



The Journal of the
Middleton Railway Trust
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© Andrew Rapacz

The Sentinel, 68153, running a freight train through our romantic undergrowth at the photographic charter held on 3rd September 2021.

This wonderful historic locomotive is one of our most interesting artefacts, even if its unusual features do pose some problems for crews.

No. 252

OCTOBER 2021

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We are coming to the end of the 2021 season which has featured our first major event since Covid struck; a Gala welcoming 'No. 6' back into traffic and marking the impending withdrawal from service of '1310', and earlier this year, Slough Estates No. 3 and Matthew Murray.

This quarter has also seen the carriage shed named the 'Richard Holland Building' which commemorates the volunteer and member of the Steam Power Trust '65 whose generous bequest made the construction possible. On the same occasion that the carriage shed was named, our Vice President, Ian Smith, was presented with his richly deserved Railway Magazine Lifetime Achievement award by Chris Milner, its recently retired editor.

We now have the Santa Specials to look forward to. One innovation we are trialling this year is a 'quiet train' at the start of the first two weekends, running for visitors who are nervous about Covid or who have children or family members who become anxious in crowded spaces. This idea has been well received and bookings for both the 'quiet trains' and the normal Santa Specials are going very well. For anyone who wants to star in this event, now is your chance! We are recruiting Santas so if you feel like helping out in this important role, please contact Janet on janeteauckland@outlook.com

The last quarter has seen a number of significant changes in the Railway's management. Aaron Marsden, our Traffic Manager for the last few years, has left to take up full time employment with the Embস্য &

Our Chairman speaks:

Bolton Abbey Steam Railway. We thank him for his service and hopefully will still see him occasionally at the Railway. Chris Campbell is expected to be taking on this role with support from a former Traffic Manager, Mark Whitaker, as he becomes established in post.

Jenny Cowling has left the Council of the Middleton Railway after 32 years' service acting as Council Secretary, recording the Minutes of Council as required by our Memorandum and Articles of Association. She is thanked for her huge contribution to Council over so many years.

The final and perhaps most significant of all the recent changes, is that Dr Tony Cowling has left Council after 52 years as a member and is no longer Company Secretary – a role he has fulfilled diligently for 36 years. Tony's service as a member of Council is extraordinary and there are few aspects of the Railway's activities that Tony has not in some way or another influenced. He has been involved in all of the major changes at the Railway from its earliest days, including the period when Dr Fred Youell stood down as Chairman through the abrupt relocation from Clayton's yard to the Moor Road Site and the Construction of the Engine House and other buildings at Moor Road. The debt that the Trust owes Tony is immense and his place as one of the most significant figures in our history is assured.

Tony will continue as Museum Manager and in his other roles at the railway, and will now have more time to drive forward the re-development of

the Museum. He will also have more time to develop the educational aspects of the Trust's Museum – drawing on his expertise as a very distinguished University lecturer.

Tony's successor as Company Secretary is John Holmes, a former Network Rail Civil Engineer and latterly Site Manager & Safety Officer who has occupied administrative roles on the Welsh Highland Heritage Railway and Leeds Transport Historical Society.

The changed team will face many challenges, working within an increasingly demanding and prescriptive regulatory regime, including addressing the public's concerns about the use of fossil fuels while explaining the importance of these within the history of the railway.

Looking at how far the Railway has come since a length of derelict colliery track with no stock, no buildings and no traffic was acquired by a small group of visionaries 61 years ago, these are challenges we can all be confident of meeting.

Charles Milner, Chairman



A Short Editorial

Hi everyone. It's a long time since you've had an Editorial as most often there isn't sufficient space for it. Well, don't worry - I'm not going to make up for all the ones you've missed. I just want to bring to your attention that we have a new Picture Editor, in the shape of Chris Nicholson. I'm sure you all know him well so you won't need a picture, but I've put his email address for this post in the introductory column. If you take any pictures that you think others would like to see (**not** the page 3 type!) you can send them to either Chris or me. If you can include some text explaining what they are and why and when they were taken (and by whom if it was someone other than yourself) we would both be delighted to receive them. Also, any articles you would like to see in this magazine can be sent to me please. If you have an interesting article **which includes some pictures**, this will be even better. At the moment I have some articles from subscribers which I would like to print, but they are rather long and would take up a disproportionate amount of space. I haven't yet worked out a satisfactory way of dividing them up into suitable chunks to spread between different issues of this magazine, but I am working on it, so if yours hasn't appeared yet, please don't despair. It has not been forgotten.

I will now leave you with another contribution from Bill Hampson which, despite being true and probably annoying at the time, might make you smile when not at the time!

Please take care of yourselves and keep clear of Covid.

Jenny Cowling, Editor

The following have been “advised” to passengers as and when delays in their journey have occurred, over the years. Collected by Bill Hampson.

Reason for Delay:

- 1 A train fault.
- 2 Line Congestion
- 3 Over-running of engineering works
- 4 A Fatality
- 5 A Passenger being taken ill
- 6 Disruptive Passengers

Reasons for delays in your journey!

- 7 A broken down freight train in front
- 8 Adverse Weather Conditions
- 9 Speed Restrictions
- 10 Train Crew being Unavailable
- 11 A high volume of passengers
- 12 A signal failure
- 13 A trespass incident
- 14 Overhead power lines failure
- 15 Pantograph failure
- 16 A delay to the previous train
- 17 A train running out of diesel!
- 18 A shortage of train stock
- 19 Train displacement following an incident
- 20 Spare parts being unavailable
- 21 Wheel flats
- 22 A fault with the driver's radio
- 23 An incident under investigation
- 24 Slippery rails
- 25 A slower train in front
- 26 Glare from the sun
- 27 A fault with the train doors
- 28 A Greenhouse on the line!
- 29 The passenger alarm being pulled
- 30 The wrong type of snow
- 31 A points failure
- 32 Train striking a bird
- 33 A wartime bomb on the track



An unusual view through the
brake van - © Gordon Crapper

Even more reasons!

- 34 Livestock on the track
- 35 Plastic wrapped around a pantograph
- 36 A lineside fire
- 37 Due to flooded tracks
- 38 Speed restrictions due to high side winds
- 39 A lightning strike affecting signal electronics
- 40 Wind screen wiper failure
- 41 A broken window
- 42 Due to “industrial action” by train crews
- 43 A tree on the line
- 44 Bomb scare - unclaimed package on train
- 45 Land slip blocking line ahead
- 46 Diversionary delay due to essential track work needs
- 47 Injured Swan and mate on track of section ahead
- 48 Lorry on the line
- 49 Leaves on the line

Happy Travelling!

Bill Hampson

© Tony Cowling



How I convalesced from my operation!

And this was only one short period! Talk to David Hector for more exciting tales.

Tractors, Trains, Traction Engines and a Tip.

By David Hector

I was asked recently by a very old Scouting friend of mine if I could help out with the disposal of all the large items from his static caravan on the Lincolnshire Coast at Anderby Creek, which he and his family had accumulated over 30 years of holidaying.

My good friend Jack Auckland and I have had for a long time a desire for a day visit to the Lincolnshire Wolds Railway (LWR). Jack also has a trailer, and now I had somewhere for us to stay. So a deal was done. We would dispose of all the large items using Jack's trailer in exchange for a few days in the caravan.

I started looking on the Internet to find out what events were on offer at the LWR and in the surrounding areas. At the time I was looking we were coming up to the 2021 Heritage weekend. I soon found a wealth of activities and places to visit, so I put together an itinerary of things to do.

Jack likes his Vintage Tractors, and I found out that on the Saturday at nearby Alford Manor (it is believed to be the largest thatched manor house in England) there was a Tractor Rally, which we visited. There we saw an excellent turnout of vintage tractors which were all well presented.

Adjacent to the Manor is the Museum of Rural Life, home to many of Alford's historic artefacts; it was well worth a visit as were the static displays in the grounds of vintage cars, trucks and petrol stationary engines.

While doing my research for this trip, I found on Google Earth a nearby disused railway. This turned out to be the little used Willoughby to Sutton on Sea Railway, part of which is now a nature reserve. So in the afternoon we had a walk along this line. Business men back in the late 1800s early 1900s had big plans for Sutton on Sea. They thought they could build a Port here to compete against Grimsby, mainly to export Lancashire Coal to the Baltic. However, nothing came of their grand plans and the line was a financial failure.

On the Sunday we visited The Lincolnshire Wolds Railway which, over this weekend, was staging a 1940s event. This was quite a spectacular event with two nearby fields filled with static displays, trade stands, re-enactment groups and World War II Transport and fighting vehicles. Plus they had arranged a fly over by a Spitfire from the Battle of Britain Memorial Flight. We visited their Museum and Mechanical Workshops and had a good look around their sidings.

We enjoyed a short train ride in a wonderfully maintained Mark 1 1st Class

My convalescence continued ...

Compartment Coach which was pulled by an equally impressive and well maintained Hunslet Austerity Engine.

According to their website, J94 Hunslet Austerity 0-6-0 No22 was built in 1956 for the National Coal Board (NCB) by the Hunslet Engine Company. The loco worked at the Graig Merthyr Colliery in South Wales until June 1978 when the colliery closed. It worked between the colliery and the exchange sidings on the former GWR main line on the Swansea District line at Graig Merthyr Colliery Sidings. In 1997 the locomotive was purchased privately and moved to the Appleby-Frodingham Railway Preservation Society. The locomotive was moved by the society to Scunthorpe where its restoration was started. It was finally restored to steam in 2010.

In the afternoon we returned to Alford Manor to enjoy a display given by three Steam Traction Engines driving an historic Threshing Machine, a Bailer and an Elevator. It was very impressive to see all this equipment still being used and in good working order.

The Barley which had been threshed off the Barley Straw was returned to the farm that supplied it along with the Barley Straw Bales. The waste product, the "Husks", was sent to a poultry farmer. All this action was overlooked by a magnificent shire horse who was probably thankful he had not had to tow any of these machines around.

On the Monday we went to Skegness to the tip!!!! to get rid of a trailer full of items. The workers at the tip were very excited by our load and very helpfully squirreled some of it away?

During my research I had found in Skegness "The Village Church Farm Museum". This place turned out to be an oasis of calm near to the manic resort. It is a Living Museum of Lincolnshire Rural Life and is well worth visiting. Even more Tractors for Jack plus traction engines and farm implements.

All these visits and activities would not have been possible without the help of the Internet.

David Hector.



Just a few of the many wonderful blooms on our platform, grown by our very own wonderful blooming gardener, **Mike Jackson.**

© Chris Nicholson

September Photo Charter, John Linkins

On Friday 3rd September we hosted our first full photo charter in six years. Throughout the overhaul of our Sentinel locomotive there had been great interest in it and requests for such an event when it was complete. Although this process took rather longer than expected we were at a stage in summer 2021 where we could advertise the use of it on demonstration trains, albeit still not fit for passenger use. Alongside 1310, on one of its last weekends in service, this provided a very enticing spectacle for attendees. So much so that the charter sold out in about two weeks!

The day dawned dull but fair and throughout the day the weather behaved itself, even if it wasn't textbook photographic weather. There's a lot to consider at such events and full sun is also not desirable as it leaves strong shadows and issues with contrast for photographers to deal with. In the morning the Sentinel and a short, unfitted, train consisting of three wagons all overhauled in the last two years, made runs up through the tunnel and down the Dartmouth Branch as far as the track allows. 1310 then joined in with some runs past which provided a really superb spectacle; as the Sentinel sat gently simmering on the Dartmouth branch some of the photos produced were superb. You will see from the images that no one would imagine we were sitting directly under the M621 motorway!

The afternoon saw both locos head down the Balm Road branch and take it in turns to do runs past with a longer fitted train. All the participants commented on how wonderful the wagons looked and it was a real point of pride for all involved that we could turn out seven wagons in such good shape. As well as running across Beza Road crossing and into the loop, some excellent shots were taken in the trees between there and Moor Road, as shown in our cover picture. Overall, it was a highly successful day with a long waiting list for the next one. We hope to re-run the event with the Sentinel, and perhaps No 6 too, in the Spring of 2022.



September Gala, John Linkins

We hosted our first special event for almost two years over 4th and 5th September as we put on a ‘home fleet gala’, allowing customers one final chance to see 1310 in action at a major event and to introduce No 6. It was fittingly entitled ‘First and Last Chance’. Both days saw fine weather and the numbers turning out were encouraging; enough to make it worthwhile but not so many that we would be concerned about COVID infections resulting from it. Although No 6 was a little shy to come out of the shed at first, we soon coaxed her into action and boy was it worth it! The loco looked absolutely stunning and garnered many favourable comments. Both passenger and freight trains operated over the line and although Mary had failed in advance of the event, rare vintage diesel haulage was provided by Carroll with Hudswell Clarke No 45 in support.

Volunteers and visitors alike really enjoyed the weekend; it was an important step for us all back towards ‘normality’ and ensured crew competence in a number of operational areas was maintained. An added benefit of such events is the press coverage we got, and alongside the photo charter this put Middleton Railway back on the map as one of the North’s premier industrial lines.



© Andrew Rapacz

No. 6, resplendent in its fresh spring green, and now with its attractive lining out.

Richard Holland—Naming our Carriage Shed



A major part of the ceremony on Wednesday 29th September 2021 was to name our carriage shed “The Richard Holland Building”, and so it is appropriate to remind readers of the Old Run of who Richard Holland was, and what his connection was with the Middleton Railway. This connection was partly through his involvement with the Steam Power Trust '65, and the intention had been that the other members of the Trust would have been present, and would have been able to say more about Richard. Unfortunately, though, for medical reasons, they were not able to travel, and so it was left to the two local trustees (Steve Roberts and Tony

Cowling) to fill this gap.

A major difficulty in doing this was that we actually know very little about Richard, as he was a very private man. He was a keen photographer, and we have many of his pictures in our archives, going back to the relatively early days at Middleton, but he tried to keep out of the way of other cameras, and generally succeeded. Indeed, when he died we had great difficulty in finding any picture of him that we could include in the obituary that we published in the December 2016 issue of the Old Run, and we were grateful to the RCTS (of which he was a long-standing member) for finding one that had been taken at their 75th Anniversary event, and allowing us to use it. We make no apologies for re-printing it here.

We believe that he was born in the early 1950s, in the Darlington area, and brought up there, but we can tell you little more than this. We know that he was a skilled woodworker, and so we assume that he must have come through an apprenticeship. We believe that he worked for most of his life in the wagon shops at Shildon (which now house the “Locomotion” part of the National Railway Museum), but we are not even sure of this. What we do know is that he contracted lung cancer, probably as a side effect of his work, and that he died from it on 20th September 2016.

The Carriage Shed Event

The Steam Power Trust '65 had been set up in February 1965, by a group of enthusiasts who had been fundraising to purchase a steam railway locomotive, and wanted to ensure that the funds were managed properly. We do not know for certain whether this effort was already being aimed at NER 1310, although since this had been working at Watergate Colliery, which had closed on 20th August 1964, it seems reasonable to assume that this was the focus of their efforts. What we do know is that when the Trust was set up they had already raised £325, and the Trust deed specified that this money and future funds were to be used for "the acquisition operation and preservation of steam railway locomotives rolling stock and railway equipment".

They succeeded in their aim, and purchased 1310, but then had to find a home for it. There were already some informal connections between enthusiasts in that part of the North East and the Middleton Railway, which is how we had been informed in 1961 that Sentinel 54 was due to be withdrawn from the Geneva Permanent Way Yard at Darlington, and had been able to arrange to purchase it. By 1965 lots of plans were being made to try to preserve other railways (including, locally, the North Yorkshire Moors line and the Keighley and Worth Valley branch), but even so there were still only two standard gauge railways that were actually operating: Middleton and the Bluebell. So the Steam Power Trust arranged for 1310 to come here, and it has been based here ever since, and this is why it was in use for this ceremony.

In those early years there were a number of changes in the membership of the Steam Power Trust, as three of the founding trustees decided that they needed to stand down. Thus, while Richard Holland was not one of the five original trustees, it was not long before he was appointed as a trustee in place of one of these three. Meanwhile the Trust remained active, both supporting the Middleton Railway in maintaining 1310, and also subsequently purchasing two other items of rolling stock.

One of these was Danish State Railways' 0-4-0WT "Hs 385", which was purchased in 1972, and brought to Middleton. When it arrived it needed a significant overhaul, but eventually it was in service from 1985 to 1999, and is now on display in our Engine House. The other item was Norwegian State Railways 4-wheeled brake composite clerestory coach number 549 which, when first imported, was stored for some time at the Marley Hill base of the Tanfield Railway, and then moved to Middleton in September 1985, just in time to be used on an inaugural train for 385. Unfortunately, because it was not vacuum braked we could not use it to carry passengers, and so eventually, in May 2003, it was repatriated, having been donated to the Norwegian Railway Museum (Norsk Jernbanemuseum), as it fitted better with their collection.

The Carriage Shed Event continued

As well as his involvement with the Steam Power Trust, and his photographing activities here, Richard Holland was also a fairly regular working volunteer here in the years up until his death. He did not drive a car, and so this involved him travelling to Darlington by bus from his home in Sadberge, and then by train to Leeds and another bus to Middleton. He did this about once a month, and when he got here he helped with whatever jobs needed doing. His last such visit was in August 2016, only a few weeks before he died.

Richard had no dependents, and so in his will most of his estate was left to various charities, with just over half being left to the Middleton Railway Trust. This legacy has funded several projects, including a significant contribution to our restoration of HL 3860 “No. 6”, which is appropriate since this locomotive had been built in Newcastle. The most significant of these projects has, however, been the construction of the carriage shed, which was also appropriate, as it reflects Richard’s interest in other rolling stock besides locomotives. It was thus entirely fitting that this carriage shed should be named in Richard's memory, so as to ensure that this would live on.

Tony Cowling



The unveiling was performed by Paul Bickerdyke, current Editor of “The Railway” magazine.

At the Richard Holland Building Naming

Ceremony, there was another great event, which was the presentation to Vice President Ian Smith of his Lifetime Achievement Award, from the magazine “The Railway” by its previous Editor, Chris Milner, who had recently retired. Richly deserved, this was reported in detail in our April and July editions. Covid restrictions meant the physical presentation could not be made until now, but it was well worth the wait!



Volunteer Social and Middleton Memories filming

Two long planned projects came to fruition in October and early November. Firstly, the long-overdue Volunteer Social to celebrate 60 years of preservation was held at the Midnight Bell pub just south of Leeds city centre. Appropriately chosen, as it was the site on which the first locomotives for the Middleton railway were manufactured by Matthew Murray. Almost thirty members and their families attended the event which was accompanied by an excellent buffet supper and even a birthday cake! Chairman Charles Milner and vice-president Ian Smith both said a few words and a good time was had by all.

Autumn 2021 also saw the culmination of a three-year long video project to record the memories of volunteers past, present and future. This project, also delayed by COVID-19, had several aims. One, to produce a film that would be saleable in the shop, that celebrates our proud tradition of being 100% volunteer run for over sixty years. Secondly, to provide archive material for our records and finally, to create items that might be useful in our museum and education programmes which are becoming an increasingly important part of what we do on a daily basis. Look out for the final product, available at all good retailers (OK, well mainly the MRT shop!).

John Linkins

Scenes from the Gala, by Ailsa Sayles



Your captions for the pictures on this and the next page are invited. Please send them to oldrun@middletonrailway.org.uk by 31st December. The wittiest captions will be published in the January issue of the Old Run, and prizes will be distributed for the top three entries!

All pictures on pages 15 and 16 are © Ailsa Sayles

Come on folks—let me have your captions!



7

MOOR ROAD HAPPENINGS

In the last Old Run I wrote that, in general, we have been able to keep on top of everything and things are generally on track. That was a big mistake. Almost as soon as I had written those words, things started to go wrong and they have largely continued to go wrong, with two steam locos, three diesels and a coach all having problems.

LOCO NOTES

1601 MATTHEW MURRAY

Plans to use the loco regularly for its last few months of service didn't last. During July, the fireman's side injector stopped working. The initial thought was that the problem was with the clack valve but in working on this, the stop screw was broken. A replacement was duly made and the injector tried again, with no success. Stripping the injector down didn't find any obvious fault so it was decided to replace it with the spare one we had. This spare injector had been taken off the loco several years ago and fitted with new internal parts (cones) but had never been tried. Alas, this overhauled spare failed to work. As we were now in September and the loco's boiler certificate expired in mid-October, it was decided not to waste any more time on the loco as there were other more urgent jobs to do. The loco has now been drained and will be cleaned up before going on display in the Engine House. We currently have no plans to overhaul it.

No. 6

The loco has now entered service but it has not been without its problems. When under test the right hand piston rod cotter came out, fortunately without causing any damage. At first it was a mystery as the safety cotter was still in place but, upon investigation it was found that the safety cotter was slightly too long and had caught on the coupling rod whilst the loco was moving. This knock had actually pulled the main cotter through the crosshead, something that it should be impossible to do as it is a tapered piece of steel going into a tapered hole. As this was the original cotter that came with the locomotive, it must have been running with the potential to fall out during its days at the cement works. A new, slightly larger cotter was made and this solved the problem.

The loco underwent further testing but it was reported that there was a knocking noise coming from the left hand side. Initial investigation highlighted no obvious source and, initially it was thought to be coming from the cylinder. However, when being tested for this, it was noticed that the piston rod was moving slightly in the crosshead. This was initially puzzling as the cotter was tight in the hole. However, when it was removed and everything measured up it was found to be slightly too wide for the gap in the crosshead. When it was thinned down to the correct width it was found that,

Moor Road Hapennings continued

like the other side, it was too small in the taper and could be knocked through. Making and fitting a new cotter solved the problem.

The loco entered service in time for the gala but it was reported that, with a large fire, the steam pressure was rising above the red line even though the safety valves were both open. Investigation revealed that the safety links were restricting the opening of the valve and this was the cause of the problem. Some new safety links have been made and fitted but, at the time of writing the valves have yet to be set and tested and this will be done after its forthcoming boiler inspection as, amazingly, it is now twelve months since the boiler was examined by the Boiler Inspector and it is due, once more.

The curved boiler clothing plate that finishes off the boiler clothing in the cab and makes a good tidy job of things has been finished and fitted after many hours of painstaking work by one of our volunteers.

1210 SIR BERKELEY

Painting of the outside of the frameplates has now been completed and they are resplendent in maroon with a red line on them. Completion of this then allowed the frames to be lowered onto the wheels. Doing this job also enabled the timber packings that had been supporting the frames to be removed, which in turn allowed the front brake hanger brackets to be re-fitted to the frames. The fixing holes for these were quite worn and they have been reamed out to make them round again and new fitted bolts provided to secure them. A fitted bolt is one that is fractionally larger than the hole and is a hammer in fit. This eliminates any tendency to movement when the brakes are applied.

The big end bearings have been fitted to their crankpins and this then allowed the connecting rods to be fitted. The little end bearings were a good fit on their crosshead pins and were simply cleaned and re-fitted. Surprisingly, there were no 'bumping marks' on the slidebars to act as a reference to ensure that the pistons did not come close to the ends of the cylinders so the pistons had to be pushed to their extreme limits at either end of travel and these positions marked with a permanent mark. Once this was done and the connecting rods fitted the chassis was moved up and down to check that the pistons did not come close to these marks. There is about ¼" clearance at each end, which is satisfactory.

A start has been made on assembling the valve gear. The various parts have previously been overhauled with new bushes and pins where necessary. The die blocks, which run in the expansion links, were quite worn and new ones are being provided. We don't have the equipment to make these so these have been put out to contract. Once the new die blocks are on site, it should be possible to complete the assembly of the valve gear and check the timing of the valves.

Moor Road Happenings continued

As mentioned in the last Old Run, contractors from Israel Newton (who built the boiler) came to site and fitted two new pads for the fusible plugs and also did a bit of minor welding in the firebox. All this was subsequently non-destructively tested and given a clean bill of health. Once this work was done the boiler was turned back into its upright position and placed back in the boiler cradle ready for re-tubing. The replacement boiler tubes arrived during September and an immediate start was made on fitting them into position and expanding them. This is a fairly steady process, ideal for building up arm muscles as we do not have the equipment to do it mechanically. At the time of writing, about a quarter of the 95 tubes have been done. Other work on the boiler has included removal for inspection of the regulator and the safety valve mounting plate. Both these are OK and will be re-fitted.

No.11

Still nothing positive to report.

No.1310 (NER H)

This loco has been in regular service this year and has already had over fifteen steamings. It has generally performed satisfactorily and has needed little in the way of attention, which is fortunate, given all the other problems that we have had. Its already extended 10 year boiler 'ticket' expires in May 2022.

1544 SLOUGH ESTATES No.3

Currently on display in the Engine House, having taken the place which has been occupied by DSB 385 for the last fourteen years. However, 1544 is not expected to stay there for too long as its slot in the workshops is already booked and it will replace Sir Berkeley once that loco is nearing completion. 2024 will be the centenary of its build just down the road in Jack Lane and it would be good if it could return to steam in time for that. This would be a tall order, but not impossible.

SENTINEL No.54

Far too much time is being spent on trying to get the Sentinel into a satisfactory condition but we are slowly getting there. As mentioned in the last Old Run, the fire was not getting hot enough. The main cause for this is that insufficient air is being drawn through the fire. The blast to draw the air through comes from the blastpipe and chimney arrangement, which we had already checked, but to draw the air through the fire requires a sufficient vacuum above the fire. We had checked all the joints at the top of the boiler, which have been a problem in previous years and these were all satisfactory. One thing that we hadn't done, though, was replace the seal on the firing chute lid and this has now been done. It does seem to have made a significant improvement to things and, by handpicking the coal so there are no fines in it,

Moor Road Happenings continued

steaming now seems to be satisfactory. However, this is only based on a couple of test trips and the loco has yet to do a day in service.

Other problems are slowly being sorted. The piston rod glands have still been passing a lot of steam, turning the cab into a good sauna. These have been re-packed once more and do seem a bit better but whether that lasts will have to be seen. Sentinel supplied a special packing for these glands which, being asbestos based, is no longer obtainable. The piston speed and temperature are getting to the limits of conventional packing materials so we might have to investigate something more special (and more expensive!).

The problem with creating sufficient vacuum seems to have gone away for no obvious reason. We have stripped the ejector down and carefully checked it on a couple of occasions previously but, on doing it for a third time without finding any fault, lo and behold, it worked as it should!

There is a plan to launch the loco into service on the 23rd October but, whether this happens is yet to be seen.

HE 2387 BROOKES No.1

Available for traffic and has been used as required. Once the locomotive situation is more stable, the injectors will be sent away for overhaul.

Fowler 42200033 HARRY

Currently on display in the Engine House. The loco needs some dedicated time to sorting out the various problems but it is proving hard to find at the moment.

Peckett 5003 AUSTINS No.1

The loco suffered from a broken compressor drive belt at the beginning of September. This should not be a problem as these things happen from time to time and we keep spare link belts in stock. Or so we thought. When we came to fit a replacement belt we discovered that it was a non-standard size. Link belts come in standard sizes and, although they are now metricated, they are essentially the old imperial sizes. The usual sizes are termed 'A', 'B', 'C' and 'D', where 'D' is the largest. We carry the smaller three sizes in stock. However, the belts on the compressor drive are none of these, being mid-way in size between a 'C' and a 'D'. Our usual suppliers have been unable to supply a suitable replacement belt and enquiries with other suppliers has also drawn a blank, as has a trawl of the internet. If we cannot obtain a suitable belt, this will become a major job, requiring new pulleys on the engine and compressor and, whilst fitting a new pulley to the compressor is quite straightforward, fitting one to the engine, or more precisely the fluid coupling, will be a major job requiring the engine to be moved forward slightly to gain sufficient space.

Until this problem is solved, the loco cannot really be used. The compressor is

Moor Road Happenings continued

driven by two belts and one is still intact so, provided this doesn't fail, it can be used for the odd shunt when we require two locos but if it does fail, there is no compressed air to operate the brakes and change gear or direction and the loco will be dead where it stops.

D2999

It would be good to say that this loco was working satisfactorily. However, whilst operating a passenger train, the radiator began to boil over. Investigation of this found that one of the joints between the cylinder head and the water cooled exhaust had failed and it was losing water. There was also evidence of two other joints leaking slightly. That should be a relatively easy fix but it was whilst this was being investigated that a blowing cylinder head gasket was detected. Again, a relatively easy fix but sourcing replacement gaskets is not a case of ordering from the manufacturers and getting them the next day but of having them specially made on a relatively long lead time (5-6 weeks). If this was not bad enough, the rocker box lid was taken off an adjacent cylinder to check something and it was found that one of the push rods, which operate the valves, was broken. How long this has been the case is not known. This engine has two inlet and two exhaust valves to each cylinder so failure of a single valve due to a broken pushrod will not result in any noticeable difference in sound and operation. We are currently trying to source a supply of suitable push rods.

D577 MARY

It was planned to use Mary over the gala weekend at the beginning of September. However, the loco required an examination before it could be used. This examination revealed a problem with the brakes. New brake blocks were fitted a while ago and they had now worn to the point where they needed adjusting as the vacuum brake cylinder had reached the point where it was nearly at the end of its stroke. When the loco was built it was only provided with a handbrake and a previous owner had fitted it with vacuum brakes and the vacuum brake cylinder only has limited movement before the brakes need adjusting. The method of adjustment on this loco is quite simple and consists of three holes at the end of the brake pull rod. When the brakes need adjusting, it is a simple matter to remove a pin and put it into the next hole. That is the way it was designed and is quite common on small locomotives. However, although worn and needing adjustment because of the brake cylinder, it was not sufficient to enable the next hole in the pull rod to be engaged. This is not an insurmountable problem but will require the brake gear to be dismantled and modified to give a better method of adjusting the brakes for wear. Until workshops space can be found for this, the loco must remain out of traffic.

Moor Road Happenings continued

HE 6981

Work has continued on fitting of the vacuum/air proportional valve and associated pipework. Cleaning and painting progress as time and manpower allow.

D631 CARROLL

Available for traffic and was used over the recent gala. It is generally on display in the Engine House as it is too small for use on passenger trains by itself.

L.M.S. 7051

The replacement cylinder head gaskets for the loco were delivered at the beginning of September. However, progress in rebuilding the engine has been slow due to other commitments by those involved. At the time of writing, the cylinder heads have all been re-fitted and work continues on re-fitting the peripheral bits and pieces.

D1373 MD&HB No.45

With the failure of both 5003 and D2999 it was necessary to bring D1373 back into service, even though the forward/reverse gear change is still problematical and crews have to be alert to this fact when changing direction. Apart from this problem, the loco is performing satisfactorily.

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

CARRIAGE & WAGON NOTES

COACH No.2084

Unfortunately, the handbrake on this coach was left on at the start of the day's service on 18th July. As the handbrake only operates on one axle, it does not provide much resistance to movement when a relatively large loco is in use and it was not noticed until later in the morning. The brake was on sufficiently to prevent the wheels rotating, resulting in significant flats on the wheel tyre of one axle. As a result, the coach had to be withdrawn from service. Our friends at Freightliner down in Hunslet have a wheel lathe at their depot and they were contacted to see if they could help, which they could. That was problem no.1 solved. The next problem was how to remove the faulty wheelset, which would require the coach lifting some four feet into the air at one end. We could use the crane for this but the crane would have to be on the south end of the coach and, once removed, the coach would be immovable so couldn't be shunted back into the carriage shed for safe keeping. The plan evolved was to put the coach in the headshunt and the crane on the running line as the coach could be left there and the crane would

Moor Road Happenings continued

not be trapped. However, with the coach in the headshunt, it was an obvious target for any stone throwing people who might walk along the footpath so the coach had to be first covered with a tarpaulin. We were fortunate in having recently bought a tarpaulin in the anticipation that we might have to leave a coach outside at some point when we had four coaches available.

Once everything had been planned, the actual task of removing the damaged wheelset was quite straightforward and only took a short time. The wheelset was then available for collection by Freightliner. The next problem was that Freightliner's quality assurance system required them to have a drawing of the wheelset, giving details of tyre profile and scrapping sizes, something that we didn't have. Fortunately, our colleagues on the Isle of Wight Railway were able to come to the rescue and supply a suitable drawing, which satisfied Freightliner's requirements.

The actual machining of the tyres was a relatively quick operation and the wheelset was back to us within a week. In all, some 13mm had to be machined off the diameter in order to restore a satisfactory profile to the wheels, which still leaves a bit left for when the same thing happens again, something that we sincerely hope does not happen.

At the time of writing, the wheels are back under the coach and the brakes have been re-fitted and adjusted. The tarpaulin still needs removing and a brake test carrying out before it can enter service.

COACH 1074

The problems with Coach 2084 meant that it was not possible to take this coach out of service to rectify the broken droplight window but this will be done as soon as circumstances permit. The coach also suffered from a broken spacer washer on the secondary rubber suspension. As a temporary fix, one was borrowed from No.2084 while that was out of service. A new washer has now been made and fitted to 2084.

PMV 2223

Work has continued on this as manpower permits but not at the rapid pace seen earlier in the year. The inside of the frames have all been wire brushed ready for a coat of rust converter, which will be the prelude to painting with bitumastic paint. A start has now been made on needle-gunning of the outside of the frames ready for painting.

The steelwork for the steps has been fabricated in the workshops and fitted to the coach. A bracket has been made to carry the coach heater but awaits the fitting of the floor joists as it is attached to these. The floor joists will be fitted as soon as the chassis is finished and all the necessary holes to attach these have been drilled in preparation.

Moor Road Happenings concluded for this month!

PALVAN

As it was planned to use it for a photo charter, the van was attached to a loco to test the integrity of the brake pipe and whether the defective brake cylinder would cause problems. To our amazement, the brake worked satisfactorily and repeatedly. A close eye will be kept on it to see if the problem reappears but plans to overhaul the cylinder have been put in abeyance.

PLANT AND MACHINERY

Work continues on painting and tidying up of the Permaquip ballast packer which remains in the old workshops for now. A site for its shed has been decided and it will be at the south end of the yard, immediately behind the buffer stops at the end of Bannisters siding.

Our JCB suffered a puncture to one of its large rear tyres whilst undertaking coal dock re-filling work on the 15th September. Unfortunately, this accident just happened to be across the tracks, trapping the locos and the crane in the car park. The tyre couldn't be inflated enough with compressed air so we had no choice but to move it using the bucket to push it, which didn't do the tarmac much good. At the moment, it is sitting in the coal dock awaiting repair.

The MIG welder failed again while being used. This was becoming a more and more frequent happening so it was decided to purchase a replacement machine, fortunately something for which we had budgeted. This duly arrived and was soon put to work. The new machine is a Parweld XTM 255i which is capable of undertaking metal arc, MIG and TIG processes, so is much advanced on the old MIG welder.

Steve Roberts, Mechanical Engineer

Now, a question for you all:-

It was recently suggested at Council that some people might prefer to read their copy of the Old Run online, rather than receive a 'proper' print copy. Others were very much opposed to this idea and, in discussions elsewhere at the railway, some people said that after reading their copy, they passed it on to friends and neighbours who were interested. It would, of course, save the railway a bit of money if we did not post copies out to everyone, plus saving on the printing cost, but for those who like to keep their copies in order to follow the railway's history, while not impossible to do this electronically, it would not be particularly easy. One would have to store the copies somewhere off one's computer or they would be lost every time a new machine was purchased. Anyway, if you have **strong views** one way or the other, please write and tell me. There is no intention of ceasing to print the magazine, but if **you** don't want a print version, we will take **you** off the postal list. But please note, the quality of the pictures will be less good. **Ed.**

Nr385
Hs

DANISH STATE RAILWAYS

CLASS Hs Nr. 385, 0-4-0 Well Tank

Nr385
Hs

DSB Nr. 385 was built by Harmann in Germany in 1895, one of a batch of six locomotives, as their Works No. 2110.

In total, the class numbered from 378 to 422, and were built by seven European builders from 1854 to 1902. Only four of the Class were built by Danish workshops, the State Railways preserved Class Hs, No 415 being built in Maribo in 1901. By 1970 only three of the class of forty four locomotives remained extant, as DSB Nos. 385, 388 and 415.

The class Hs were used to shunt wagons in freight yards and dock areas, and as locomotive depot pilots. In the docks they also shunted wagons and coaches on and off the train ferries between Jylland (Danish for Jutland), Fyn and Sjælland and other smaller islands which had train and ferry services.

Like all Danish State Railways steam locomotives, large and small, the national colours (red and white) are carried as a band/collar round the base of the locomotive chimney.

No. 385 is fitted for electric lights/lamps and has a steam operated bell for working in dark and restricted areas, as well as a normal steam whistle, plus “mainline” springing.

In its later years No. 385 was the station and freight yard and the locomotive depot pilot at Brande in Jutland, being latterly the reserve steam locomotive covering for out of service diesel shunter failures, and servicing.

No. 385 arrived at the Middleton Railway from storage in Odense locomotive depot (now the State Railway Museum for locomotives and rolling stock and well worth visiting) on 27th September 1972 (to join NER Class H Nr 1310), accompanied by two sets of two volumes of maintenance data and appropriate technical drawings.

In August 1975 the “150 years of the Stockton and Darlington Railway” exhibition took place at the BR Shildon, Works Ropes, and No. 385 plus Sentinel (No. 54, now 68153) and Steam Power Trust’65, NER Class H, No. 1310 attended. DSB No. 385 received the unique accolade of being “the locomotive that represented all the rest of the world’s locomotives”.

Following the 1975 Stockton and Darlington exhibition, the three Middleton Railway attendees received commemorative engraved plaques for displaying,

Danish State Railways

at appropriate times, the plaques being currently in safe keeping in the Moor Road archives.

On No. 385's return from the Shildon Exhibition, the locomotive was returned to operational order by the Middleton team, entering service from 8th June 1985 until retired from active service on 17th April 1999.

The developments on the MRT Moor Road site enabled No. 385, on retirement from active service, to be displayed in reserve under dry, under cover, museum standard conditions, safe and sound until review for consideration of return to active service, as other priorities permit.

Like the Lynton and Barnstaple Railway on its 1935 closure, "perchance it is not dead but sleepeth."

© all pictures here from MRT Archives.

Bill Hampson, 9th August 2021



The Middleton Railway as a Training Ground

On Wednesday 6th October, our railway was taken over by some Fire Brigades, namely those of Pontefract, Hunslet and Stanningley. Why? you ask. Because we have a **tunnel**. There aren't too many spare tunnels lying around which are available and also suitable from which fire brigades can practise rescuing people, so we were pleased to be able to accede to their request. Here are some pictures from the day. Of course, you will realise we can't publish photographs of people being rescued in the tunnel, because it was dark, which was the whole point of the exercise. *All photos © Chris Nicholson*



Continuing Wartime Memories of Hunslet

More of the dialogue between Sheila Bye, our Archivist, and John Roberts:

Sheila: Thanks so much for the follow-up to my evacuation memories, John!

In return, I will remember the little house alongside 'The Blooming Rose'. A very old lady used to sit on a bench outside the cottage - I guess she would have been a senior member of your family, if your family's occupation of the house goes back that far. This would have been around the 1940s.

The cottage was part of a very 'quaint' (i.e. mostly rather old and decrepit) area of ancient buildings, owned by the brewery which was situated behind the Blooming Rose. The original owner of the brewery etc. had once lived in Burton House (which now seems to be called Cockburn Close), and he appears to have owned most of the land around our area, as the deeds to my parents' house in Longroyd View mention him as being a former owner of their bit of land.

Once I'd settled down at school in the early 1940s, my Mum had to go out to work: she was supposed either to do war-work, or to fill the place of someone who had joined the forces. I had to have not only dinner at school, but tea as well. Our 'tea' was half a slice of bread with a scraping of margarine on it. We also had a cup of tea or milk. At Easter, we had a hot cross bun!

At work, Mum made friends with a lady who lived on the west side of Primrose Lane - the much older side of the street: the houses on the east side were the backs of modern 'through' houses, which are still there. The lady's husband was away fighting in the War I think, so just Mum's friend and her son and daughter lived there at the time. Her daughter was in the same class as me at school.

The ground floor of their house shared its back wall with the brewery malt-house, and their bedroom was accessed via a wrought iron spiral staircase outside their house. She told Mum that once she and the children were in the bedroom, anything she might have forgotten to take upstairs had to be managed without until next morning. The only time she'd ever gone back to the lower floor, she'd found dozens of cockroaches already emerging through cracks in the rear wall, from the brewery maltings!

I've often wondered how many of them ended up in the beer!

The bombing your Mum witnessed was probably of Holbeck. I'm not sure when exactly it took place, but I think a whole block of back to back terrace houses was destroyed, and other houses were badly damaged.

During WWII, homes were never looked on as being completely their owners' private property, and anyone with what might be deemed a spare room could have strangers sent to live with them. Which is how we ended up with Mr. Brown as a lodger. He had lived in the aforementioned block of Holbeck back to backs, destroyed by bombing. Within a day or so, my Mum had to make a place

Wartime Memories of Hunslet

for him in our house, so I had to vacate my little bedroom, and go back to sleeping on a small mattress on the floor of my parents' room.

Mr. Brown was in his mid-70s, but still working for the big engineering factory near the Beza Street railway bridge, to which he'd been walking from Holbeck every workday (and of course walking back again after a hard day's work!). It must have seemed like 'divine providence' being lodged less than 10 minutes walk from work. However, he soon became unable to work, and I think his daughter took him to live with her family.

We next had a young woman called Lillian, who'd been sent from her home somewhere north of Leeds to work at Rose Forgrove Engineering, up Dewsbury Road. She was with us for a while, but then decided to join the Wrens (Women's Royal Navy). By this time, I was 6 years old, and was officially allowed to occupy a bedroom of my own (i.e. not shared with parents) so, as our house had only one not very large double bedroom, and one small single one, we had no more lodgers.

Finally John, do any of your older relatives remember seeing the following?

We lived only three houses and a 'Clothing Club' office, from the edge of Hunslet Moor, and one day, Dad was standing on the doorstep, enjoying his small pipe-tobacco ration, when he suddenly said 'Hey, come and look at this!'

Mum and I joined him, and there across Hunslet Moor, was an enormous number of planes, all flying towards us. There had been no Air Raid siren, so we assumed they were 'ours'. I ran down to the edge of the moor, and began to count them. Though I was still only 7 years old, I think, I managed to count to 200 before I realised that I was soon going to run out of numbers, as even after so many of them had already passed over us, the planes still filled the sky as far north as I could see.

I guess they were the survivors of one of the famous Thousand Bomber Raids, returning from Berlin.

PS Many thanks for your comment re there being only one known sighting of a passenger train crossing the GNR bridge. I always imagined there might have been other trains, around the same time, but it was obviously a far more noteworthy happening than I'd realised!

John Roberts' reply:

I had a chat with my mother yesterday. She did not remember the occasion of a large number of planes flying over Hunslet but she did see the odd solitary plane going over. My Mum, Mary Patricia Roberts (nee Coldbeck) was born in August 1930. She knew a girl at school called Jenny Heywood who was very good at identifying planes, say, a Lancaster or a Wellington. Jenny was

Wartime memories of Hunslet

originally from Lancashire, and eventually returned to live there in Blackburn (Isn't it interesting how people often have place-names as surnames - Heywood, of course, is a town near Liverpool).

Mum remembered the Clothing Coupon office nearby.

I was fascinated to hear about the large number of aircraft flying over Leeds, and wondered which airfield they were heading to - would they have turned south to the places where most of the bomber squadrons were located - around south Yorkshire or Lincolnshire? In Lincolnshire in particular it would have been commonplace to see large numbers of bombers returning, which makes the sighting in Leeds a more unique and unusual occurrence.

The Rose Forgrove factory engineering works at the top of Dewsbury Road was a place I remember well - I used to deliver newspapers to the offices there in the early 1970s. My Dad did his practical apprenticeship there after completing his National Certificate in Mechanical Engineering at Leeds College of Technology (then near the Civic Hall and theatre). His National Service in Egypt was deferred to enable him to complete these studies and training. He started his National Service at 21, in 1951.

Forgrove eventually moved to Seacroft.

My maternal grandfather was a firewatcher during the war; there would be a rota, where he would walk the streets, alongside Air Raid Wardens who would also be on duty. The family had the shop next to The Blooming Rose, a cottage: half house and half shop. This was the place where father brought Mary out to see "a sight she would never forget" - the red sky behind St Peter's steeple-Holbeck beyond, where one of the raid targets occurred which Sheila referred to ("they were after the railway lines" my Mother said - Holbeck, of course, is criss-crossed with railway lines).

Wilfred Coldbeck worked at Fawcetts (Later Craven-Fawcett), which was re-deployed for munitions manufacturing when the war started, as were many engineering works in Hunslet. The family also moved to a through - terrace which became available on Longroyd Grove (most people rented houses in those days) - another grocery shop and therefore another source of income; Martha, my grandma, had to sit down and do the ration accounts each evening, not an easy task. Wilfred often worked overtime, not returning until 7pm from his lathe at Fawcetts.

John.

There will be a few more reminiscences in the next edition of the Old Run. If any reader would like to add some more from their own family history, please send them to oldrun@middletonrailway.org.uk, where I will be very pleased to receive them. **Ed.**



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Long Service Awards and new VLOs

On Tuesday 19th October, Long Service Awards were presented to the members in the photograph below. Some of these had been earned last year, but as we were not meeting it was not possible to present them. We are very grateful that our members are so loyal in their service to the Railway.

We were also pleased to welcome new VLOs in the form of Kenny Hall, Alex Smith and Andrew Littlewood.



Long Service Awards were presented, from left to right, to:-

John Blakeley

Mike Cox

Fran Bailey

David Hector

Janet Auckland

Jack Auckland

As they've been around a good while, you'll know them well!