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Hudswell Clarke 526 of 1899 "Hawarden" after unloading in the Moor Road car park on 26th January, following its arrival from the National Trust Museum at Penrhyn Castle, It was welcomed back to the city where it had been built, by Councillor Paul Wray, Councillor Mohammed Iqbal, and Ian Smith.

The Old Run

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Our Chairman speaks:

I will start by wishing all members of the Middleton Railway Trust and other readers of 'The Old Run' a happy, healthy and rewarding 2024. Despite the many uncertainties we all face, there is much to look forward to in 2024. Not the least of these I hope will be the program of events planned for the Railway. These include the return of old favourites such as 'Star Rails', and new events such as a Yorkshire Food and Wine Festival, which was to have been trialled during Diamond Jubilee Year but like so much was cancelled by the Covid Pandemic.

The year 2023 ended on a high note with what proved to be another very successful Santa Special season. Bookings started slowly, but energetic promotion work (including using both leafleting, and hard copy media that the Trust had never used before) helped generate a late upsurge in bookings, which filled the trains. A successful Santa Season is critical to ensure the financial health of the Trust. It is also a wonderful 'shop window' for the Trust: Santa Special customers who have a great time will talk about it and 'word of mouth' remains one of the Trust's most effective means of promotion.

I say this, or similar, every year but it is an essential truth which cannot be over emphasized. Santa Specials do not happen by magic; they happen as a result of a lot of extremely hard work by a large number of our volunteers. They are a big call on our limited resources, and so a huge vote of thanks goes to all those volunteers who 'went the extra mile' to make the 2023 Santa Specials so successful. These include the Commercial Team who planned the event, purchased the presents and managed stocks and who greeted and served the customers; the Engineering Team who provided the coaches and

Our Chairman speaks, continued

locomotives for the Specials and track upon which they could run safely; and the Traffic Department who both crewed the trains and provided the essential customer interface on the trains, in the form of the Guards and TTIs who helped guide and seat the customers. Thanks also go to all the other volunteers who each made an invaluable contribution by carrying out such critical but unglamorous tasks as wrapping presents, marshalling presents for Santa, putting up and taking down the decorations and emptying litter bins. Finally a special thank you goes to the Santas. This is one of the 'toughest gigs' on the Railway, as Santa is on show all the time and Santa's interaction with the children is ultimately what makes the event.

This year's Santa Special season featured a new grotto which was very well received by the customers. It was more lavishly decorated than its predecessors and had the feel of a Nordic Cabin. Creating a new Grotto is very much in line with the Trust's aim to regularly refresh and renew the Santa Special experience for customers. In 2024 we will look at replacing some of the decorations and lighting in the Display Hall, which are beginning to show their age, and introduce new features.

The start of 2024 has been marked by two significant events which are covered in detail elsewhere in this issue of 'The Old Run'. The first was the departure of Peckett locomotive 2103, which had been generously loaned to the Railway by Tony and Joyce Bell to cover a potential motive power crisis. Unfortunately, when it then came out of service in 2004 there was significant uncertainty about both the extent of the repairs that would be needed to return it to operational condition, and the likely costs of these repairs. These uncertainties meant that we were unable to reach agreement on any plan for undertaking the repairs, and so the locomotive has now been sold, and has left for the Ribble Steam Railway, where the new owner intends to restore it to working order.

The second event was the arrival of 'Hawarden', a classic Victorian design Hudswell Clarke four coupled saddle tank. This locomotive complements 'Henry de Lacy II' and 'Mirvale' in the Trust's collection, which are exemplars of more modern versions of the same design, and so it helps to illustrate the development of the design over 70 plus years. The locomotive is currently on loan to the Trust from the Bahamas Locomotive Society to whom title has been transferred by its previous owners, the National Trust. Thanks go to the Bahamas Locomotive Society for their generosity in allowing this historic Leeds built locomotive to return to the city of its birth.

The Trust's Museum is in many respects the Trust's most important asset. Unlike all other heritage railways, the Middleton Railway has an important story to tell with regard to its critical contributions to both the development of railways and steam locomotives, and of the locomotive building industry which developed in Leeds as a consequence of the work of Blenkinsop and Murray. The Museum is where the Trust can best discharge its charitable objectives of informing visitors about the achievements of Blenkinsop and Murray, the story of the Leeds locomotive building Industry and the story of the Middleton Railway and its interaction over 260 years with the community of South Leeds.

The Trust's long terms plans very much focus on developing the Museum to better communicate the story it has to tell, and to do this in an informative and

Our Chairman speaks, continued

entertaining manner. It should be a place where visitors keep returning to because of what they learn and how they learn. The development of the Museum to achieve its full potential will take several years and a lot of careful planning, but is a core part of the Trust's plans for the future.

The Trust's Museum has an exciting future but it also has a very real presence. It is a vital part of the current visitor experience. It is essential that visitors are greeted by a clean cared for Display Hall with dust free exhibits, notice boards in good order, empty rubbish bins etc., etc. It may be far from where the Trust would ultimately like it to be, but that does not mean that the Museum should look neglected and uncared for. In this state it would give a very poor impression to visitors both of the Railway and of its ambitions for the future, and would degrade their experience of the railway.

Keeping the Museum and its exhibits looking smart and loved does not occur by words alone; it requires bodies on the ground with brooms and dusters and cleaning materials, it requires renewal of notices, putting back objects moved by visitors and a myriad of other actions. Mel Jones has taken on the task of keeping the Museum in good order but he cannot do it on his own. If you would like to help with this, please contact the Trust at <info@middletonrailway.org.uk> or myself directly at <chairman@middletonrailway.org.uk>. Your enquiry will be followed up and your offers of help will be gratefully received.

Charles W Milner, Chairman

For many years Brian Winstanley has been rostered as the guard on Christmas Eve – it has almost become a tradition on the railway. He carried on this tradition in 2023 as guard for the afternoon turn, seeing home the last Santa Special of the 2023 season. This picture shows Brian on the right, with Jamie Burns (left), a new volunteer and TTI, and Alex Smith (centre) who was guard for the morning turn. Three generations of Middleton Railway volunteers helping deliver a great customer experience.



© Charles Milner, 2024

A Dutch Industrial Railway Museum

In October I took the opportunity to visit the 700mm narrow gauge industrial railway museum at Katwijk, just west of Leiden in Holland. It comprises a 4km loop steam ride around Valkenberg lake, an out and back line for the diesels which accesses the museum buildings, and several of these museum buildings filled with exhibits. Their collection mainly consists of 90+ diesel locomotives, 25 steam locomotives (of which 5 are in steamable condition), and various narrow gauge wagons. These cover a variety of gauges, from 400mm to 1000mm, and a range of industries, including quarrying, logging and peat extraction.

As well as workshops, the facilities include several excellent HO scale dioramas, and historical photo displays are on show. Catering is limited, in that no meals are served, but the Dutch apple pie fills you up! There is unrestricted access to the whole site, which is extensive: it is a 30 minute round trip to the main museum buildings. The volunteers are most welcoming and obliging, and naturally most speak English.

Some of the manriders in the collection carried the name Simplex Amsterdam, and I had difficulty persuading the guide that this was an English company. The origin of the Dutch connection is a mystery to me. (Editor: it appears that Simplex is also the trade name for a Dutch bicycle company, which may explain the confusion).

I highly recommend a visit if you are in the area, but you really need a full day to see everything. Public transport goes near to the site but not up to it. For more information see their website, at [<https://stoomtreinkatwijkleiden/en/>](https://stoomtreinkatwijkleiden/en/).

Gordon Bell

Below: A steam tram locomotive in the museum at Katwijk © Gordon Bell, 2023



Volunteers' Forum

The volunteers' forum for last autumn was held on the evening of Thursday 19th October, which was just too late for any record of it to appear in the October 2023 Old Run. As well as the usual discussion of progress at the railway, a feature of the forum was the presentation of a number of long service awards, as illustrated below. 50 year awards were presented to Ian Smith (above) and Chris Nicholson (below), each consisting of a framed pencil drawing of a scene at the railway by Richard Stead: unfortunately the need to use flash means that the actual drawings do not show up in the photographs.



Volunteers' Forum, continued

The other long service awards, all for ten years each, were for Gavin Johnson, Chris Nicholson and Simon Calvert. In addition there should have been ten year awards for Katy, Ellen and Ailsa Sayles, but they were not able to be present.



The presentation of these awards was followed by a brief presentation from Fran Bailey, explaining to the rest of us her role as almoner, and emphasising the importance of confidentiality in the work that she does in this role.



Shop Notes

The Santa trains were a great success. Because last year hit all records, it was a difficult act to follow, Bookings began a bit slowly this year but then came a late surge, so that the overwhelming majority of tickets were sold. Hurray! How much of the late bookings were prompted by the publicity campaigns undertaken in November by some of the team who put posters up in coffee shops etc and in their gardens is difficult to say.

The trains required as always a lot of work, but it all got done. Not all is obvious. Some readers will appreciate that our 2,000 or so mince pies arrive in 333 or so little cardboard boxes. These have to be opened with a very great deal of care, because of the brittle nature of the pastry. What may not be quite so well known is the fact that the youngsters' packs of biscuits (of which there are likewise 2,000 or so) come in bags of six, that also need to be opened - again all of 333 (or so) of them - with equal care.

The front-line team (you know of whom I speak) was augmented by a new recruit. Another positive event was the new grotto. This edifice can only be described as de-luxe, no expense having been spared in its creation. Another novelty this year was Sue Edwards' tombola, which brought in a considerable volume of cash. It also engendered the use and disposal of an uncountable number of tickets!

The outside world dealt us one or two setbacks. We had intense cold on the first weekend of the Santa season, with enough snow to threaten a white Christmas, and making travel for some difficult. Fortunately we did not have to resort to diesel power, but this is why we roster a diesel locomotive as well as the steam one for each day of the Santa trains. On another day, an incident closed the M621, threatening to delay many visitors. While this caused us some concern, in the event the impact was limited. Finally, illness deprived us of the services of another member of the front-line team. The vacant slots were of course covered - thanks and well done to those who came to the railway's rescue!

Among the occurrences of note was the arrival, in the middle of one of our two midweek Santa days for schools, of a school coach carrying about 25 children and their teachers. The feature that rendered this event notable was the fact that they had not booked! We had not expected them! Could they, they wondered, go on a Santa train please? Heads were scratched and glances exchanged..., and yes, after a bit of pushing and squeezing, space was found in the timetable and onto the train they went. They drove home happy - as indeed we hope all our other visitors did - but we also hope that they will get themselves better organised next year! (And, before you ask, we have had the debrief session, and are already starting now to plan for how we can do things better next year).

On New Year's Day, we ran our Mince Pie Specials. The train comprised three coaches and, on most services, every seat was taken.

Richard Stead

Taking Good Photos Of Steam Locos

I found the article on “how to take a good photo” by Soheil Flynn in October's 2023 Old Run very interesting, but felt that there was some further advice that could be given, and that might help people to get that perfect photo.

Weather Conditions. If you have a nice blue sky that you want to keep in the picture, but have then taken an exposure reading from the subject (i.e. a steam train), you could find that as a result the sky then appears washed out. In this kind of situation you might find a filter useful: for instance, this could be a blue graduated filter, which starts blue at the top, graduating down to nothing a third of the way down the filter. Or you could also use a polarizing filter, which intensifies the blue skies, although these work best between 11am and 3pm.

Another idea is to use a neutralising filter, these filters come in three shades of black, they can be used individually or in multiples. When using these filters there is a filter factor to apply, in that the aperture (or f stop) has to be opened wider, or a slower shutter speed used, or (with a digital camera) you can increase your ISO rating.

As an example, the first of these two pictures of D2090 at NRM Locomotion was taken with a polarizing filter at 1/1800th of a sec at f8, and there is just a bit of a blue sky visible.



The second picture, on the next page, was taken with a neutralising density filter. This was taken at 1/20th of a sec at f8 instead, because of the filter factor, but as you can see the sky is much bluer.

Lenses. With a DSLR camera, when using either a zoom lens or one with a fixed focal length over about 135mm you can get what is called stacking, where things seem to be on top of each other.

Taking Good Photos Of Steam Locos, cont'd



The photo below of Olive was taken with a 200mm lens. As you can see the sleepers seem to be on top of each other.



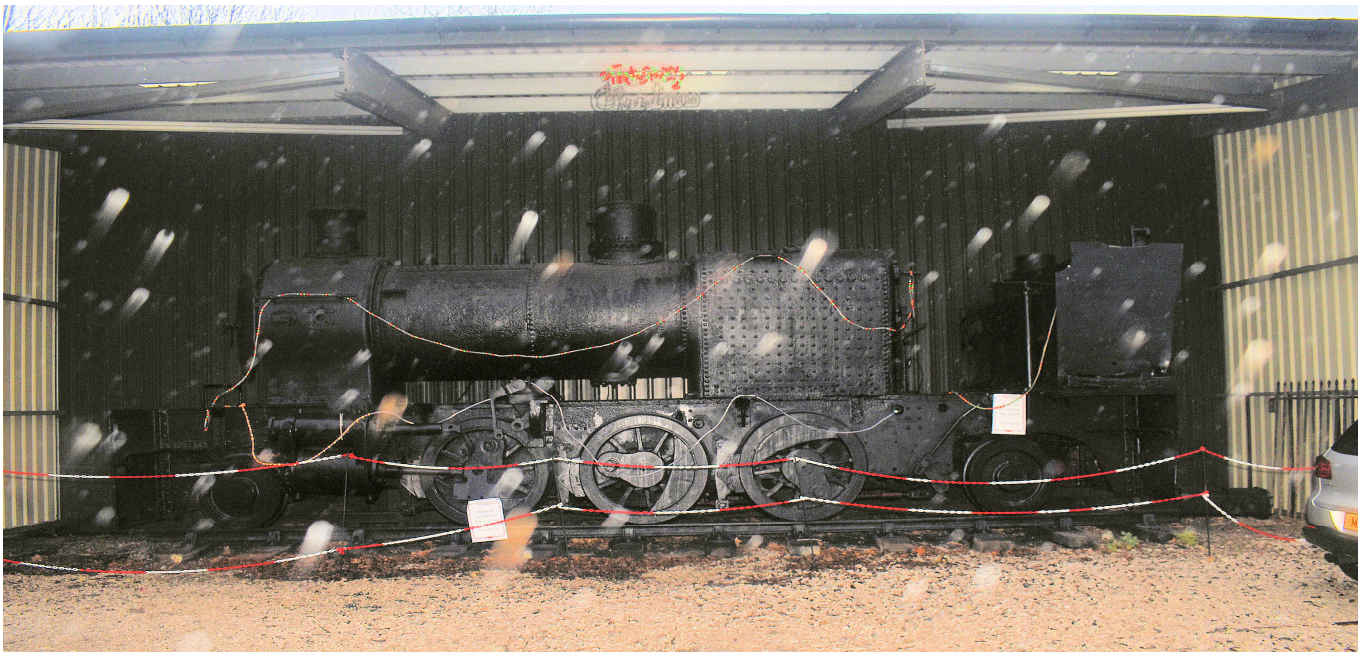
A related effect is that With a wide angle lens under 35mm, you can get vertical and horizontal distortion if you get too close to your subject, as with this photo of the roof of the Picton shelter on the next page. The roof really does not bow up in the middle like this.

Taking Good Photos Of Steam Locos, cont'd



Both of these photos of the shelter were taken with an 18mm lens; the one above at 1/60th of a second, and the one below with a flash. The notices are very prominent, but there is not much that can be done about that!

In the picture below, though, the flash has produced some rather odd colours, and also all sorts of unwanted reflections from the various metal surfaces, which have completely spoilt the picture. When using flash, care has to be taken to avoid these kinds of unwanted effects.



One other point to remember when zooming in on a subject is that it is always better to use an optical zoom than a digital one.

Unfortunately I am nerdy about photography, and prefer to use DSLR. I have no experience of camera phones so cannot give advice about how to use one. Even so, others will hopefully find this information useful when taking their photos.

Chris Nicholson

“Hawarden” Comes to Middleton

Friday 26th January saw the arrival of a new exhibit for the railway, following the departure of Peckett 2103 to pastures new. Hudswell Clarke 0-4-0ST named “HAWARDEN” was built in 1899 as works number 526 for John Summers Ltd and worked at its Globe Works in Stalybridge all its life, before being preserved and ending up at Penrhyn Castle Museum in Wales.

The story of how and why she has now arrived at Middleton began about three years ago, when I received a phone call from Keith Whitmore, chairman of the Bahamas Locomotive Society, asking if Middleton would be interested in another loco for our museum. The BLS have long been custodians of ex-LNWR 0-6-2T No 1054, which currently resides at Ingrow when not on tour but the actual owners were the National Trust museum at Penrhyn Castle in Wales. That organisation was looking to downsize its railway collection, so as to simply reflect machines which worked at the local slate quarries, and so a number of large exhibits needed new homes.

Because of their long connection with Penrhyn, the Bahamas Loco Society had been offered two of these locos: “HAWARDEN” and 0-6-0T “VESTA”, [HC 1223, built in 1916]. While they were interested, they didn’t have room for either of them in their museum at Ingrow, and so Keith offered one to the Middleton Railway. After consultation within the railway, it was decided that “HAWARDEN” would best suit us, because it provided a direct contrast with both “HENRY DE LACY II” and “MIRVALE” and so negotiations were entered into with BLS to have it on loan.

Dealing with this was a protracted process, because although BLS was offering the loco on loan, they also had to deal with the National Trust who owned it, and that organisation was, to say the least, somewhat slow in responses. Also, the negotiations needed to be kept confidential, to avoid any problems arising while things were still “up in the air”.

Initially, the National Trust stated that there was no asbestos in the locomotive and that transport would be paid by them to wherever the loco needed to go. However, full examination showed that “HAWARDEN” had asbestos lagging on the boiler and elsewhere, not untypical for engines preserved in the early 1960s. Also, they then tried changing their mind to say they wanted half the transport costs paying by the recipients, as these had ballooned over the period of time.

Eventually, however, the various issues were overcome and a meeting was held at Ingrow between Keith Whitmore and Pete Skellon from BLS and Charles plus myself from MRT, in order to thrash out an agreement for the engine to come to the railway. This was successful, and the good news is that, after three years, BLS is likely to transfer ownership to Middleton. In particular, this will be helpful if we should ever decide that we might want to return it to working order.

The MRT Council signed the agreement in early January, and the move from Penrhyn to Middleton began on 25th January. It arrived in the evening, and was then offloaded the following day by Mike Cox, Steve Roberts and Chris Campbell, with Charles and myself in attendance alongside Paul Wray and Mohammed Iqbal, two of our local councillors.

The locomotive itself is very much a Victorian machine, with 14” x 20” cylinders, and is a marked contrast with “HENRY”, which is definitely an Edwardian loco, even though it is nominally the same size. In particular “HAWARDEN” has a

“Hawarden” Comes to Middleton, continued

longer wheelbase, and its cab is decidedly Victorian in appearance. It obviously started life as a simple weatherboard, but was then given a back, so that the locomotive resembles a number of similarly aged narrow gauge Hudswell Clarke ones, apart from being somewhat larger.

Its external condition requires some attention, not least because at the moment it does not sit squarely on its springs, and we suspect that there are problems with the left-hand side axleboxes, although these still need to be diagnosed. One symptom of this is that it did not want to roll down off the low loader, and had to be towed by the Peckett diesel, as in the picture below.

Also, at the moment the name is only painted on one side of the tank, because when the locomotive was on display at Penrhyn only one side was visible to the public, but this is not the side that they will normally see here! We are grateful to Roger Walton for agreeing to paint the name on in due course, and do some of the other touching up of paintwork that is required.

It has been planned that the loco will be displayed on the right hand side of the Engine House as you enter from the shop, so that it will be next to the “locomotive building” display. It will thus be directly opposite both “HENRY DE LACY II” and “MIRVALE”, so as to make it easy to compare them and see how their design developed. Its smokebox will be facing towards the shop [ie facing north], and it is planned that the smokebox door will be open, so that visitors can see what’s inside. Interpretation will be provided, to explain both what the engine is and how it relates to the other Hudswell Clarke 0-4-0STs we have.

Ian Smith



Hawarden being unloaded

© Charles Milner, 2024

The MRT Youth Team

Over the past few months the youth team have again been busy, although this doesn't come across in writing. Train services only operated on Sundays throughout October, allowing members to continue their operational roles before the 2023 operating season came to an end. This pattern of activities also gave members the opportunity to get involved with some lineside vegetation clearance over the Saturdays that we were not operating. This is vital for safe operation and improves the customer experience when travelling up the line.

When lineside vegetation clearance was not taking place, in October and throughout November, operational training was put on for those aspiring to progress onto the roles of driver, fireman or guard. This training offered additional operating experience for both volunteers new to the railway and members of the youth team. 2023 has highlighted the importance of having enough crews, with several days having been cancelled due to a lack of crew, and so this training is important in providing a first step to gaining more crew.

The month of December is always a busy one for the youth team with Santa specials and this year was no exception. Earlier in the year it was decided that the youth team would operate the colliery model railway layout on the mezzanine floor, in place of the plastic train and loop usually used. This layout depicts roughly how the line would have looked at the Middleton Broom Pit. It was later decided that a Christmas layout would be created and operated alongside the colliery layout. Those travelling on the Santa specials would be able to drive trains on the Christmas layout for a donation. Both layouts proved successful with positive feedback from visitors.



The Christmas Layout

© John Linkins, 2024

Following a busy Santa season, several members got involved with the winter trackwork and vegetation clearance that has been taking place. Work, at the time of writing, has been mainly focused on the foot crossings located along the line.

The MRT Youth Team, continued

This has involved removing dirt, debris and vegetation from around the crossings to make a clear and level surface.



Working together as a team, members have also been working on the winterisation of the operational steam locomotive fleet. In each case this has included the removal of components such as boiler washout plugs, mudhole doors, firebars and pressure gauges, as well as cleaning of the fireboxes, tubes and smokeboxes. After this, each locomotive was given a thorough clean. There are several youth team days planned over the coming months so I look forward to reporting on these in the next issue.

Geordie Brown

Above: Oliver cleaning the smokebox of MW1210

Right: Soheil and Oliver cleaning the pit

Both Photographed By Colm



The Santa Specials



Above: The 10:45 train on Sunday 3rd December departing from Moor Road, in wintry conditions.

© Andrew Johnson, 2023

Below: The decorated display hall.

© Tony Cowling, 2023



The Santa Specials, continued



Above: The decorated display hall.

© Tony Cowling, 2023

Below: Members of the Youth Team helping on the platform

© Tony Cowling, 2023



MOOR ROAD HAPPENINGS

The Santa season generally went well, with little in the way of operational problems, although we did end up having to top and tail trains on Christmas Eve due to a problem with the vacuum brake coming on once the train was on the move. We are now into January and the start of a new year. A bit of a break for everyone, when there is no pressure to get things done for tomorrow otherwise there will be no train service. We can't afford to become complacent, though. There is a lot of work to be done between now and Easter, with only eleven weeks to go before we start running again.

LOCO NOTES

HL 3860

'No.6', as this loco is generally referred to, has been in regular service during October and December, sharing the workload with HE 2387. We are still getting an occasional oscillating motion when hauling trains up to Middleton Park, so we will have a go at re-setting the valves over the winter period.

Although the loco has now been running for nearly 18 months with no indication that there was a problem, for some reason the front left sandpipe came into contact with the rails with the result that the sand ejector casting became fractured where the sandpipe is attached to it. The locomotive is relatively unusual in being fitted with Lambert's wet sanding apparatus, where hot water from the boiler is fed into the sandbox when required and, as the water gravitates down through the sand and along the sandpipe, it picks up particles of sand and deposits them on the railhead. Hopefully we can repair this, but whether this will actually be possible we won't know until we remove the casting from the sandbox for better examination.

We have had no further problems with the reverser sticking in mid gear but, with a current instruction in force recommending that drivers shouldn't leave it in mid gear, the problem may not have gone away.

Besides the re-setting of the valve gear and repairing the damaged sanding valve the only other planned work on the locomotive will be boiler washout in preparation for its annual boiler inspection.

1210 SIR BERKELEY

'Sir B' was used over the September gala weekend but has not been used over the last few months; that is with the exception of New Years day. It has become something of a tradition to use this loco on January 1st when it is available and this year was no exception. The locomotive performed well and without problem on what was a busy day. Interestingly, the loco crew reported that the front right

Moor Road Happenings, continued

hand axlebox didn't run warm during the day, so we may well have a rethink on whether to lift the loco and white-metal the axle bearing.

The new tank footsteps mentioned in the last Old Run have now been fitted and make accessing the tank so much easier, although it is still a bit of a climb and doesn't really fulfil our obligations under the Working at Height Regulations.

As also mentioned in the last Old Run, the tank was giving problems with active corrosion, leading to a build up of sludge and the water taking on a very deep orange colour. Despite the tank having been drained since the end of September and the loco being in the workshops, the tank was still very damp inside by the middle of December and we had to resort to mopping up with old rags and installing an oil filled heater inside it. Once dry, it was possible to start needle-gunning all the scale off the platework; not a very pleasant task in the confines of the tank, nor for those working in the workshops who had to wear ear defenders in order to go about their business.

Eventually, all the scale had been removed and it was possible to give the inside of the tank a coat of rust preventer, which once dry was followed by a coat of Apexior No.3 anti-corrosive tank coating. Saying this is much easier than actually doing the job was, as it required someone of slender stature to go inside the tank. Once in, it is then almost impossible to move around and you have to paint around you and leave the patch where you are crouched until what you have done is dry, and then go back into the tank but this time on the opposite side, to lean across and paint the area where you previously crouched. To avoid any possibility of being overcome by any fumes in the confined space, arrangements had to be made to ventilate the tank.

The loco is currently being stripped for a boiler washout and annual boiler inspection. This is not actually due for another three months, but the loco is likely to go out on hire during April and the timing would have been problematical.

No. 11

Still nothing positive to report.

SENTINEL No.54

The locomotive has spent the time since the gala on display in the Engine House and has not been used. Hopefully it will see more use in 2024, now that we seem to have ironed out most of the teething problems.

Moor Road Happenings, continued

HE 2387 BROOKES No.1

The work on the boiler drain valve mentioned in the last Old Run was a partial success, in that it didn't leak when the locomotive was cold but did leak when in steam. We have now had a second attempt at sorting the problem and this time it appears to have been successful, with the valve remaining tight when the loco is in steam.

Although things are much improved, we are still having niggling problems with the left hand injector steam valve passing slightly. The valve was stripped down and the problem appears to be steam passing up the screw threads of the new valve seat. The injector has now been removed to enable this to be investigated further .

The loco is currently being winterised but will be kept in a complete condition in case a steam loco is needed for anything. It is due its annual boiler inspection on the first of May and it is planned that this will be carried out after Easter

HC 1544 SLOUGH ESTATES No.3

Progress has continued on the overhaul of this loco as time and manpower has allowed. When we came to fit the crossheads it was discovered that one of the slippers was loose. These are held in place by six 3/8" diameter countersunk screws. After some consideration it was decided that we would replace all four slippers. The existing ones are brass, which is not the most suitable material for this purpose. A pattern was made for the slipper blocks and four were cast in a leaded gunmetal, which is a more suitable material. These are currently being machined and should be finished by the time that you read these notes.



A crosshead with its new gunmetal slippers.

© Tony Cowling,
2024

Painting has continued and has been making steady progress. The wheels have now been painted up to a final coat of light Brunswick green, as previously carried.

The eccentrics have been cleaned down and given an undercoat followed by two coats of signal red. This colour does not cover very well and two coats are generally required. The eccentric

straps have been re-shimmed to take up wear and have now been fitted and painted up to signal red colour.

The coupling and connecting rods have been brought out of storage, cleaned and

Moor Road Happenings, continued

painted up to a gloss black finish, ready for fitting when the time is right. The reverser reach rod has received similar attention. It is necessary to fit this so that the valve gear can be checked and adjusted, but it will then have to be removed temporarily for the cab to be fitted.

The drawing for the new frame stretcher has now been made and just needs to be checked to make sure that there are no errors. Producing this drawing has been quite protracted as we have had little to go on with the existing stretcher being in several pieces and there has been quite a bit of guessing with regard to dimensions. Fortunately, apart from the width and various hole centres, we don't think that any of the many other dimensions are critical. The new stretcher will be of fabricated mild steel, unlike the original, which was of cast iron. All we have to do now is seek quotations and persuade the successful contractor that we would like it tomorrow!



The frames with the front buffer beam refitted temporarily.

The two pistons and piston rods are on the sleeper in front of the frames, waiting for new piston rings to be made.

© Tony Cowling,

The front buffer beam has been re-fitted as a temporary measure to allow the frames to be put back on the wheels. Once that has been done the beam will have to be removed again to allow the fitting of the pistons. These are currently awaiting the supply of new piston rings. In recent years we have made our own from a billet of cast iron but we decided that time would be better spent on doing other work. However, we have so far failed to get any firm to quote for these and we may have to resort to machining them ourselves, once more.

Fowler 42200033 HARRY

Available for service, although it has only been used for the occasional shunt.

Moor Road Happenings, continued

Peckett 5003 AUSTIN'S No.1

The two fuel filters have recently been changed. The primary filter was quite dirty and may well have been the cause of the recent problems with the engine stalling. The locomotive is available for service, but it is planned to bring it into the workshops for a much needed repaint and other minor work. This will be dependent on manpower and workshop space being available.

D2999

The locomotive was derailed on one axle whilst being shunted onto the Engine House apron during November. Fortunately this was quickly spotted and the shunt halted before it got any worse. The exact cause of this has not been established. When inspected the blade was fully 'home' against the stock rail and other locos had already passed over the blade without problem during the particular movement. However, there were tell-tale marks on the end of the point blade which indicated that it had been hit by the wheel flange. The loco was quickly re-railed with the help of a 30 ton jack and careful examination showed that there was no damage. The deep buffer beams of most diesel shunters are a great benefit in this respect as they come into contact with the rails when this happens and effectively protect the more vulnerable parts, such as sandpipes and brakegear.

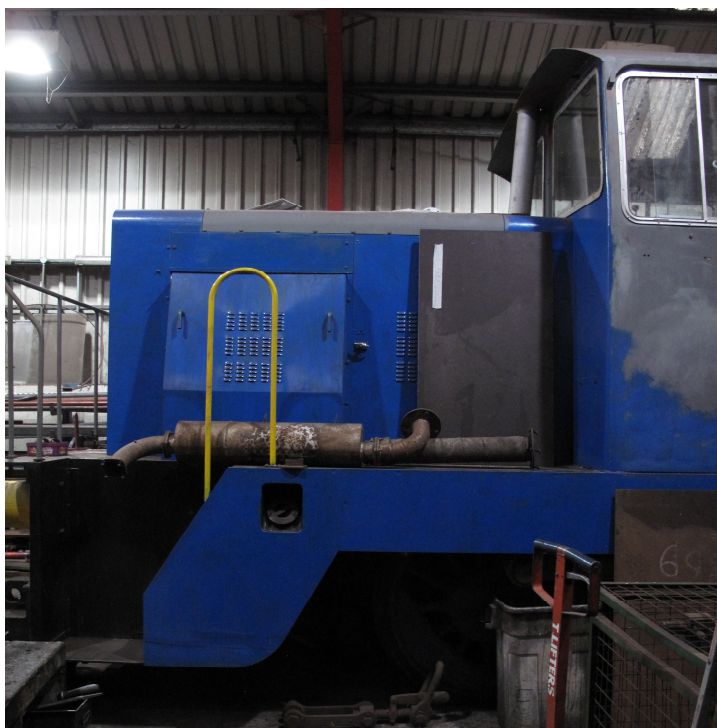
The last Old Run was being optimistic when it said that the starting problems had been resolved as the same problem has once again reared its head, only now it has reached the point where the engine will not turn over when the starting button is pressed. The loco is currently in the workshops whilst we try to find out what is wrong. Initial investigation has shown that two of the six batteries need changing, but we are not certain that this is the final answer as, prior to it failing altogether, you could press the start button several times with no result but on the next time it would start with no problem.

HE 6981

The cab side windows have now been sealed and permanently fitted. The securing brackets for the cab heaters have been removed and fettled up. The securing bolts for these had to be chiselled off as they would not undo and it was not appropriate to use oxy-gas cutting gear.

A start has been made on fitting a new cab floor. Unlike the original, which used timber planking, we are using buffalo board which is a phenolic coated birch plywood with a slip resistant finish to its upper side. It is the same material as we

Moor Road Happenings, continued



HE6981, with the replacement exhaust silencer for the engine on the footplate, waiting to be fitted.

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have been using on our coach floors. We have had to make and fit two supporting angles to the cab front as, for some reason, these were not fitted despite being called for on the Hunslet cab drawings. We have also discovered that the supporting angles along the cab sides are at different heights so we will have to make suitable packing pieces. This would have been easy to overcome if we had used planking as originally done, but it is not a great problem.

A new (well, second-hand) exhaust silencer has now been obtained for the engine. Unfortunately, this is for a different class of locomotive, so will have to be made to fit rather than simply drop into place.

D577 MARY

Currently on display in the Engine House, but is available for use if required.

D631 CARROLL

Currently on display in the Engine House. Also available for use if required.

L.M.S. 7051

Currently on display in the Engine House. Available for use if required.

D1373 MD&HB No.45

The locomotive recently had a working examination of the air receivers by the Boiler Inspector. It is currently in service and is the usual first choice for shunting and the passenger service. This is mainly due to the fact that the serviceable

Moor Road Happenings, continued

locos are usually kept in a line in the compound and D1373 is invariably the front loco.

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

CARRIAGE & WAGON NOTES

The three coaches have continued in service, as required. Periodic exams were carried out during November, immediately prior to the Santa season, with no faults found.

PMV 2223

Progress on the conversion of this PMV into a coach has continued, albeit at a much slower pace over the Santa period, as the volunteers undertaking this project have been needed for passenger organisation duties and to crew trains. The external timber for the windows has now all been made and fitted, so we are now in a position to order the glass and fit it. Work is currently progressing on the manufacture of the eight doors required for the coach.

The roof covering has now received two coats of paint but still requires a further coat of grey gloss paint. Internally, the pine ceiling cladding has received two coats of varnish. Further coats of varnish are still needed but these will not be applied until the ceiling light patresses and beading have been fitted over the timber joints.

The last Old Run mentioned that we were going to revert to the standard 3 pin electrical connectors used on main line coaching stock. We did have a supply of these in our stores which we had obtained from Booths scrapyard, but when we started to do the job we discovered that these had mysteriously disappeared and all that were left were a few old connectors that were not in a fit state to use. This job is currently on hold whilst we decide what to do going forward.

AROUND AND ABOUT RUNNING SHED

There is still no progress to report with the new smoke vents. This is primarily due to the lack of manpower to undertake the task and the problems associated with accessing the roof.

VEHICLE LIFTING JACKS

The jacks were duly inspected during November and no problems were found.

Moor Road Happenings, continued

Once this had been done it was decided to try them out by lifting a locomotive and Sir B was the chosen victim, simply because it was in the workshops at the time. The four jacks were positioned at the four corners of the loco under the buffer beams and the jacks connected up. This turned out to be the longest part of the exercise, mainly because of the confined space in which we were working.

Once everything was in position it was a simple matter for the lift operator to press a button, and all four jacks rose in unison. Actually lifting the loco to a reasonable height took less than a minute to do, as did the task of lowering it afterwards. This was a huge improvement in both time and safety on the traditional method of jacking and packing each end of the loco, which could take up much of the day and require the assistance of several people.

The jacks are designed to be left under the loco, with people being able to work safely underneath, something that is never allowed with hydraulic jacks. It would be good if we could use the jacks for lowering HC 1544 back onto its wheels, but we are very tight for space where the frames currently stand and there may not be sufficient room to do so.

SENTINEL LATHE

The Sentinel lathe has now been extracted from its long time resting place and moved outside. We have advertised it on the Sentinel Waggon's Facebook page and, although we had quite a lot of initial interest in it, once we asked people to make us an offer, nothing was forthcoming. It is now likely that it will go for scrap, which would be a shame. We had planned to move the surface grinder to where the lathe had been but, in the end, we left the grinder where it was and moved the sheet folding press to where the lathe originally stood..

PERMAQUIP BALLAST PACKER SHELTER

After being on the 'to do' list for several weeks, the foundations for this were cast on the 3rd January. The assembly of the steelwork should commence shortly, once the concrete has had a bit more time to cure.

COMINGS AND GOINGS

Peckett locomotive No. 2103 has been on the market for some while now and, although some interest had been expressed by various parties, nothing positive had occurred. However, early in the new year we received the positive news that the locomotive had been sold and would be moving to the Ribble Steam Railway, where a full overhaul would be carried out. The loco was shunted out of the Engine House and left Moor Road on the afternoon of the 11th January.

Moor Road Happenings, continued

The departure of 2103 was very timely, as for several months now we have been negotiating for the loan of an early Hudswell, Clarke 0-4-0ST from the National Trust collection at Penrhyn Castle, and the move to Middleton was likely to happen towards the end of January. Our biggest concern had been how we could fit this into the Engine House, which was already full to capacity, but the departure of 2103 will go a long way towards solving that problem.

VISIT FROM THE OFFICE OF RAIL AND ROAD

On October 15th last year we had a minor SPAD (Signal Passed At Danger) at Bannisters pedestrian crossing, just to the south of our Moor Road depot. Although we don't have any actual signals, a stop board is classed as such and there is a stop board at this crossing. The prime purpose of this is to ensure that the driver of a train heading towards the yard has proper control of the train as it exits the motorway tunnel, and so is able to stop if there is anyone on the pedestrian crossing. A SPAD, however minor, is a reportable incident to the Office of Rail and Road (ORR), who regulate the safety of railways in the UK, and so we duly reported it.

On the few previous occasions when we have had a reportable incident, these have simply been acknowledged by the ORR, and nothing else has been heard. Such incidents are relatively common on both Network Rail and heritage railways. We were therefore quite surprised to receive a response requesting further information, followed by a visit from Richard Thomas, an officer of the ORR's Railway Safety Directorate. This is the part of ORR which in 2009 took over the role of HM Railway Inspectorate, which it had carried out since 1840. Indeed, officers such as Mr Thomas still carry the title of HM Inspectors of Railways.

On his visit Mr. Thomas inspected our footpath and road crossings. He made various suggestions with regard to Bannisters crossing, and we were quite surprised when he suggested that it may not be the best idea to have a stop board at the crossing, and we should expect a pedestrian user of the crossing to ensure that the line was clear before crossing. This was the complete opposite of what we have always done, which has required the train crew to ensure that the crossing was clear before proceeding over it. Various other suggestions were made with regard to the crossing design and signage.

Mr. Thomas also inspected both Moor Road and Beza Road crossings, and made various suggestions with regard to their use.

Following the visit we received a letter from the ORR. Although various comments and suggestions were made, no specific recommendations were made, other than that we should update the risk assessments for all of our

Moor Road Happenings, continued

crossings and improve our signage. Also, having updated the risk assessments, then in the light of them we should take any actions that we deem necessary to minimise the risks to pedestrians and road users. We are currently undertaking traffic surveys of each of our crossings and formulating an appropriate action plan. Our risk assessment matrix has been re-visited and updated, as necessary. We are expecting a second visit from the ORR towards the end of February.

Steve Roberts

The Launch of 385

The article under this title in the October issue was based round a photograph from our archives that showed John Bushell interviewing Joe Lee, Bill Hampson and Ken Cockerill on the occasion of this launch, on Sunday 20th April 1986, A feature of the day was that it also involved the Norwegian coach which the Steam Power Trust 65 had imported into this country, This could not be used in normal service, as it was fitted with air brakes rather than vacuum brakes, and so this was probably the only occasion on which 385 and this coach ran together as a train, Consequently there are very few photographs of such a train: this one was taken by Ian Smith,



Museum Notes

A lot of the work of running a museum goes on in the background, and except when a new exhibition is being publicised, that is usually how those running the museum would like things to be. This is a large part of the reason why there have been no systematic accounts in the Old Run of progress with developing our museum.

These situations can change, however, and last summer the management of the British Museum found itself in the very uncomfortable situation of making newspaper headlines for all the wrong reasons, when it emerged not merely that items were being stolen from their collection, but that this had been going on for some years without anybody noticing, because the museum's records of the objects in its collection were far from complete. The excuses that were offered were that the items which were being stolen were only small and not very significant, and that since the British Museum's collection consisted of over 8 million objects, keeping track of them all is a huge task. But it is an essential task, as a museum has to know what objects it has got in its collection, and so these excuses were not accepted. Consequently, as well as the curator in charge of this part of the collection being sacked, the museum director had to resign, and a new director has been appointed, with an explicit brief to ensure that such things will not happen again.

This situation then affected lots of other museums. At several museum meetings in Yorkshire which I attended during last summer, curators from civic museums were reporting that they were receiving formal queries about the completeness of their records, and since these queries were under Freedom of Information legislation they were having to spend time producing detailed answers to them, when they would have preferred to be spending it doing other work. Since we are not a public body this legislation does not apply to us, but even so some members here have asked, quite reasonably, whether our records of what we have in our museum collection are sufficiently complete. I was able to not just assure them that they were, but also explain why the records were getting steadily better.

In part this is because the main records, held in the computerised museum catalogue, need to contain quite detailed information about each object that is listed. Consequently, adding entries to this catalogue is a fairly time consuming business: completing four to six in an afternoon would be good going. This is because cataloguing any item involves making various decisions about how to classify it, where it is important that these decisions be made consistently, so that if a similar object needs to be catalogued some years later, it will be classified in the same way. Hence, along with adding objects to the catalogue, we have also needed to build up a guide for how the cataloguing should be done. This guide was started in late 2009, when we began setting up the computerised catalogue (using a free piece of software called AdLib Lite), and it has now got as far as version 19.

Initially there had been relatively little guidance available as to how completely everything needed to be catalogued. After a couple of years of attending meetings of museum managers, though, it began to become clear that actually no museum could claim that its catalogue was complete, and that for most museum curators the job of adding information to the catalogue was a never ending one. Eventually, this problem was recognised in the national standard for museum

Museum Notes, continued

catalogues (known as SPECTRUM), when version 5 was released at the beginning of 2019. As well as specifying how cataloguing the collection should be done, this also specified a separate process of constructing what it called inventories, meaning much less detailed lists of objects that simply identified what they were and who owned them, so as to distinguish between objects that the museum owned and ones that were just on loan to it. Along with this, the new standard also specified that a museum ought to have in place inventories that covered the whole of its collection.

This provided us with a much more achievable target at which to aim, and so we soon developed a plan for how we would organise inventories of our collection, and then how we would go about creating them. By the end of 2019 we had completed a dozen, but then this work was disrupted by the combination of the pandemic, the construction of the mezzanine floor with the new archive store, and the process of moving the archives from the original store in the railway's office to the new one. As part of this we found one or two groups of objects that we had forgotten about, and so they needed to be inventoried, and also some new objects were donated to the collection. By early last summer, though, our set of inventories covered nearly 2,700 objects (in addition to the 500 or so that had actually been catalogued), and we were fairly sure that the only bit of the collection not covered was the set of wooden patterns which are stored on shelves in the workshop, up on top of the toilet block. These shelves are not easy to get at - the only access is by ladder - and this space in the workshop is not the cleanest, but at least we knew how much more work was needed.

That was, until a message arrived from Sheila and Colin Bye, asking us to arrange that her collection of archives be moved from their house to the railway. Obviously we had to say yes to this, and so on a Wednesday afternoon early in August I drove over to their house, and we loaded all the material into the back of my car. To be precise, there was a large plastic crate containing 24 hanging files; 5 document holders (2 A1 size and 3 A2 size); 4 bankers boxes; 7 ring binders; 2 slide boxes; 2 other miscellaneous boxes; and seven rolled maps. They just about all fitted, and were safely delivered back to Moor Road.

Then we had to start thinking about how to organise all of this material: but that has to be another story!

Tony Cowling

Editorial

The purpose of an editorial is to comment on what is being published, and so recent issues have not needed to include one. But the considerable delays in the production of the previous issue do need comment, as it was supposed to be an October edition, but most readers will only have received theirs in December. As far as we were aware, it had been sent to the printers on 3rd November, but two weeks later we discovered that they had not received it. It was hastily sent again, on the basis that we should have it back by about 20th November, but that didn't happen either. We can only apologise for these delays, and promise that we are reviewing the publication arrangements to make them more reliable.

The Mince Pie Specials

For many years we have followed up our Santa Specials by what we have called our Mince Pie Specials, which have run on New Year's day. These have usually been blessed with good weather, which is why it has become a sort of tradition to use Sir Berkeley to run the train, which would certainly not be a sensible choice if heavy rain was expected.

This year the weather forecast was reasonable, but a bit mixed, so that sticking with tradition and using Sir Berkeley seemed like a reasonable choice. What was not foreseen was that the mixture would produce some splendid cloud effects, and some notable rainbows, as in these pictures by Ian Dobson.





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Departures and Arrivals

*Peckett
2103
waits in
the Moor
Road car
park, prior
to its
departure
to the
Ribble
Steam
Railway.*



© (above) Charles Milner, 2024; (below) Tony Cowling, 2024,



*Hudswell
Clarke 526
“Hawarden”
in the
display hall,
with Keith
Whitmore
(chairman
of the
Bahamas
Locomotive
Society)
and
Charles
Milner, who
arranged its
move to
Leeds.*