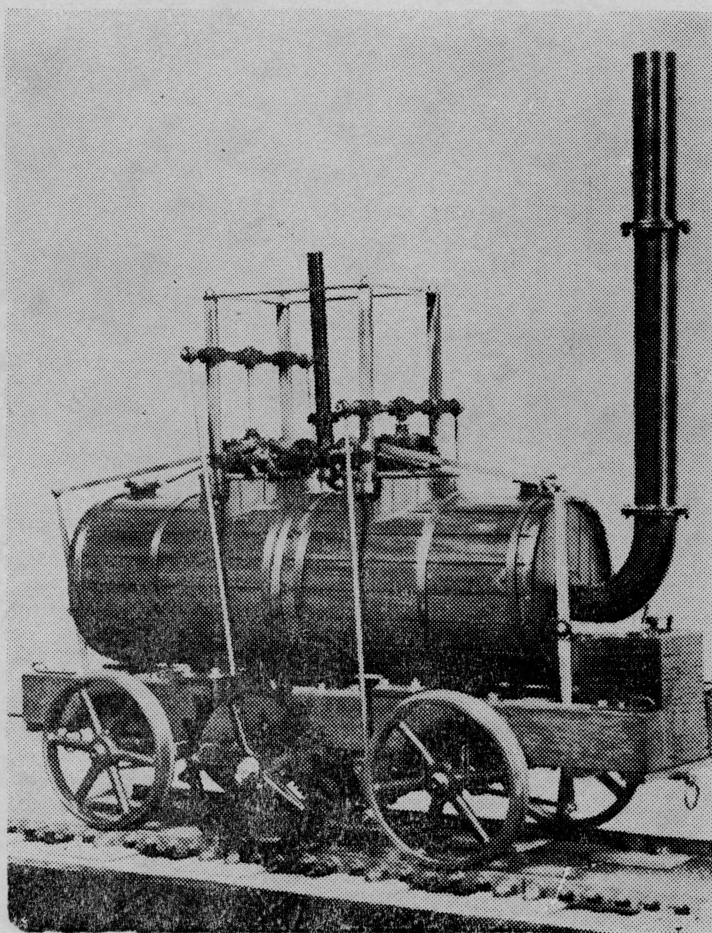


The Old Run

VOL 4 NO 32

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1758 Middleton Railway, Leeds



First Steam Locomotive

SALAMANCA 1812

"The Old Run"

Vol 4. No 32.

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About "The Old Run"

No doubt many people were surprised to receive the January 'Old Run' only a few days after the delivery of the Nov/Dec issue. It must be realised of course, that the November issue was particularly late. Although intended to be circulated about the first week of December, firstly the duplicating was delayed; then the printing press, dismantled for transport when moving house; and next, to crown everything, delivery of the finished article to Mr Straker for distribution became tangled up in the Christmas rush and was 'lost' for a couple of weeks !

Unfortunately, in our enthusiasm to get the first 'new' "Old Run" out as quickly as possible (Christmas taking up the time when this would normally have been drafted), we regret to have to correct several mistakes and omissions. The reference to the Romney, Hythe and Dymchurch Light Railway as an ' eight and a quarter, fifteen gauge line' should, of course, have been ' eight and a quarter miles, fifteen inch gauge line '. Apologies are also extended to Dr. Youell, Dr Lawrence, and M. Crew for the mis-spelling of their names. The cover picture, which is of a model of 'Salamanca' (where the rack wheel is on the wrong side) is by courtesy of the 'Darlington Echo' who kindly provided the block. To have a Darlington paper paying homage to Middleton is an honour indeed !

To look on the brighter side of life, several readers have sent congratulations on the January issue. The must be directed to several people including the Chairman who did much of the foundation work necessary before production could begin. And the usual request: Please show your support by making some contribution towards the future success of 'The Old Run'.
THE EDITOR.

One Man Band

One reads in the January 'O.R.' - "Nothing much seems to have been going on in December, according to the Diary". Possibly the One Man Band was too tired after a hard day's work to record the day's events.

What happened was that from the start of the December University exams., to the middle of January, all but one Middleton train was run by Atticus assisted by Senex. Many thanks are due to the few members who were dragged out specially to help, - especially the quiet but hard working John Bailey. In many cases the One Man Band was in the position of having to shunt and flag, as well as drive ! On the principle of 'whatever happens the train runs and our customers are satisfied,' the O.M.B., inspected, threw over and bonded down every point himself, on those dark days, and waited at the level crossing until a sympathetic policeman arrived to hold up the traffic. Doing it this way takes a O.M.B., up to five hours instead of the usual two !

Getting across the two tram tracks (the remains of the Middleton Light Railway) took nearly half an hour on two occasions, as the gap between running and check rails was filled with ice, and hammering achieved nothing. (For the benefit of those not familiar with this crossing, it is a grooved rail casting on manganese steel.) So it had to be done one or two waggons at a time, using brute force and - - more brute force. The O.M.B., did think to himself now and again '200 members - wonder where the other 199 are ?

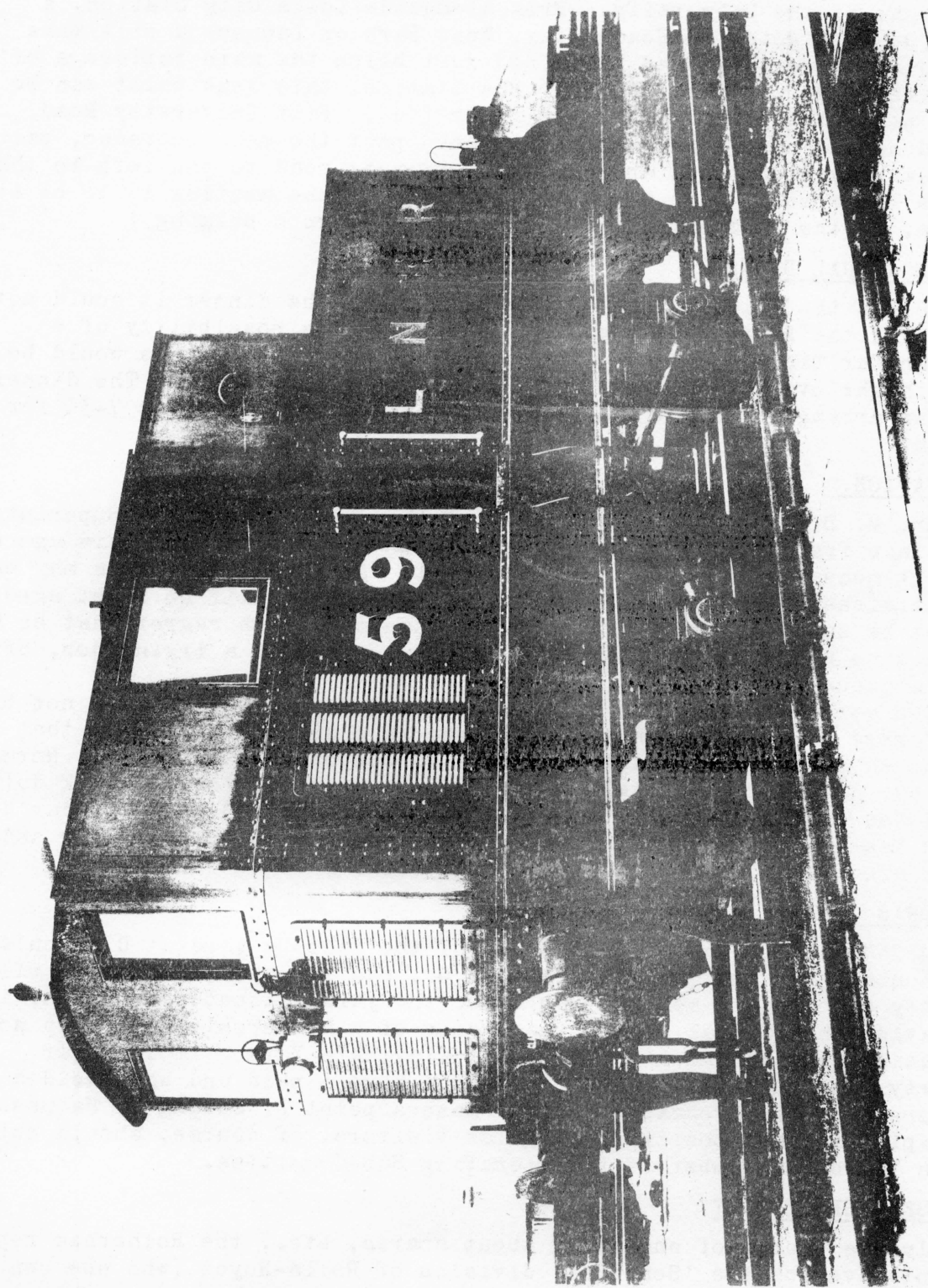
At any rate, if we can run reliably in these conditions, nothing can stop us - except laziness. On the first Monday of the new University term, thanks to Graham Mitchell's organization, the O.M.B., was delighted to see two competent members on duty. So Atticus has gone back to a well-earned snooze. 'ATTICUS'

This Month's Photo.

"Class Y1/2 Locomotive No.59." One doubts if the photographer at the time realised that this locomotive would one day be working on the Middleton Railway. But there it is now for all to see. How pleasant it would be to see it restored to this condition eventually. The original was very kindly loaned to us by British Railways for publication.

. . . - - - . . .

To offset to some extent at least, the cost of production of the improved 'Old Run', it is essential that more copies are sold to enthusiasts outside the Society. If you think you could introduce the 'Old Run' to a local shop in your town, then please write to the Editor, offering to help in this way. Rates etc willingly supplied on request.



Society News

ANNUAL GENERAL MEETING.

It has now been decided that this will be held in the Physics Department of the University. From alongside Leeds City Station, a bus on Route 1 going to Headingley, West Park or Lawnswood will take members to University Road (fare 3d) just below the main buildings of the University. From the Central Bus Station, this same point can be gained using the North Lane No 56 route (4d). From University Road proceed up the main road (Woodhouse Lane) past the main entrance, past the Chemistry Department and along the private road to the left to the Physics Department. As announced last month, the meeting is to be at 2-0 p.m. on the 23rd February. May we see the room bulging !

AND THE ANNUAL DINNER.

Unless there is a firm booking of 100 for the dinner it could not be held at the Ringways Restaurant as hoped. The possibility of a 'Pullman Car Dinner' was also explored, but the cost of this would be rather high; overheads alone would amount to a big figure. The dinner has been arranged for the Guildford Hotel, Headrow, Leeds at 7-30 for 8-0 p.m.

RESIGNATION.

Mr. M. D. Crew who has carried out the job of Operating Superintendent since freight traffic was first re-commenced over two years ago has found it necessary to relinquish the post. Although some of us may have had skirmishes with him over various things (as he will no doubt agree) it must be said that he did a good job and it is with regret that he has had to give up. Many thanks, Mike, for carrying out a trying job, often under arduous conditions.

The work formerly done by the Operating Superintendent has now been transferred to a three man sub-committee in a similar manner to that adopted when we had no chairman. This is composed of Dr. Youell, Norman Fearnley, and Graham Mitchell. Members volunteering for mid-week duties should see Graham Mitchell (University representative) and Saturday duty Norman Fearnley. Accident reports should be sent to Dr. Lawrance and two copies are requested for ease of circulation.

CLAYTON'S YARD - PASSES.

Mr. Hainsworth who is in charge of the factory yard at Clayton's (Dartmouth Works) which is our site H.Q., has informed us that he will take a pretty dim view of members who enter the yard without permission, i.e.; not having an official pass. Possession of a membership card does not automatically give the right to enter Clayton's Yard - it is their property, not ours. Anyone who does not have a pass and who decided to go there for an odd occasion should make a point of seeing Mr Hainsworth and explaining the position. Regular visitors, of course, should obtain a pass through a member of the Operating Sub-Committee.

A DIESEL SENTINEL ?

In the course of enquiring about spares, etc., the Rotherham representative for the 'Sentinel' division of Rolls-Royce (who now own the 'Sentinel' patents) have pointed out that although they are unable to fulfill our requirements, they are willing to undertake the conversion of our locomotive to a diesel engined machine. Needless to say the offer was respectfully declined.

Brake Van Diary.

On Monday, 31st December, whilst clearing the front sand boxes on 'John Alcock', John Bailey found in the left hand side a large piece of coke and a long piece of coarse string. The right hand box housed some long brass wood screws and several pieces of broken glass. No wonder the sanding gear wouldn't work ! He now issues a plea: Please take care when filling the sandboxes to prevent more foreign bodies blocking the works.

Saturday 5th January - the first week-end of the year - provided a promising start. Among those helping with the various jobs in hand despite the snow were John Bailey, Chris Jepsen, Lynden Sherman, Derek Rayner (who removed the defective injector on the 'Sentinel' and took it for repair), Geoff Lee (no doubt helping Derek), John Charlesworth and Norman Fearnley.

Saturday 12th January, the following week-end, saw a bit more progress on the 'Gas Factory Junction' line into the Moor End works of Clayton's. Over two dozen sleepers were transported there by Stan Rhodes, Geoff Duckworth, Robert Peel, and Fred Youell, as well as those who had been the week before.

'John Alcock' developed a gearbox defect on the 18th of January; this was put right by John Bailey towards teatime on the following day. On this day also (Saturday 19th) some members started refitting the coupling rods on 'Swansea'. A further helper this time was in the person of C. Lodger.

So far this year, twelve members have done a share of the work - let us hope that this number increases until nearly everyone has given a few hours of their spare time in one way or another.

Forthcoming Events

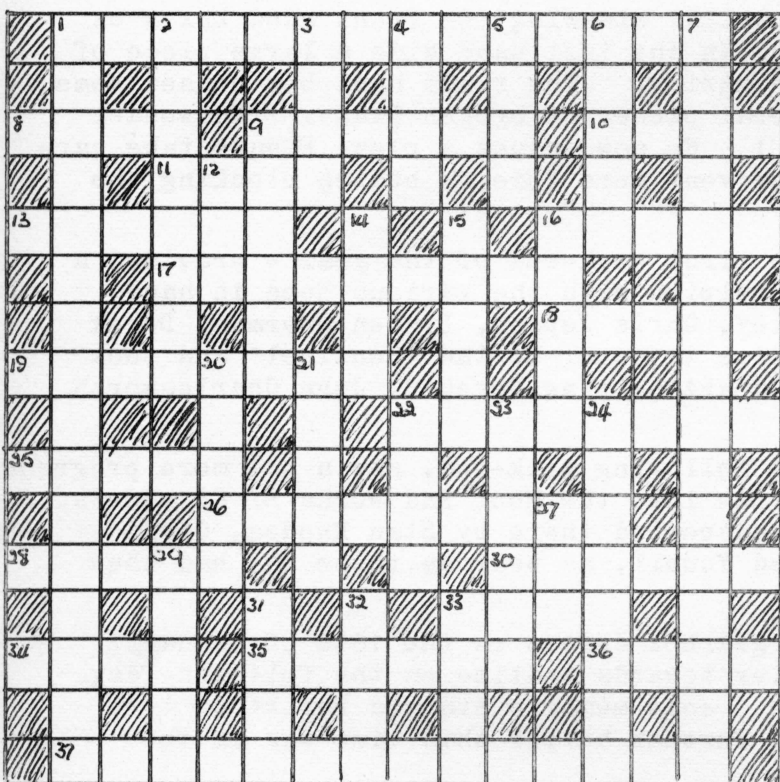
This months selection of meetings of the Leeds University Railway Society, held at the Physics Department are as follows:-

February	7th	Prof. W. A. Tuplin: 'Steam Traction'. - 7-30 p.m.
	14th	Informal Evening.
	21st	Modellers Evening.
	23rd	Visit to A.E.I. (Manchester); Brake Van trip.
	28th	Talk by R. Hunter. - 7-30 p.m.

Please write to the Hon.Sec., L.U.U.R.S , University Union, University Road, Leeds 2, for further information.

A trip to the Bluebell Railway is proposed by the Huddersfield Railway circle. It will be run on a Saturday in May this year and will run via Leeds, Dewsbury and Huddersfield, calling also at Sheffield Victoria; a fast run down the G.C. is planned using the West London extension to reach the Southern Region. The return will be on G.N. metals. The fare is expected to be about £3, and anyone interested should write to J. K. Morton, Esq., 66 Birkby Hall Road, Birkby, Huddersfield, Yorks. The decision to make definite arrangements will depend on the indicated demand.

Middleton Crossword.



Compiled by our Tame Crossword
Enthusiasts.

Clues Across.

- 1 Piece of trackwork, not a meeting spot! (9,5)
8 A mark from automobiles (4)
9 Waning. (6)
10 Station on Bucks., on Western Region. (4).
11 Spanish colony. (4)
13 With such an advantage, one would hardly be playing the game! (6)
16 Toll (5)
17 Essential for stopping on railway vehicles (5-4)
18 94608000 seconds (5)
19 Below ground level (8)
22 A level one on the railway may be a rough one on a ship. (8)
25 Hinge on the shaft. (5)
26 Alternating current in a grant of rights provides moral strength. (9)
28 Could be applied to a number of engines collectively (5)
30 Ventilation system. (6)
33 Lion. (4)
34 Row. (4)
35 Courage for the spook ? (6)
36 What to do in the restaurant car. (4)
37 Largest station (partly on the N.E. Region ?) (3,4,7)

Clues Down

- 1 A policy being adopted nowadays by British Railways (16)
2 The performance of certain new main line diesel locomotives might be described as this ! (8)
3 Desert. (4)
4. Fasten this spike. (4)
5 Half a sheet for a boy. (4)
6 A famous Sir Daniel Gooch broad gauge locomotive. (5)
7 What you are in the middle of ! (3,3,3,7)
9 Incense. (6)
12 Tree. (3)
14 Station at Bournemouth and Hartlepool for example. (4)
15 On the sleeper, but not to be slept in ! (5)
16 L.M.R. Jubilee class locomotive, ending in affirmative. (5)
21 Maritime. (5)
22 Crustacean on wheels, though 42700 isn't edible! (4)
23 Production. (6)
24 Plates for spreading the load in fact ! (8)
27 One that won't fit in 12 down ! (3)
29 Western Castle locomotive but not mad. (5)
31 Has an underground railway system (4)
32 What locomotive drivers on B.R. are in. (4)
33 One doesn't smoke a train

The Steaming of 'The Sentinel.'

It was decided to put the 'Sentinel' into steam on Saturday, the 8th December, in order to ascertain how bad the engine knock was. The necessary permission was obtained the previous week and various instructions issued. When I arrived on Saturday morning the weather gradually got worse - and it started raining; not just ordinary rain but real 'Middleton' rain which absolutely soaks if one is in it more than is necessary. The previous week there had been a very bad unexpected frost and there was about an inch of ice on top of the water in the locomotive's tank. A close inspection of the various fittings showed that the right hand injector feed filter body had cracked open due to the frost, and probably, age. It was possible, however, to use the other injector and the pump, and so it was decided to press on and steam her.

The engine and all necessary parts were oiled and greased. 'John Alcock' towed '54' up to the tap and the boiler was filled with water. Dryish rags were found, soaked in paraffin along with plenty of small firewood and thrown down the 12" diameter chute which on these boilers is the 'firehole door'. The rags were lit and were followed down the chute by more wood. When this was well alight, coal, followed by more coal, and still more, and then coke, was tipped down and left to burn up. After dinner we went back and checked the gauge glasses and oiled around the engine. The cylinder and chain lubricators were filled up and it was found that the water level in the boiler had risen because of expansion of the water. After about an hour and a half, steam was blowing from the blow down valve which was then shut.

Soon the pressure gauge needle began to rise. She crept steadily up whilst more coal was put on. It was wet and made a loud hiss as it hit the roaring furnace below. The ashpan was filled with water to prevent the firebars scorching. 50 lbs per square inch was soon reached and the blower was turned on to draw up the fire. By now the rain had stopped but it was still very damp outside. When we reached 100 p.s.i., the fireman tried the injector and the regulator valve was opened to allow steam through into the engine, oil was pumped into the steam by the mechanical lubricator, and also the feed-heater drain was checked to see that steam and/or water was coming through into the ashpan.

We were then just about ready for off but for one thing - there were no chains on ! (See last month's O.R. - Ed.)

She was put into the Forward Start position, the regulator was opened, and the engine turned very slowly with, as expected, a bumping and grating sound. She was left running for about five minutes until the cylinders were well lubricated. The grating ceased, but the 'clank' 'clank' remained with us. It must, therefore, be the big end. C.C.L. and I then went underneath and listened to the engine as it turned. Without the crankcase hatch off it was impossible to determine the exact nature of the thudding, but eventually all possibilities were ruled out except the big end on the right hand connecting rod.

The Steaming of 'The Sentinel' (continued).

The boiler was steaming beautifully and she was taken up to 275 p.s.i., and allowed to blow off. Steam tended to be lost through the water gauge glass drain cocks which were leaking badly. One of them was changed and that stopped that. The other continued to blow. The engine was stopped, put into Reverse and started up again. The same knocking was still there. The piston rod covers were taken off and we had a look at the rods. The way which the right hand rod was moving confirmed the theory regarding the trouble being the right hand cylinder as the left hand cylinder was 90 out of phase (i:e; in quadrature).

The feed pump was put in and immediately water spurted to the ground from beneath the footplate. Suspicions were well founded as I went underneath to inspect. It was found that the pipe had blown where it had previously been soldered up on a thin patch. We were then operating on only one injector which was coping quite adequately and so it was decided to put the chains back on and have a short test run.

Unfortunately the second chain wouldn't link up as the wheels were now out of synchronism with the driving sprocket of the engine, the locomotive having been previously moved by 'John Alcock'. As it was approaching darkness, it was decided to 'put "Nellie" to bed'; so she was driven on one chain back to the usual resting place in front of 'Swansea' and there the fire was dropped and the steam pressure allowed to fall. Instructions were left that the boiler and the tank were to be drained the next day and a report was compiled on the precise deficiencies of the locomotive for handing to the Committee.

Derek A. Rayner, (Steam Loco. Engineer).

Crossword Solution

A C R O S S

1	Diverging Point	8	Soar	9	Ebbing
10	Iver	11	Ifni	13	Unfair
16	Knell	17	Brake shoe	18	Years
19	Basement	22	Crossing	25	Pivot
26	Character	28	Batch	30	Plenum
33	Puma	34	Tier	35	Spirit
36	Dine	37	New York Central		

D O W N

1	Decentralization	2	Variable	3	Gobi
4	Nail	5	Page	6	Ixion
7	The Old Run Journal	9	Enrage	12	Fir
14	West	15	Chair	16	Keyes
21	Naval	20	Match	22	Crab
23	Output	24	Spreader	27	Elm
29	Carew	32	Link	33	Pipe
31	Oslo				