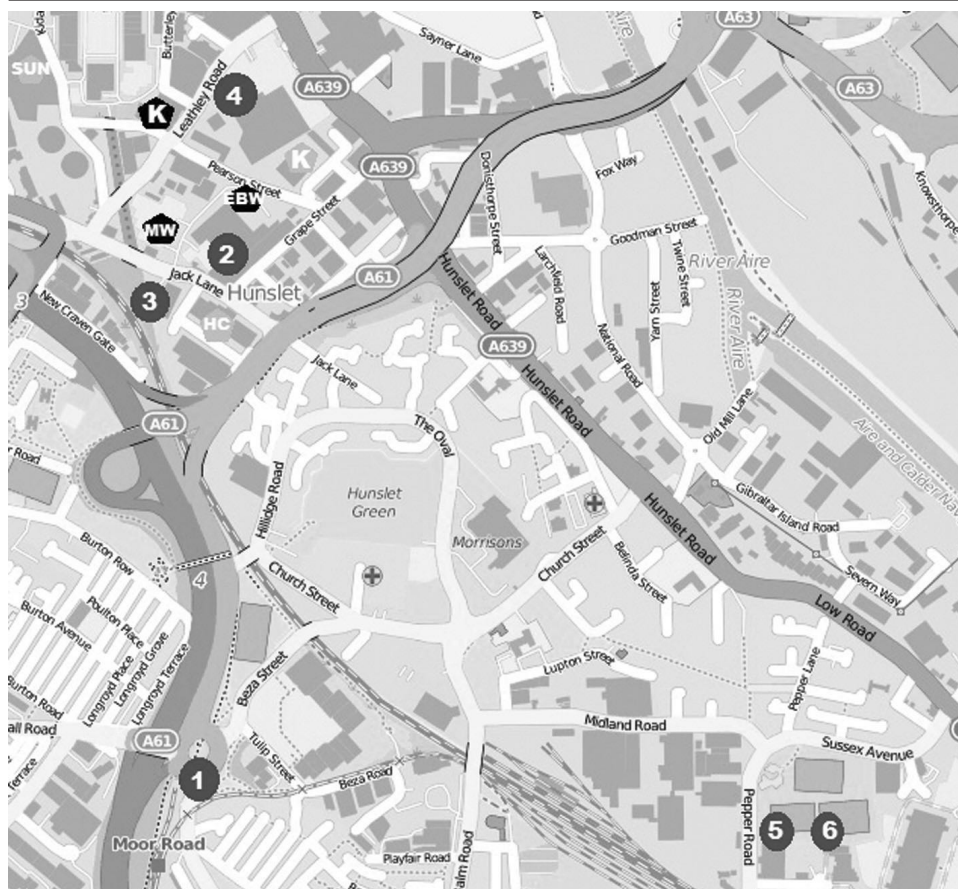
5. Mann's Patent Steam Cart & Wagon Co

Leeds Civic Trust blue plaque is mounted on the surviving works office building:-

"MANN'S PATENT STEAM CART & WAGON COMPANY LTD

Steam-powered road vehicles were built here. Previously Mann & Charlesworth Ltd of Dewsbury Road, the company produced

Blue Plaques of Hunslet (cont)



unique designs of steam carts, rollers, wagons and tractors. 1899 – 1929"

6. Yorkshire Patent Steam Wagon Co

Leeds Civic Trust blue plaque on the surviving, but somewhat rebuilt, works building
"YORKSHIRE PATENT STEAM WAGON COMPANY"

Steam road wagons featuring Yorkshire's characteristic traverse-mounted boiler were made here from 1902 until 1937. Later part of the Hestair Group, the firm then specialised in diesel-powered tankers, municipal gulley emptiers and road-sweepers. 1900 – 1971"

The Leeds Civic Trust have so far installed over 150 blue plaques on historic sights around Leeds. More information can be found on their website <http://www.leedscivictrust.org.uk/>

At present there are no plaques on the former Manning Wardle works offices next door to those of Hunslet Engine Co (MW on the map), the last remaining part of Kitson's works on the corner of Leathley Road and Pearson Street (K) or the archway of the Railway Foundry on Pearson Street (EBW). The demolished works of Hudswell Clarke (HC), Sun Foundry (SUN) and Kitson (K) are also shown on the map. Perhaps in time more of these buildings will also be marked?

First of all I must apologise to the passengers of the 13:15 train for the slight delay in departing. This was not, as my driver had put it, due to a 'little engine trouble', but because the fireman was finishing off his Beef Wellington and roast parsnips....

It was Christmas, and why not spoil myself with a fine bit of beef at the railway? Unconventional perhaps, but it makes a change to the usual ham and cheese. Someone once said this could not be done, so naturally I had to prove otherwise. This is a timeless dish and looks good

on any dining table, but I wasn't sure the same elegance could be achieved on a shovel.

The Beef Wellington was to be cooked in the smoke box at the front of the locomotive and then finished off in the firebox.

We want the heat from the hot gases and exhaust steam that call the smoke box home for a short while before their harrowing exit up the chimney, but not the nasty gases that they contain. And likewise we do not want our lunch departing through the chimney! For this, we

shall require:-

- Puff Pastry
- Blob of butter
- Some strips of Prosciutto ham
- A few Shallots, or a small onion
- Chestnut Mushrooms, handful of.
- Fillet Beef the size of your fist
- Some parsnips cut into strips
- A suitably prepared cooking vessel.

It's a Saturday afternoon, almost closing up time in the workshop and I've already got the loco ready for the morning. Lighting up wood, oily rags and I've already given the bottom end a good clean. That leaves time to prepare my slow cooker. This started life as a tin of shortbread biscuits which were dutifully eaten by our



Gourmet Cooking (cont)



A sad misuse of workshop machinery.

diligent volunteers.

But to make it suitable for our purpose, we will make use of the pillar drill. We want the gasses to pass through the tin, so we drill a row of three holes along the sides and a number along the top of the tin. We'll put the beef into this and then put it in the smoke box.

To make a start at home, add a standard imperial dash (Withworth Standard) of oil and roast the beef fillet and parsnips for about 15 minutes in an oven then leave to cool. Then you need to make the mushroom duxelles - an

intensely flavored sautéed mushroom and shallot mixture. Take the chestnut mushrooms and shallots and chop into small bits. Once done, melt a knob of butter over a low heat and add some white wine (make sure some gets into the pan!). The duxelles is complete once the wine is absorbed and it holds its shape.

Take the prosciutto and lay some strips on some cling film, then put half of the duxelles over, sit the beef (now cooled) over the prosciutto, and put the rest of the duxelles on the beef. Now for the tricky bit - pull the clingfilm tight over the beef and give it a twist, in a similar way to making oil trimmings.



The unappetising result - but see next page!

Gourmet Cooking (cont)

Now we prepare the puff pastry, I won't go into how this was made, but roll out a base. Remove the beef from the cling film and place on the pastry; lay the other rolled pastry over the top, fold and seal. Score some lines on the top of the pastry and give a covering with some oil. Our Beef Wellington is now ready for cooking. Wrap in foil, 2 or 3 layers should be sufficient to keep the gasses off but the

heat in, the same with the parsnips and place in the tin.

The next day it's now about 11am, we've done a line check and everyone is happy. The loco is behaving like a dream, and there is just time now to put the tin into the smoke box. This loco doesn't have a suitable piping arrangement in the smoke box to secure the tin, an obvious design



It's in there somewhere....

fault Hudswell Clarke clearly missed in their design. We are not all perfect. My driver today has a reputation for sending various foodstuffs out of the chimney so I have given him strict instructions to be gentle and light on the regulator, notch up early and be gentle with the regulator. To my delight, we pull away from the station with the most mild-

mannerd of chuffs. Despite the fully loaded train the driver is soft with the power at his disposal and we glide up the line, a full head of steam in the boiler with the engine making good progress. As each child looked bright eyed for Santa to deliver his gifts, the driver and I smelled with growing delight the smell of Beef Wellington which filled the cab.

Gourmet Cooking (cont)

On the way back we stop before the tunnel as Santa is taking his time, which is an opportunity to retrieve our lunch from the smoke box. It is with great trepidation that I open the smoke box, hoping that our lunch is not spread out somewhere over Middleton Park. To my great relief and to the driver's also (who had been wary of the consequences of a missing dinner) the tin was sat happily in the smoke box.

Once back into the cab, I remove the foil and am pleasantly surprised at the crisp, slightly browned pastry that sits in the tin. I decide to finish it off in the firebox, balancing our dinner on the shovel - one false move and it is condemned to the fires! Again, the order to the driver to keep it steady. We've run round now and it's looking perfect. The relief crew have arrived and the guard is impatiently blowing his whistle to send the next train on his way. "2 minutes" the crew shouted back "little engine trouble!" The pastry wasn't browned. Once it was done, I hopped off, the train departed and we were



The finished product. Mmm...looks nice!

ready to dine like kings.

The beef was done perfectly, the 2 notches from centre on the reversing lever and a steady regulator had proved ideal cooking conditions for our dinner and the meal was suitably served. The driver ate his with amazing speed, followed by the immortal comment, "Ta." A somewhat brief and terse comment I thought - there's no pleasing some folk....

All images Mark Calvert



A taciturn driver

Dear Editor, “I must say...”

Dear Editor....

Regarding the letter in the last Old Run, Alex Hurd, lately a member of the Middleton Railway, passed away about five years ago. He was often seen filming at Middleton during galas, and produced some interesting DVDs, and some of his work can still be found on youtube.com. Just search for PMDVD and look for Middleton Railway. PMDVD stands for Pleasant Memories DVD!

Regards
Howard W Bishop

Dear Editor....

I enjoyed Mervyn Leah's article and photos in the latest Old Run. One of my friends at Cockburn High School on Burton Road was Michael Warner, whose father was a guard at Hunslet East Goods Depot. He arranged for Michael and I to join him on a trip from Hunslet East to Middleton on 26 October 1959. At that time the trip was worked by a J50 0-6-0T, and our loco was Ardsley's 68892. Unfortunately I have no photos of the trip, but my notes show a load of 28 empties to Middleton, returning with 12 loaded wagons. Little did I know that 18 months later I would be able to make the short walk after school to Clayton's to act as guard/shunter/flagman on the new freight service.

Sadly, no J50s were preserved, but J52 68846, now preserved as GNR 1247 at NRM, did of course visit Middleton. Here's my photo of 1247 taken on 23 June 1990.

Best Wishes
Paul Barrett



Dear Editor, “I must say...” (cont)

Dear Editor....

Just had to write and say how interesting the latest Old Run Magazine was (and the previous editions of course). The photos of the WD working the colliery were most interesting; and how different it looks today.

The photo of the catch point brought back memories, as taking this point out was one of the first jobs I worked on at Middleton, working with Fred Youell and Chris Metcalf, the then Civil Engineer for Middleton Railway.

The overgrown state of the track reminds me that when using the loco Sweet Pea on these jobs, coming back to the yard was always a challenge, as the squashed vegetation did nothing for the braking ability of a small loco and tool van. The ordnance survey map was of interest to me as when I came to live in Leeds around 1958/59, I lived at 15 Peel Street, Hunslet. My mother worked for a firm of engineers on Black Bull Street, who made parts for pistons. When J.H. McLaren closed, the firm my mother worked for moved into the factory from Black Bull Street. She continued there until having an accident finished her working life.

One thing, I wonder if Mervyn Leah will remember me doing some decorating for him just before he moved from Leeds to Scotland!!

Best Wishes
William Holliday

Dear Editor....

The railway has been offering MRT sweatshirts and the like for some time now. I have some maroon stuff for when I'm in the shop. For other times, I also have an MRT sweatshirt in black - dead handy as the temperature falls. As I was sauntering along the Headrow of late, I noticed not a few people scrutinising my front!

At first I imagined they were admiring my manly physique, but, having ruled this out as simply not plausible, I am forced back on the theory that they were trying to make out the logo. Free publicity! Better than paying someone to wander round with sandwichboards....

Best Wishes
Richard Stead



Richard modelling the MRT sweatshirt *Steve Roberts*



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With steam blasting from the safety valves, *Slough Estates No.3* is impatient for the 'off' on Sunday 14th December 2014. *Andrew Johnson*

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