



The Journal of the
Middleton Railway Trust
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Introduction

The Old Run No. 240 September/October 2018

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The Editor welcomes contributions - photographs, articles, news items and letters - relating to the interests of the Trust and the operation of the Railway. Items, including images, are acceptable in any format and may be sent via CD, post or email.

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

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Front Cover picture:

Blenkinsop returning up the Balm Road branch.

Malcolm Johnson

Chairman's Chat

Since the last issue of the 'Old Run' there have been some important changes to the management of our Railway and we have delivered 'Last Coals to Leeds' – our big event of 2018.

After three eventful years as Chairman Malcolm Johnson stood down from the role at the AGM. The Trust owes him a big debt of gratitude for his leadership over this period and for the progress that the Trust has made since he took office. Malcolm is continuing to serve on Council and give us all the benefit of his sage advice and guidance. He will be a tough act to follow.

The other big change is that Mark Whitaker is standing down from the role of Traffic Manager after over four years in post. The increasing demands of his career and a young family mean that he is no longer able to give as much time to this role as he feels it requires. Fortunately, Mark is to stay on Council and I look forward to working with him on developing our Safety Management Procedure – a topic about which he cares greatly. The Trust is much in Mark's debt for all that he has done in this most demanding of roles.

Pending the appointment of a new Traffic Manager, Mark Calvert will be Acting Traffic Manager and will be supported by Tony Cowling, Steve Roberts and Mark Whitaker himself.

The end of September saw the culmination of a series of activities aimed at marking the fiftieth anniversary of the closure of Middleton Broom Pit – the last colliery to be sunk in the historic coal field on the Middleton Plateau and for many years

the main source of traffic for the Middleton Railway. These activities were organised with the support of Leeds City Council's Inner South Community Committee particularly Councillors Kim Groves and Paul Truswell and Councillor Judith Blake, Leader of Leeds City Council.

One of the main objectives of these events was to involve the South Leeds community in the commemoration of the end of coal mining in South Leeds - an important event in the life of a community which once revolved around coal mining. This has been a very different event from many that we have run before, which have primarily focused on the Railway.

The various activities associated with this event have included producing a booklet telling the story of Broom Pit and the life of the community around the Pit from a child's view point. The booklet is beautifully illustrated by Richard Stead and copies have been given to every primary school child in South Leeds. Copies are now available in our shop for just £3.00 – an ideal stocking filler for young and old.

A photographic exhibition telling the story of Broom Pit, the Middleton Railway and the community built around the Pit has been created. This will go on display in the various South Leeds Community centres and serve as an ambassador for the Railway in our community.

We have erected a plaque in Moor Road yard to the memory of the miners who worked, and in some cases died, in Broom Pit.

These culminated in a two day event on the 29th & 30th September at the Railway. A particular feature was the use of wagons, newly repainted, with Council support, by a team of young volunteers. The final major activity will be the production of a history of Broom Pit, the Middleton Railway and the communities of Belle Isle and Middleton. This will be out in time to be a Christmas present for loved ones!

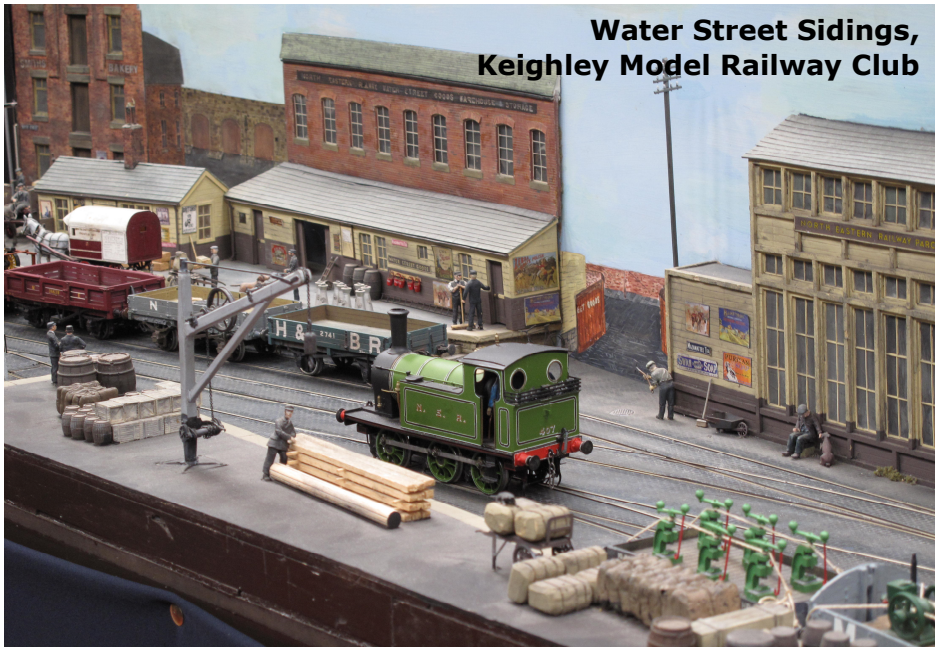
These activities have drawn on the enormous range of skills and talents available through our volunteers. They also demonstrate what the Trust can achieve when we pull together as a team. Leeds City Council have been hugely impressed by all that the Trust has done and these activities have greatly raised our profile which can only be to the good. More importantly, the activities have given a lot of pleasure to our visitors and have been very well received in our community.

All this has been done in addition to our usual program of events. It makes me very proud to be the Chairman of an organisation which can achieve so much in a year and over such a broad range of activities. I thank all of our members and volunteers who have contributed to the success of 'Last Coals to Leeds' and to all our other activities this year.

Charles Milner

Model Railway Exhibition

The weekend of 16th/17th June was the occasion of our annual **Model Railway Exhibition**. We had a lot of interest (as always), from both exhibitors and the public, and some of the results are here for you to see:



Model Railway Exhibition

**Angst-Lesspork,
Hugh Norwood**



Bottom left - the Middleton Railway's own display, commemorating the Broom Pit Railway, taking Coals to Leeds, MRT Group.

All pictures © Tony Cowling

Below - Water Street Sidings from another angle.



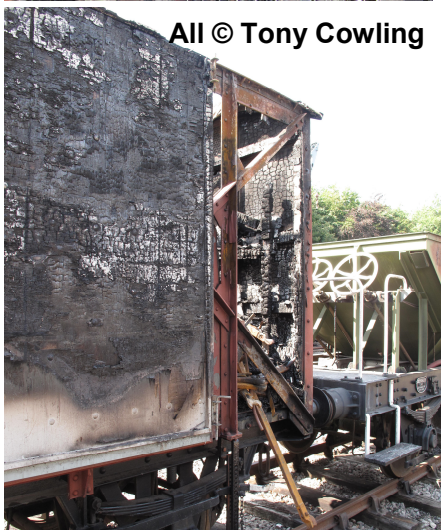
SteamPunk Market

The next exciting weekend was that of 30th June/1st July, when we had a visit from the **SteamPunk Market**. As usual, this also went very well, with one of the highlights being the Owl, which was allowed to fly around the Display Hall, making some watchers tremble a little as it swooped over their heads on the way to receiving a treat from its handler. They are beautiful birds which fly absolutely silently, thus enabling them to catch their prey who are totally unaware of any danger.



Disaster! FIRE !!!

And then, on the night of 14/15th July, after an enjoyable day with our 'Leeds Diesels on Display' exhibition, tragedy struck when arsonists set light to Jewson's yard, utterly destroying it, with consequential damage to some of our stock. Here are some pictures taken the next morning of what was left of our Palvan and various other items. The Palvan was used to store tools, the majority of which were completely destroyed. Although insured, the railway could not afford to cover the Palvan for full replacement cost (and this is greater than we would have assumed) so we are needing to raise funds for this. So, if you have a few bob spare



All © Tony Cowling

Yorkshire in Bloom - GOLD Winners !

But after the fire, Mick Jackson did a wonderful job of re-planting, re-furbishing and generally making everything look wonderful again, just in time for the **Yorkshire in Bloom** competition, in which we were delighted to learn, we were awarded a **GOLD!** Certificate. All thanks to Mick! Here he is, having just received the award; together with some of the flowers which gave us the prize!



Brian M Caton, an Obituary

BRIAN M CATON, an Obituary

Many of our more established members may remember Dennis Caton who was a long-standing member of the MRT. He was a skilled artist/draughtsman and produced two pieces that are now on display in our conference room (one drawing depicting the route of the line and the other showing our early preservation operations) and the wonderful oil painting of Salamanca and wagons in the shop area by the video 'Tales'. Dennis was also responsible for creating the artwork for some decorative plates and bowls which were made by Leeds Pottery in the late 1980s for the Middleton Railway. We sadly lost Dennis in 2008 but in more recent years his son Brian became a member of the trust.

I first met Brian around 2002 when he was displaying his wonderful '00' gauge live-steam Isle of Man layout at a Kew Bridge Pumping Station model event. I marvelled at the haulage capacity of the '00' locos on his layout, at first not realising they were live-steam. To my amazement, running around a small loop of track (about the size of a tea tray) on a display table in the middle of this set-up was an '009' (freelance) tram engine, also live-steam! After that I came into contact with Brian at a number of

events and following a chance meeting a few years ago at the Bradford model railway show, I put him in contact with Ian Dobson as a potential exhibitor for our own MRE. Brian actually exhibited for us on two occasions. The first time was with his '0' gauge, 7mm scale, live-steam Industrial Railway layout called 'Black Road' and the second time was with his marvellous 5.5mm scale IoM layout which I later found out had been exhibited around the country since 1993. 'Black Road' particularly sparked my interest as it had models similar to NER 1310, Henry de Lacy and other industrial locos. While chatting with Brian about 'Black Road' I found out more about his father's involvement with the MRT and his passion for all things industrial. Brian was a teacher by profession but described himself as a self-taught model engineer, first learning workshop skills and developing his interest at his father's side in their 'garage workshop' in Leeds from a very young age. Brian produced around 160 live-steam models all told, but nothing bigger than '0' gauge and everything I saw was a work of art. My favourite piece of his was a complete live-steam train set that was in a box the size of a cigar case which when opened had a tiny circle of '009' track and contained

Brian M Caton - Obituary *continued*

the tiny locomotive, a few wagons, fuel, water and the running equipment! Brian referred to this as an 'Executive toy'! Truly remarkable.

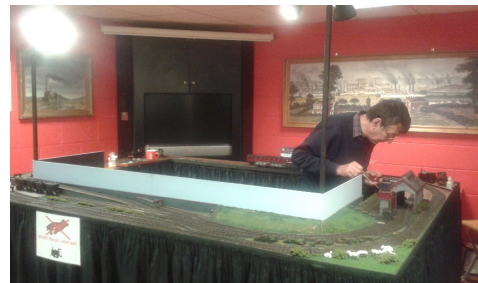
Brian was also a member of Leeds Model Engineering Society at Eggborough where I also saw him from time to time and we began to strike up a friendship. The last time I spoke with him was at the Barnsley model railway show in November 2017 where he was exhibiting the loM layout right next to our own 'Middleton Colliery', ably assisted by his wife Susan and a young man called Will, Brian's 'Young Apprentice' (Will has also produced an '009' 'cigar box' layout)! I marvelled at the slick 'running' operation they had developed over the years. Brian mentioned he was not very well but he did not put too serious a note on it so I thought no more of the comments. I then heard the tragic news that during April 2018 Brian had passed away peacefully at home. It seemed very sudden and I was saddened by the loss of such an inspirational engineer, gifted craftsman and friend to both myself and the MRT. His presence and skills will be sorely missed by all who knew him, but the hope is that the layouts will once again be exhibited by Susan and Will for future generations to marvel at and enjoy.

I must add a footnote that Susan very kindly donated an example of the Leeds Pottery plate to the MRT when she attended the opening of our running shed and we very much hope to have it on display with Dennis' painting, in the near future.

John Linkins



Brian at work



Richard Geoffrey Tapper - an Appreciation

RICHARD GEOFFREY TAPPER

16th February 1942 to

2nd August 2017

An Appreciation by Ian Smith

In addition to being a member of the Middleton Railway Trust, Richard Tapper was a stalwart member of ARPS and later HRA for many years, until his death in 2017.

I came across him from 1990 onwards, when I became involved with ARPS, as it then was. Richard was a very quiet man and also a “backroom worker”. He took minutes of ARPS and later HRA Council meetings in addition to minutes of FEDECRAIL and other associated bodies.

He travelled extensively and was known for taking large suitcases to foreign meetings, loaded with books for sale.

One amusing episode was a trip to Australia back in 2009 when we were setting up the forerunner of today's WATTRAIN. Richard arrived at Darwin (Australia) as planned, for the Ghan train to Adelaide. Most of the party had booked “Gold Kangaroo” class to Adelaide, but Richard had been late with his booking and could only get the “Platinum” class – essentially a hotel room on wheels which cost a fortune. On learning this, the entire

party waited by the door of the “Platinum” carriage and as he alighted from the train, all saluted and bowed to him! This was looked on with amazement by other passengers!!

Richard was a great admirer of some of the smaller railways in the UK and he donated a substantial sum to both Middleton and VCT in his will, which came as a great, but very welcome, surprise to both organisations.

Richard will be missed by his many friends and Middleton is very grateful to him for remembering us in his will.

Ian Smith



Grand Opening of our new Running Shed

On 21st July, just one week after the disastrous fire which was followed by a massive clean-up operation, we had the Grand Opening of our new Running Shed. This shed allows for locomotives to be prepared for running while under cover. As well as helping to minimise excess smoke when lighting up steam engines, the ability to make better checks on locomotives in dry and well lit conditions and protecting them from the weather means that the efforts of our volunteers will be preserved for longer, saving valuable time and money, which can be put into other projects to help preserve our railway.

In building the shed about 4,250 bricks have been used and 662 blocks. Many of the bricks were donated by our friends responding to the “Buy a Brick” appeal, to whom we are very grateful. The total cost of the building was around £62,000.

We were delighted to welcome a bevy of members of Leeds City Council, from left to right in the photograph below, showing them in or on the diesel locomotive MD & HB 45: Councillor Al Garthwaite, Councillor Paul Wray, Councillor Paul Truswell, Councillor Kim Groves, and Leader, Councillor Judith Blake.



Happy crowds at the Opening



Photographs © Janet Auckland and Tony Cowling



Unveiling of Memorial Plaque

On 21st September we had another memorable ceremony. In pouring rain, which may have been strangely appropriate, Councillor Judith Blake unveiled our Memorial Plaque, commemorating those miners who lost their lives in Broom Pit during its 99 years of operation. Charles Milner, our Chairman, made a short speech explaining the significance of Broom Pit, without which the Middleton Railway would not have existed. Councillor Blake then spoke about the importance of both the Pit and the Railway to the history of the area, and commented on how wonderful it would be if we could extend the line up to Middleton Park. This is a wish we have had for a long time.



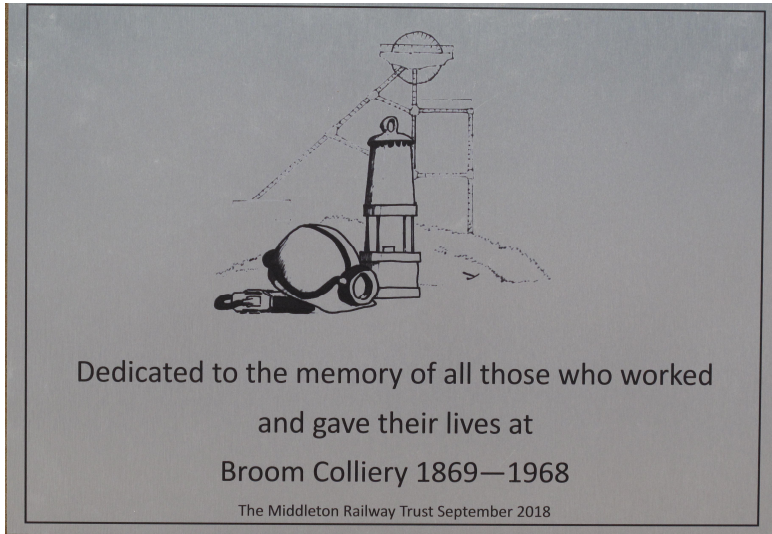
Here Charles Milner assists Councillor Judith Blake with unveiling the plaque.

This beautiful stone is not in its final resting place, as some considerable preparation has to be made first. When ready, the stone will sit at the north end of the car park across the line of the track where it continued into Leeds when it was a Colliery railway.

Councillor Blake and Councillor Paul Truswell beside the stone.

We are indebted to Leeds City Council for sponsoring the Last Coals to Leeds project of which this memorial stone and plaque are a part. We are most grateful for this.





This is close-up of the plaque. We are proud to be able to remember the miners in this way.

Pictures © Tony Cowling



LAST COALS TO LEEDS

LAST COALS TO LEEDS - THE STORY by Ian Smith

It all started with an almost throw away comment from John Linkins that 2018 was the 50th anniversary of the closure of Broom Pit and “Wouldn’t it be nice if we could vinyl SLOUGH for the occasion?” Conversations were had with a few people and the idea of commemorating the closure became the theme of the 2018 Gala. The problem was, as always, how to fund it.

Initially, it was thought possible to apply for Lottery funding as they have a specific fund for this type of event, but a conversation with a local councillor changed all that. Kim Groves is one of the councillors for Middleton Ward and an enthusiastic supporter of the Middleton Railway. On a visit back in 2017, I discussed this idea with her and she told me about the Inner South Community Committee and that this might well be something they would support.

So, on 14th November, Charles Milner, Janet Auckland and I went to Dewsbury Road Community Hub and met with Kim and colleagues to discuss our plans and, at the end of that meeting, Leeds City Council had agreed to fund the event, subject to our putting in a satisfactory bid.

The event would be called “Last Coals to Leeds” and would involve us hiring a visiting locomotive, applying vinyls to a couple of our own and possibly re-painting a third. In addition, a photographic exhibition would be produced, and a commemorative plaque to all those who worked at the colliery would be unveiled. The final items would be a special children’s book, to be given to all children in Middleton Ward, and an adult version for sale in the shop.

Charles produced the application, which was accepted, and then the planning could get under way. As with all such events, things didn’t quite work out as planned. It had been intended that 1310 would receive vinyls to become NCB 64, it’s old coal board identity but its owners were not happy with this idea, thus the engine sadly dropped out of the plans. However, Charles’ idea of repainting “MATTHEW MURRAY” to resemble an engine named “FORWARD” was accepted and so this engine became one of the star attractions.

Andrew Gill did some research and produced a photographic exhibition

LAST COALS TO LEEDS

comprising three double-sided boards showing what life was like in the time when the Pit was open, and this was first exhibited at the Dewsbury Road Hub before arriving at Middleton on 28th September for our own event. It left for display at Middleton Community Hub afterwards followed by a tour of the city.

Janet and I visited a stone quarry in Bramhope and selected a large stone upon which to place the newly produced plaque. This was placed in a temporary position near the PICTON shelter and was unveiled by Leader of the council, Judith Blake, on 21st September, as shown earlier.

The children's book proved to be quite a complicated project. Charles produced a text, and Richard Stead the illustrations, which really are superb. A team of former primary school teachers then translated Charles' text into something Primary school children would be able to understand and we finally finished the book in late August, 2018. Councillor Blake, along with Councillor Paul Truswell, also of Middleton Ward, presented two of the schools with the books at a ceremony on 14th September. Charles, Janet and I then delivered the other [several thousand!] books to the 11 schools requested by the council.



© Ian Smith

LAST COALS TO LEEDS *continued*

The “adult” book has also proved to be a long job, as so much interesting material has been discovered, but Charles has persevered and it will be completed shortly after the event. It will be a great tribute to the colliery and the community.

The re-painting of “MATTHEW MURRAY” was finally completed just days before the event. Steve Roberts and team have done a superb job, as has David Cook in providing wooden replica “FORWARD” nameplates.

Our visiting locomotive proved to be somewhat elusive. We originally looked at an ex-NCB loco from Ribble Steam Railway, but that was withdrawn. We then looked at NCB 49 from Tanfield, but that wasn't ready, so an alternative from Aln Valley was looked at. Sadly, that didn't materialise either, and so our friends at Foxfield have supplied “WIMBLEBURY”, HE3839/56, an “Austerity” 0-6-0ST in blue livery and lettered “N C B No. 7”.



© Andrew Johnson

Tony Cowling arranged a small display of genuine Broom Colliery artefacts inside the Engine House, alongside a photocopy of a map of the colliery whilst Dave Hebden supplied paintings of a Horse Gin and the colliery in 1968. Both these exhibits added to the event.

One thing associated with collieries is music – in particular wind bands. We welcomed Boarshurst Silver Band on Saturday and Slaithwaite Brass Band on Sunday, both of whom gave three performances between 12 noon and 2 pm. The music was wonderful and greatly appreciated by our visitors.

Saturday 29th September dawned fine and clear as members arrived for the start of our two day “Last Coals to Leeds” event. Locos were lit up and last minute preparations all finished, ready for the opening at 9 am.

A new feature for the railway has been the loan of the old training centre for use as an overflow car parking facility. It was made available via Leeds City Council and volunteers manned it throughout both days – many thanks to those who did this unseen but vital task.

LAST COALS TO LEEDS *continued*

Leeds Central MP Mr Hilary Benn arrived earlier than expected and was met by our Chairman, Charles Milner and I inside the shop. Mr Benn had recently accepted our invitation to be the railway's new President and was visiting in that capacity. He took a great interest in what was going on, including visiting the cabs of both "WIMBLEBURY" and "FORWARD" **Pictures © Malcolm Johnson**

Leeds City Council Leader Judith Blake, along with fellow Middleton Ward councillor Kim Groves, also arrived in the morning and toured the site. We showed them what their support for the project had produced and they were duly impressed with what Middleton has done.

MRT Archivist Sheila Bye brought a miner's pay book from the colliery, which dated back to the

1820's – that got quite a few comments from the visiting politicians! Our visitors were also very interested in how miners were paid all those years ago and Sheila was also able to point to a man who was the son of the first locomotive driver on the preserved Middleton Railway!

With events getting into full swing, the Lord Mayor of Leeds, Cllr Graham Latty and the Lady Mayoress, Mrs Pat Latty, arrived at the railway, *Continued on p 22*





Steve Roberts lettering the Middleton Wagon



Don Townsley, Vice President, talking with Judith Blake, Leader of the Council

QUICK TASTE OF THINGS



Slough Estates No. 3
masquerading as Blenkinsop

© Tony Cowling



Wimblebury - NCB No. 7

© Malcolm Johnson

The Lord Mayor and Lady Mayoress visiting us

to be met by Charles and I. They enjoyed a quick tour of the Engine House and then a ride in the Brake Van to Balm Road and back hauled by both BLENKINSOP and WIMBLEBURY, before having lunch in the Conference Room, where they were joined by councillors Paul Truswell and Paul Wray. Following lunch, 6 year old Lydia Wilden presented the Lady Mayoress with a bouquet of flowers, and both were given copies of the childrens book and a souvenir brochure before departing Moor Road. In a short speech following the presentations, the Lord Mayor thanked the railway, saying it was the most fun he'd had since taking office!

Operationally, the trains ran between Moor Road, Middleton Park and also down the Balm Road Branch. We had locos stabled in both Moor Road and Middleton Park Loops, giving different locomotives to ride behind in addition to having plenty of variety for those taking photographs of engines crossing Moor Road. As always with these events,



© Malcolm Johnson



© Malcolm Johnson

Moor Road crossing saw a great many of the public watching trains going across.

Sunday was almost a repeat of the Saturday, with two exceptions. Firstly,

we welcomed two miniature traction engines, which were admired by visitors and volunteers alike. Secondly, we had a visit from the owners of "SLOUGH", the Slough and Windsor Railway Society. They arrived just after lunch time and



Mick Moore's 1/3 size
Garrett Traction Engine

Miniature Traction Engines and real size Men!



whilst Janet and her team sorted out a buffet lunch in the conference room, I gave them a quick tour of the Engine House and took them to see "SLOUGH", dressed as "BLENKINSOP" on the train crossing Moor Road. Having had lunch, the tour party dispersed to enjoy the days events. On their departure, they were very impressed with the event and of course with "SLOUGH".

John Miller's 1/3 size Scenic Burrell Showman's Engine



The Slough and Windsor Railway Society owners, with apologies for the interloper who accidentally crept into the shot! All pics © Ian Smith

But activities weren't just confined to Moor Road. At Park Halt, the Friends of Middleton Park set up their stall on both days, giving guided walks up to the Horse Gin in the park. These were much appreciated by visitors who made some wonderful comments about the tours. We also welcomed Sago, a lovely pony from Hope Pastures near Meanwood. He made a great impression with visitors and of course was a link to Broom Colliery and its Pit Ponies.

The whole event was a great success and brought great credit to the railway. We impressed our distinguished visitors and clearly pleased our visitors too. Can't ask for better than that. The event happened because of the efforts of many, many of our volunteers and I hope everyone enjoyed it and thought it was worth the effort.

Ian Smith, Vice President.

“Thanks” from the Lord Mayor

STOP PRESS: We have just received the following delightful letter from the Lord Mayor :



LEEDS
CITY COUNCIL

Ian Smith
Vice President
Middleton Railway Trust
The Station
Moor Road
Leeds
LS10 2JQ

THE LORD MAYOR OF LEEDS

Councillor Graham Latty
1st Floor West
Civic Hall
Leeds
LS1 1UR

Tel: (0113) 37 88007

Email: lordmayorsoffice@leeds.gov.uk

Our ref: GL/EB/A8

3 October 2018

Dear Ian

The Lady Mayoress and I cannot thank you enough for the absolutely splendid experience you gave us last Saturday. History, Coal Mines, Engines and a ride in the guards van of a Steam Train, what more could we have wished for?

The lovely flowers that you gave to the Lady Mayoress are now enhancing our home as a memory of a really special day.

I wish you every success in the future.

Yours sincerely

A handwritten signature in black ink, appearing to read 'G Latty', with a long horizontal line extending to the right.

**LORD MAYOR OF LEEDS
COUNCILLOR GRAHAM LATTY**



Lord Mayor's Charity Appeal 2018-19
Registered Charity No 512441

LOCO NOTES

It doesn't seem long since we were getting ready for the start of a new season but now we are into Autumn and starting to look forward to a short break before the hectic Santa period is with us. The season has been relatively trouble free but we have had a few minor problems to sort out, not the least being the aftermath of the fire at Jewsons.

1601 MATTHEW MURRAY

In the last Old Run it was mentioned that the loco had gone on loan to the Elsecar Steam Railway to help them cover a loco crisis. In the end, the loco stayed at Elsecar until the middle of July. We had expected a good return in hire fees but it seems that they only wanted it as a standby loco and it saw little use there. Upon its return there were inevitably a few jobs to do. The left hand gauge glass drain was leaking badly so a new sleeve packing was fitted, which cured that problem. Next on the list was adjustment of the valve and piston glands, the former needing several turns of packing to restore steam tightness.

Following a satisfactory steam test and 'B' examination (every 15 days in steam) the loco was put into service on a private charter. Disappointingly for those taking part in the charter, the loco failed on its first run up the line, with a hot bearing on the left hand leading axlebox. Back in the running shed, the loco was jacked up and the damaged bearing removed for repair. Fortunately, there had been no damage to the journal so it was a case of fettling the bearing itself. The metal had 'picked up' in a few places but, surprisingly, it had not 'nipped'. This is what usually

happens with a bearing when it runs hot; as it cools down it contracts slightly so that it no longer sits on the journal and then has to be re-machined to get it to fit properly. On this occasion the repair has been confined to scraping the bearing surface to achieve a good fit on the journal, known as 'bedding in'. This involves putting a thin layer of Prussian Blue on the journal and offering up the bearing. The Prussian Blue leaves a mark on the bearing where it touches and these high spots are then scraped to remove small amounts of metal until a good area of contact is achieved. This can be a long and time consuming task. A fresh oilway had to be machined in the bearing because the old one had been filled with metal when it had picked up.

Carrying out these repairs took several days but the loco was eventually back together and run up and down to try it out. After three trips up the line with no untoward problem it was declared fit for traffic. However, the next job on the list was a complete repaint into a green livery for the forthcoming gala, so it was straight back into the running shed for this work to start. At the time of writing, the loco has been completely rubbed down and undercoat and a top coat applied. It still needs rubbing down again and a second coat applying and, with only two weeks to go before the gala, it will be a close thing!

No. 6

As noted in the last Old Run, the four crosshead slippers have all been white-metalled and machined to suit the slide bars. For those that don't know much about what is involved

with this, a few words of explanation might be of use. All moving parts wear over time. When overhauling them we have two choices; either discard and manufacture new or build up the worn parts to eliminate the wear. With steel items, this building up is frequently done by depositing more steel by the welding process and then machining back to size. With non-ferrous items it is often easier and simpler to put a layer of white metal on the worn surfaces and machine this back to the required size. White metal is essentially a mixture of lead and tin and produces a very good bearing surface. It is deposited on the component in a similar way to soldering but the white metal is usually melted in a ladle and then poured onto the component.

Once the slippers were finish machined, they were bolted to the crosshead body and tried between the slidebars to ensure that all was well. The new piston rings have been fitted to the pistons and the pistons replaced in the cylinders. The piston rods have been fitted to the crossheads. The left hand piston rod cotter could not be found so a new one had to be made. These are tapered pieces of steel which draw the piston rod into the crosshead by a wedging action and hold it tightly in position. Almost as intriguing as the missing left hand cotter is the fact that the right hand cotter was too wide and would not fit so had to be machined to make it do so. As this was original and none of the mating components had been altered there is no logical reason why this should be. Once the piston and crosshead assembly was complete they were tried for the full length of the cylinder

to ensure all was OK and the bumping points established. These are basically the extremities of movement of the piston in the cylinder and it is important that the piston does not travel this far when everything is coupled up and working. Fortunately, we had got our sums and machining of the bearing right and all was well when everything was finally coupled up and the loco moved up and down.

Attention has now turned to cleaning and checking of the front sandboxes prior to fitting. The sanders on this locomotive are uncommon in that they are fitted with Lamberts wet sanding apparatus. Locomotive sanding systems generally require dry sand and will not work if the sand gets damp. Lamberts apparatus actually uses water to flush sand onto the rail, the water (not steam) being taken from the boiler at normal boiler pressure. The sandboxes were found to be rather solid with sand and detritus after years of disuse and are having to be painstakingly cleaned out to clear the passageways.

The next major task to be undertaken on the chassis will be the fitting of the vacuum brake pipework, something that the loco has never had previously.

1210 SIR BERKELEY

Immediately after the New Year the loco was shunted into the workshops to enable dismantling to begin in preparation for its forthcoming overhaul. This work has been ongoing as suitable labour becomes available. To date all the fittings and pipework have been removed, enabling the spectacle plate, cab sides and tank to be removed. A

start has been made on removal of the cladding sheets and lagging with that around the firebox being attended to. However, removing the boiler barrel lagging really requires the loco to be over a pit and, despite have a lot more pit space than in previous years, such space is still at a premium.

Once the lagging has been removed, the boiler will be lifted from the frames and placed in the boiler stands which we made some time ago. The chassis will then be shunted into the back road of the workshops where it can be lifted off its wheels. Before this latter can happen, though, it is necessary to undertake a joint examination with the Vintage Carriages Trust to agree the scope of work to be carried out during the overhaul.

No.11

Nothing to report yet again.

No.1310 (NER H)

In use as required. It is suspected that the left hand rear buffer spring has broken and it will be necessary to remove and strip this to check. Unlike the front ones, these buffers are genuine N.E.R. ones. They are also rather short, meaning that the couplings cannot be screwed up tight when attached to our coaches and this does cause problems with the ride at times. It is planned to fit some hard timber spacers to effectively extend the length of the buffers which will hopefully cure the problem. As a matter of interest, similar buffers still exist on Network Rail at York station in some of the bay platforms. Have a look out for them if you are ever there.

1544 SLOUGH ESTATES No.3

In use as required. The left hand injector steam valve has again been presenting problems with leakage. When this happens the leaking steam is sufficient to overcome the water from the tank and prevent it flowing into the injector which then means it cannot be made to work and deliver water into the boiler. The valve has been removed and the seat re-cut and the valve ground in to overcome the problem.

SENTINEL No.54

There is little to report for this edition of the Old Run. Because of pressure on workshop space the locomotive has been moved into the Engine House where it is on display. This does make working on it quite difficult as it is remote from all the tools and equipment. Work has, however, progressed on the window frames, which are being done by a member off site at his home workshop.

HE 2387 BROOKES No.1

The last Old Run reported that the fireman's side injector was not working. This was eventually traced to a failed gasket where the injector is attached to the boiler. The failure was internal and was allowing boiler water to get into the steam feed when the steam valve was opened. A replacement gasket was made and fitted and the face of the injector was ground flat to ensure a better fit. This cured the problem and the injector now works satisfactorily. It is, however, an almost constant task to re-grind the various valve seats as they are prone to leakage.

The loco is fitted with a Penberthy ejector as a means of creating vacuum for the brakes. This ejector

Loco Notes *continued*

requires steam at a much lower pressure (40psi) than the loco operates at and this is achieved by means of a pressure reducing valve. It had become fairly obvious that the valve was not working properly and crews were regulating the pressure by means of the shut-off valve. The valve was stripped down, cleaned and re-sealed and now works as intended.

As the loco is fairly new into traffic and is the only survivor of this design we have had several requests for it to visit other railways for their galas. We agreed for it to go to the Foxfield Railway for their gala in July but considered it sensible to send a representative with the locomotive. The loco duly performed as expected and we are told that it was well liked by that railway's crews. It is presently available for traffic.

Fowler 42200033 HARRY

Largely due to lack of manpower and workshop space we have not been able to progress repairs to the loco as intended and it remains on display in the Engine House. New windows have been made but still require fitting. Similarly, the various gauges still need attention.

Peckett 5003 AUSTIN'S No.1

Available for traffic and used as required. The engine fuel pump is starting to be problematic and the loco often stalls when first put into gear as the pump is not responding to the increase in engine load. The pump will have to go away for overhaul to rectify this. Hopefully we can progress this before the start of the Santa season. It would be good to find time for a repaint but the lack of available workshop space will probably preclude this.

D2999

Available for traffic and used as required.

D577 MARY

The loco is available for traffic and sees occasional use.

HE 6981

There has been little work on this in recent times. This is largely awaiting the design of the vacuum brake system and other associated but necessary modifications to the air brake system. The work is too complicated to do without a fully schemed out plan to follow and the necessary drawings are taking time to produce.

D631 CARROLL

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

L.M.S. 7051

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

OLIVE

Work has been continuing on the repairs to this vehicle at the Vintage Carriages Trust. However, much still remains to be done before it can be made operable again.

D1373 MD&HB No.45

Available for traffic and in use as required. The new bench seat has now been fitted. An outstanding job is the fuel gauge which is showing nearly empty although the tank is actually quite full. The gauge cannot be accessed until the level of fuel is below the access cover and, rather than drain the fuel off, we are waiting until the tank is sufficiently empty to gain access.

Greenbat 420452

Work has progressed on needle-gunning of the frames and bodywork of the loco but is very much a job for when the mood takes. There is much to do, especially with regard to corroded plate work. We have recently acquired eight Oleo buffers. Four of these will be used to replace the unserviceable ones on this loco. The other four are earmarked for the 10 ton Smiths crane when we get around to overhauling it.

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

CARRIAGE & WAGON NOTES

Coaches

Coaches 1074 and 2084 have been in regular use throughout the season with little in the way of problems. The lighting system has been one of the few; the lights in one coach not coming on when switched from the other. This was eventually traced to a poor connection between the coaches. These connectors are an old railway standard, once fitted to most coaching stock. Our stock of spares has virtually all been used up and, although still available they are incredibly expensive for what is, in effect, a three pin plug. For this reason it has been decided to change the connectors to a type used on articulated lorries, which is readily available at much less cost. This changeover will have to be co-ordinated, though, as we really need to do all vehicles at once so as to maintain compatibility between them.

The rebuild of coach 1867 has continued to make good progress. All the timber framing has been completed with the exception of the

doors, as has the external panelling. Again, we are using Medite Tricoya 9mm boarding which had previously been used on this coach with very good results. Although expensive it has the potential to significantly reduce the amount of time that we spend on coach repairs and painting. The two internal partition frames have been completed and attention has now turned to the fitting of the internal ceiling, which will be in varnished pine board cladding, as was done on coach No. 1074.

Underneath the coach, work has been going on in the checking and overhaul of the brake gear. A new heater is being provided of the same type as recently fitted to the other two coaches. New footsteps are being made and fitted to all four platform doors, two on each side.

LMS Brake Van No.158760

The dedicated band of volunteers who have been working on the van body for the last year or so are making steady, if unspectacular progress. The body is now finally fully bolted to the chassis and the brake column fitted and the brake linkages coupled up. A new corner bracket has been made to replace the badly corroded one in the south west corner of the van. The replacement floor timbers have now been cut and fitted in position and attention is turning to the roof.

Palvan

As mentioned elsewhere, the adjacent premises of Jewsons recently suffered an arson attack. A casualty of this was our palvan, which was used to store all our track maintenance equipment. The timber body has all but been destroyed, along with the

timber framing. However, the chassis of the vehicle has been virtually untouched and the steel frame parts of the body have not been distorted by the heat. We are presently looking at various options for its repair. It is most likely that it will go away for this if the costs are acceptable and the insurance will make a sufficient contribution.

Middleton Wagon

As part of the commemoration of the 50th anniversary of the closure of Broom Pit it was agreed that what is known as the Middleton Wagon (actually a BR standard 13t open) would receive a re-paint and overhaul. The re-painting has been fairly straightforward, being a repetition of the pseudo Middleton Colliery livery previously carried. This was helped by the fact that the timber body was fairly recently replaced and needed no real work to it. It was a bit different with the chassis and brake gear. Although the general condition of the chassis was good, the springs were all suffering from corrosion between the plates. Rather than spend a significant amount on having new springs made it was decided to swap them with those from a flat wagon that will eventually be scrapped. The brake gear has all been stripped, cleaned, re-fitted and adjusted, along with new pins wherever needed.

Dogfish

The Dogfish ballast wagon also suffered from the Jewson's fire but, fortunately, the damage was effectively confined to scorching of the paintwork on the east side. The vehicle has now been re-painted and the decision was made to do this in a pseudo National Coal Board internal

user wagon livery of black with white markings

LNER Open Wagon

The Middleton wagon and the Dogfish were both re-painted during an organised wagon week. Time was also found to re-paint the LNER steel bodied open wagon, once more in the standard bauxite livery as applied to vacuum fitted goods stock in BR days.

**Steve Roberts,
Mechanical Engineer**

Ian Dobson's Famous Social Evenings

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

The programme for the remainder of 2018 is as follows:

6th November: Deltic Powered,
with Nige Paine

4th December: Christmas Quiz

Mr Dobson's last Quiz (until next time?). Don't miss your chance to shine!

Happy Christmas!



Wagon Working Week - A.K.A WW3

Well not quite World War Three but if we were going to tackle another onslaught of wagon restoration then we'd certainly need some tactical resources, motivational leadership and of course, additional troops. In the absence of motivational leadership (all re-directed to the Tea Break front) I was given another commission (I shall let you decide if it was wanted and/or deserved later...)

Over the years we have built up a good fleet of presentable wagons and in 2007 I took this image which shows a rake of freshly outshopped wagons ready for use.



However time moves on and certain items of rolling stock were certainly in need of some attention. We had completed more radical overhauls in the past, the 5 plank having originally been restored from almost scrap condition in 2008.



The main task of the week was to progress the restoration of this wagon to its former glory, which was then to feature in the 'Last Coals to Leeds' event in late September. This was a priority not only for the event but also as it had received funding from LCC who we were keen to show just what we could do. The initial plan had been to work on this, perhaps tidy up a couple of other wagons and include some opportunities for developing the skills of our younger members who were invited to be involved from the outset. The 5 plank wagon had been a focus of our youth working parties over the previous months and so it was important to me that they could continue to take an active role during this week as well.

But just 2 weeks before this all took place, disaster struck and a fire broke out at Jewsons next door. This caused significant damage to two of our wagons, the Palvan (used as a P/Way store) and the 'Dogfish' ballast wagon. It was clear from the beginning that the former would be far too big a job for us to handle but would it be possible to also restore the 'Dogfish' during the week? Various enquiries were made about materials and labour available, as well as equipment, and it was decided that we would also tackle the 'Dogfish'. This was due to form part of the demonstration freight train during the 'Last Coals' gala so a pseudo NCB livery was devised as the opportunity had arisen for a repaint, albeit in tragic circumstances. Just for good measure the 13t LNER open wagon was also lined up for a fresh coat of

Wagon Working Week *continued*

paint. If anyone wants a lesson in how NOT to let a project escalate, see me later!



The week began on Monday 6th August with good weather, which apart from the Friday afternoon, stayed kind to us throughout. The final parts of the 5 plank's frames that required needle gunning were completed as was the sanding of the body so they could be put into primer and undercoat respectively. The wheels and axles followed later in the week with both Kenny and Ellen putting in a good shift to get these long jobs done. By the end of the week the body had received 3 top coats of 'Post Office' red (which to some is too bright but remember how the previous colour faded over the previous decade?), the chassis, wheels and all metal work were in black gloss and the floor had been replaced where it had been taken out to attend to the frames. This may not seem like a lot of work but with the requisite cleaning/sanding between coats and the pace of work when showing the younger ones 'the ropes' these tasks do take a considerable number of hours.

On a more technical note, Aaron

Wagon Working Week *continued*

Marsden did spend some time discussing our paint needs with Regional Paints who supply us to ensure we got the correct product for the job. Thus the white undercoat for the red of the 5 plank wagon, the 'sheen' paint for the 'Dogfish' and unique 'Bauxite' colour for the 13t wagon all took some sourcing. However, I hope all will agree, that the final product is excellent and quite eye-catching. In addition to this the tools for the jobs required co-ordinating, bearing in mind that airlines at both ends of the workshop being used simultaneously are unlikely to have much effect. The 'Dogfish' and 13t wagon were placed on the Engine House apron to allow for easier access and this allowed each to receive the attention of the air/electric sanders at one point or another during the week.



The 'Dogfish' seemed a simple job (Ha Ha I hear you cry, fool!) as the paint had simply been 'scorched' slightly on one side and just needed a rub down, along with the rest of the wagon which was in good condition. This was not quite the case and a considerable amount of work was needed, led by Richard

Linkins, to ensure the surface was fit to receive paint. Both Kenny and Ellen weighed in with this work and were joined by fellow junior member Alex who assisted with the painting of the wagon later in the week. Ex-regular working member Tim Veacock, all the way from sunny Croydon, gave great service on the Wednesday and Thursday on this wagon as well. In addition Kris Ward came to put in a good few hours to assist the project. Robert Taggart had noticed a lot of corrosion around the hopper doors so set-to giving this some attention with the needle gun and rust con.



(More and more work emerges!)



Wagon Working Week *continued*



Please note, in this image I had posed Gavin for a photo; he was provided with the correct safety equipment while using power tools for this task as were all volunteers during the week.

But then, just as all things looked promising the rain set in...we managed to get some work done on the brake gear in the shelter of the workshop which was in some ways an added bonus.



Due to the weather and the conditions in the trenches (yard) the men were sent on leave to clear up. But while morale was high I decided that the objective was still within reach. I was unavailable on the Saturday (at threat of domestic mutiny!) so Richard Linkins stepped in, yet again assisted by Kenny, they had both done 5 days in a row by this point. They completed the painting on the 'Dogfish' frames (oh yes, I forgot to say we tidied those up too), a first coat of 'Bauxite' on the 13t wagon and a final coat on the 5 plank wagon which Robert Taggart completed. We were most pleased with the end result of our labours, especially as the forces had sustained few losses, were in general good spirits and rations were well maintained. One member of the brigade (Boy Scouts division) did have a session back in Blighty for a hospital visit and his presence

Wagon Working Week *concluded*

was much missed. But he did put in an appearance at the end of the week to inspect the state of the troops and the biscuit...I mean MESS...tins.



The Saturday workshop crew moved the donor wagon into the yard and removed the springs which were destined for the 5 plank and I have been indebted to them for carrying out various shunting manoeuvres that have been required for this

project. I am also very grateful to all involved in the restoration work, especially Aaron Marsden who had several in-depth conversations with our supplier about the paint required, assisted with designing the lettering templates and putting in several evening shifts along the way. Final shunting away of the wagons took place on the Sunday evening, it was good to check we hadn't painted the brakes on or the wheels to the rails!



All pictures © John Linkins

Ghost Train and Ghost Station

Chipata Railway Station in Zambia has no passenger services and very few freight trains. The station is clean and tidy, staffed by a cleaning lady and a security guard. When asked when a train was due the guard replied that a freight train had arrived two weeks ago so perhaps there would be another in around another two weeks.

The station, opened in 2011, is the railhead on a short line joining to the Malawi system that ultimately connects to the deep water ports in Mozambique. Begun in 1982, the section in Malawi was completed in 1984 but it was three decades before the 30 km of single track on the Zambian side of the border was completed, due to lack of will and funding. A further 6 years along, in 2017, a contract was signed with a Chinese private company to continue the 3'6" gauge line for 390 km to join the Chinese Government built line to Dar es Salaam, Tanzania. Work has started on the \$2.3 Billion project and it should be finished by 2021. When completed it will considerably shorten the route to the sea for copper exports and Chipata Station will come alive.

In the meantime, despite promising prosperity for the region, the station is nicely painted but deserted.



On the Platform

Well! How's that for the railway's magazine? There has been so much going on this summer I thought I was going to be left stranded on the platform.

I decided the only thing to do was to go through all the exciting events in chronological order, although I eventually realised it wouldn't quite work, which is why the Wagon Working Week is after the Last Coals to Leeds. But I'm sure you didn't mind that little diversion.

It has been a wonderful summer - although it isn't quite over. Don't hang up your railway togs just yet, we still have a big All Lines Tour event for the Branch Line Society, and the fantastic Star Wars pastiche organised by Robert Taggart. And we mustn't forget the Santa Present Wrapping dates!

Then, of course, it will be time for the "grubby brigade" (no offence meant), to get out their tools and start tearing up and replacing track etc.. We are experimenting this year in not running trains during November. It remains to be seen whether this will prove to have been a good idea or not. Opinions are divided, as we have had to turn away some valuable Birthday Parties, and skeleton staff (no, not real skeletons, we're not going that far into the unknown) will need to staff the shop in case people come to buy tickets for the Santa trains. We will see how it goes and then decide what to do in November next year.

Rather than blathering on, I will leave you with yet another memorable picture from the "Last Coals to Leeds" event.

Jenny Cowling



© Andrew Johnson

Letters to the Editor

Dear Editor,

I couldn't agree more with "Exasperated of Roundhay" (Old Run Letters, June 2018) re the virtual absence of Matthew Murray and John Blenkinsop from any Leeds recognition (except for a small Round Foundry plaque half hidden in Holbeck. Even Matthew Murray High School in Welbeck was closed and demolished in about 2000.)

To add further insult to injury, James Watt & Co. were guilty of double industrial espionage to Murray and his Foundry: afraid of the competition they played the "Big Brother" and bought up all the land around the Foundry so Murray couldn't expand; this after a "friendly" visit to the factory with Murray's innocent permission, only to spy out the opposition, obtain many of his technological secrets and take them back to Birmingham. Worse, Watt later refused a return visit by Murray to his Birmingham works.

Three and a half years ago there was an open competition for an exhibition to write a "Letter to Leeds City Council" about anything to do with the City. I submitted the enclosed poem, I was so incensed with the Murray situation. It was displayed among many other entries, but nothing was done or acknowledged at the time. Is it not time now to acknowledge the huge debt owed to Matthew Murray and John Blenkinsop by Leeds, and its early railway contribution to our Industrial Revolution?

"Fellow Exasperated of Rodley" (home of the famous craneworks!)

Letter to Leeds City Council

Why has otherwise wonderful Leeds
Sadly neglected our heritage needs?
To celebrate our industrial deeds;
Our early railway engineering leads,
Through Matthew Murray, John Blenkinsop, who
Gave Leeds international headstart - true!
In City Square, James Watt stands proud,
But, being there should not be allowed:
Industrial espionage, bought up their land,
So Murray and Blenkinsop could never expand.
Yet early from Middleton came coals galore
By rail to Leeds waterfronts, furthermore.
So why, City Council - it's all so unfair -
No Murray or Blenkinsop in City Square?

Frank J Craig

Many thanks Frank - who knows what our new-found friendship with so many Leeds City Councillors may produce ??? Ed.



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And so farewell



"Wimblebury", on the way home, outside the place of its conception, Hunslet Engine Company. A poignant moment at the end of a very memorable event.



© Ian Smith

