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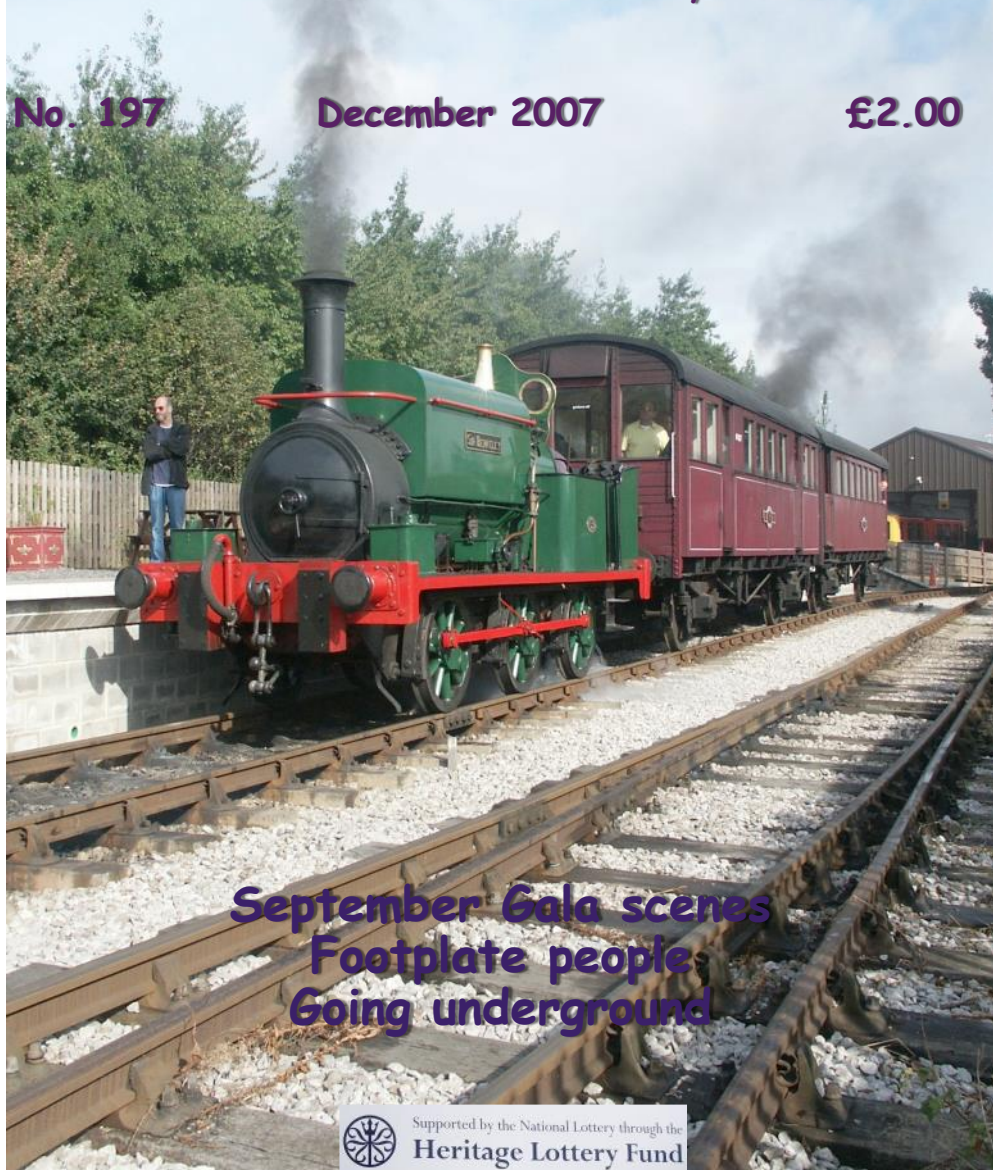
OLD RUN

Journal of the Middleton Railway Trust

No. 197

December 2007

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September Gala scenes
Footplate people
Going underground



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Leaves on the line! A colourful, quiet Autumnal scene in the Moor Road shed yard early on the morning of 3 November 2007 *(Andrew Johnson)*

Editorial

This issue, as you would expect, we feature the September gala weekend with the historic "first", double heading by Manning Wardle Class L 0-6-0STs *Sir Berkeley* and *Matthew Murray*, with a combined age of 220 years! Tell that to the throwaway society in which we live today.

It is pleasing to report that Andrew Johnson has been appointed photographic editor for *Old Run*. As the title implies, his main responsibility will be acquiring photographs for future issues of the journal, and other related material. The editorial team now consists of editor, assistant editor and photographic editor. Contact details are given below.

Please continue to send in photographs, and articles for publication. The more material we receive the easier it is to produce a magazine containing a variety of topics to suit all tastes. At the time of writing we have nothing on file in which we can dip when pages are looking bare! So it's over to you!

A happy Christmas and a good New Year to all!

Howard W Bishop, Editor

The deadline for the next issue is 15 February 2008

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Front cover

Manning Wardle 0-6-0ST MW1210 of 1891
Sir Berkeley waits for the "right away" at Moor Road at the September Gala on 23 September 2007
(*Andrew Johnson*)

Photographs by Howard Bishop except where shown

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Especial thanks to those who have provided copy for this issue.

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From the Chairman

We are now at that awful time of year when we lose daylight at 4:30-ish and summer is a distant dream. How have we managed to get to November so quickly? Answers on a postcard please! The year has flown past and, as I write, we have only a couple more week-ends of "normal" running before the Santa trains start.

Looking back over the year we have had some very close shaves with staffing the operation but, thanks to the flexibility of our volunteers, we have managed to pull it off.

Over the last few months there has been some serious driver training going on, which hopefully should

....there has been some serious driver training going on.....

provide us with additional drivers next year or the year after. We are still short at times in the Guards' department, so don't say you were never asked!!

The Engine House operation has expanded as the year has progressed: we could possibly expand even further, but we are mindful of a shortage of staff in most departments here. We have managed to persuade some visitors over the year to

join the Railway and become volunteers, and we hope they can find a niche for their enjoyment at the Railway.

You may recall in the last *Old Run*, I was asking for volunteers but, as we expand our operations, we will require even more people. Please, if you think you can give some time to **your** Railway then give it a try.

Those who already volunteer in the Engine House are benefiting from some on-site training to enable the Railway to become a recognised tourist attraction. The "Welcome Host" course is being given to all volunteers who work in the Engine House operation. This covers Ticket Sales, Customer Enquiries, Customer Information, Shop Assistants, Catering Assistants and Security. Whilst most of this course is common sense, it does give the participants the chance to compare practices and help towards us achieving a uniform standard of excellence. If you think you have escaped the course, well, no you haven't!

As well as helping towards the Railway gaining an accredited Tourist Attraction award, the "Welcome Host" scheme also goes towards our Museum accreditation, which we hope to complete within the

The "Welcome Host" course is being given to all volunteers

next 24 months. All these added "frills" go towards making Middleton Railway stand out in the crowd, and that is the only way we will survive in this ever more competitive industry of tourism. That's the end of the sales pitch, just in

making Middleton Railway stand out in the crowd

case you were about to turn off, or even worse, turn over the page.

Just to remind everybody that this coming year, 2008, we will be running on New Year's Day. Last year some of us went, purely out of boredom because our Railway was closed, to a railway up the valley. To our astonishment the trains were packed, so much so people were standing. So, we are trying to get a share of this market. Don't forget, nothing much is open on New Year's Day **so come and support your Railway**, there could even be the odd mince pie available!

Just to remind the diehard volunteers, and those of unsound mind, we will be starting "permanent way" work in January, which could possibly run through

until March. Another ideal opportunity to tone up those muscles and loose the pounds put on over Christmas, and, what's more, this is all for FREE.

Just in case you are not aware, Middleton Railway is 250 years old in 2008, and to celebrate this unique achievement there will be a programme of events throughout the year. Some will be railway oriented, others may surprise you, but I am sure there will be something that will appeal to each and every one of you. We hope you and the public will support this special year for the Railway. As we now start the final preparations for the Santa trains it reminds me that Christmas cannot be too far away. Can I wish all of you reading

Middleton Railway is 250 years old in 2008

this, a peaceful and happy Christmas and a prosperous 2008, and a New Year's Resolution that there are even more reasons to come down to Moor Road.

Andrew Gill,
Chairman

Ian Smith leaves Middleton Railway

Due to increasing pressures at work, Ian Smith has given up active working at Middleton Railway for the time being. He said "I've been heavily involved with the Railway for many years now and have been responsible for the Railway's registration as a museum. Now that we are going for Accreditation, the workload is too great for me to contemplate, given my shift working. Now seems to be a good time to stand aside for a while and let others continue the Railway's progress towards Accreditation. I wish the Railway well for the future and look forward to the day I can rejoice - in my retirement!"

Matters mechanical

Steve Roberts

The 2007 season is now virtually over, and only the Santa specials remain this year. Things have generally gone well with little in the way of problems. With a bit of luck, we should have exactly the same fleet available for traffic in 2008, but you never know.....!

1601 MATTHEW MURRAY The entry into service of *Sir Berkeley* highlighted the fact that *Matthew Murray* was not performing as well as its older stable mate. In particular, *Sir Berkeley* would easily do six return trips to Middleton Park on one tank full of water, whereas *Matthew Murray* would only manage four. This meant that you had to take water at least three times during a normal day's operation, with its effect on timekeeping. Additionally, *Matthew Murray* needed its coal bunker topping up towards the end of the day whereas *Sir Berkeley* had plenty of coal remaining. We had spent quite some time on setting the valves on *Sir Berkeley* and we were very pleased with the results. The valve settings on *Matthew Murray*, in contrast, were quite poor.

It was decided to have a go at setting the valves to see if any improvement could be made. This is where the saga started! The first thing we found was that the valves and cylinders just were not getting sufficient lubrication and were virtually bone dry. To overcome this it was decided to fit a mechanical lubricator to pump oil into the steam chest. This was done over a few weekends in September. The lubricator itself had originally come with the locomotive but we had fitted a

different one, as it was not complete. With the lubricator fitted the locomotive was re-assembled to enable it to run in the Autumn gala, after which it was brought back into the workshops. When the valve covers were removed it was found that the new lubrication arrangement had been successful. It was also found that the left hand valve was travelling significantly further than the right hand one. This was traced to there being quite a bit of play in the various motion joints. Not only that, but we found that the valve buckle was loose in the valve rod. To remedy this, we removed the valves and valve buckle to find that they were very badly worn, as well. In fact, the more we looked at things, the more we found what was wrong! New bushes have now been made for all the valve gear joints. The valve buckle has had the worn shafts cut off, and new ones made and fitted, and to suit these new bushes have been made for the valve chest covers and the steam chest.

Several jobs still remain to be done, but it is hoped that it will be ready for service before the end of the season. Whether it will be a vastly improved locomotive remains to be seen, but we are hopeful! Other work carried out whilst the locomotive has been in the workshops has been the unblocking and cleaning out of the tank balance pipe, and the removal of the main steam pipe, and the re-making of the joint with the regulator body. This joint has proved troublesome ever since the boiler was first put into use. Hopefully we have effected a cure, this time!

No. 67. This Ship Canal 'Long Tank' has continued to be a mainstay of the service throughout the season. A few minor jobs have been attended to, notably repairs to the steam brake handle and the replacement of a leaking gauge glass drain cock. The vacuum gauge has also been recalibrated. The existing fire bars are becoming life expired and a new set is to be ordered

**Deadline for next
issue
15 Feb 2008**

No. 6 After a spell of hectic activity things took a bit of a back seat with No. 6. The hand brake column has been fitted and connected to the rest of the brake linkage. This has revealed a fundamental problem with the alignment and setting of the slotted links. To overcome this it will be necessary to manufacture and fit a new pin, and make some large spacing washers. The cab roof has, at long last, been cut out and hoisted into position. The various holes have all now been drilled and it is planned to rivet in the next few weeks.

1210 SIR BERKELEY *Sir Berkeley* was hired to the Bluebell Railway for their 3-day anniversary gala in August. It was planned that the loco would do one return trip along the line each evening with their 2-coach vintage train, and spend the rest of the day giving shunting demonstrations. However, the loco succumbed to a hot axlebox and was unable to fulfil all of its duties. The Bluebell fitters traced the problem to a seized non-return valve from the lubricator to the axlebox, which they duly rectified. However, on its return to Middleton it was necessary to lift the loco and rework the defective bearing. Fortunately it was not significantly damaged and a complete repair has been possible. The loco was also booked to go to Ruddington (Great Central)

but, because of the axlebox problem, it was unable to go. Since the repairs have been completed the loco has seen regular service on the Railway, and has generally proved to be popular with the crews. It has been used whenever the weather forecast has been favourable and is now a steady and reliable performer. The boiler and tank have now been drained for the winter and the loco cleaned up for display in the Engine House.

No. 11 Still no news to report. Each week the owner intends to re-start work and each week there is something more urgent to do!

2387 BROOKES No. 1 *Brookes* has seen service as and when required. It is quite worn mechanically but is otherwise a reliable and serviceable locomotive. It is expected that the locomotive will remain in service until 2009 after which a full boiler overhaul will be necessary.

1309 HENRY de LACY II Still awaits final lining out and the application of its name.

No. 14 The springs have now been fitted to the locomotive and it looks a lot better now



Fowler 4220033
stripped down in the
workshops
(Andrew Johnson)



Fowler 3900002 receives attention to its wheels and frames
(Andrew Johnson)

that it is more or less at the correct height. The left hand running plate angle has been fitted. During October the owner engaged the services of a Boiler Inspector to thoroughly examine the locomotive's boiler. It was pleasing to find that there was nothing significantly wrong and that the repairs carried out by the previous owner were satisfactory. It is unfortunate to report that a few minor items were stolen from the loco during October: nothing significant, but nonetheless entailing additional expense and time to source.

Fowler 3900002 Although good progress is being made there is little new to report. The work continues slowly but surely. The locomotive is being cleaned and painted, with corroded components being repaired or replaced as necessary. This work is generally progressing from the front end backwards.

The Greenbat No further progress to report.

D2999 In regular use on Saturday passenger services. It is suffering from an annoying oil leak near the front of the engine, which we have been unable to trace. Oil droplets are being picked up by the cooling fan and deposited over the front of the engine and radiator but despite careful cleaning the source has not been found. This is not helped by the fact that the leak is only present when the engine is running, and close inspection is not possible due to the proximity of the rotating cooling fan.

7401 Work on the locomotive's repaint continues with most of the locomotive now sporting its final gloss paint. However, there have been some problems with the paint finish of the cab sides and these are being re-done.

D1344 After many Saturdays and Sundays of hard work the engine was finally successfully

run up during October. The loco has moved under its own power but has yet to venture outside the yard area. The broken windows have now been repaired and re-fitted.

Fowler 4220033 Virtually the whole of the body has now been laboriously scraped down and primed with red oxide paint. The bonnet front has been removed and a small area of corroded plate has been cut out and a new piece welded in. Following repainting of the area around the

front of the loco, including some re-riveting of the footplate, the bonnet front has now been refitted. The rear footsteps have also been removed, received attention and have now been re-fitted. Work continues.

138C, D577, D631, 1786, 5003, the Wickham and Olive are all serviceable and used as required. All other locomotives are stored, either on display in the Engine House or awaiting overhaul.

tor

CAN WE HAVE OUR BALL BACK PLEASE?

Now the Engine House is completed, the Railway has it's own "archive" store where the Railway's treasures can be stored safely in secure and climate controlled conditions. When appropriate they can be put on public display, or catalogued for viewing by request.

Over the years, members have taken various artefacts off the Moor Road site for safe keeping. Unfortunately records have not always been kept of these private locations.

The Council are appealing to all members who have any Middleton Railway artefacts in their possession, to please return them to the Engine House.

No questions will be asked! Thank you. Please contact the Chairman, Andrew Gill, on 0113 2300033 or by email: d.andrew.gill@btinternet.com if you need help or advice.

The wonder of the web

Howard Bishop

One day in October I received an email from MRT member Alex Hurd of PM Videos attaching a photograph of a locomotive in a museum in New Zealand, with the enquiry "Is this a Manning Wardle?" Well it certainly looked like one (see photo below). This was at 0850 hours.

I made a quick search on the internet under New Zealand museums, and came up with the website of the Christchurch, New Zealand National Railway Museum, which I had in fact visited a few years ago. However, I did not recall seeing this particular locomotive at that particular time.

There was a contact email address on the website, and I sent off a query there and then. The time was then 0910 hours.



Such is a wonder of the world wide web that at 0920 hours I had received a reply giving me details of the locomotive, its history and attaching two photographs, which are reproduced here.

So within the space of 30 minutes I had sent a query to the other side of the globe and received a comprehensive answer!

The loco at Islington Meat works near Christchurch, New Zealand, which was the home of the loco for its entire working life. It was the works shunter until being donated to Ferrymead Railway in the early 1970's (*Canterbury Railway Society Archive*)





The loco in service at Ferrymead in the late 1970s, with ex-New Zealand Railways passenger cars of the early 1900s (Colin Dash)

It is painted in a shade of light green similar to the one carried by Sir Berkeley for a period before it was restored to working order in 2007 (Ed.)

Built by Manning-Wardle at their Leeds, UK works in 1914, No. 1841 was one of a pair of small 12-ton locos imported by the Christchurch Meat Company Ltd. One was used at their Islington works near Christchurch and the other at their Imlay works near Wanganui. 1841 remained in service until 1975 when it was donated to Ferrymead, and used as part of the passenger service fleet.

The locomotive continued in service at Ferrymead into the 1980s, venturing out onto the fledgling Weka Pass Railway in 1983. It was eventually withdrawn and awaits major boiler work and is currently on display.

Colin Dash, Chairman of National Railway Museum of NZ Inc., Woolston, Christchurch, New Zealand, writes:

"In reply to your query, yes it is a Manning Wardle locomotive, built in 1914, with works number 1841. It was the first of two identical locomotives ('E' model) supplied to the Canterbury Frozen Meat Company Ltd (CFM). The

locomotive spent its entire working life at the Islington Meat Works, one of several works owned by CFM, until it was donated to Canterbury Railway Society in the early 1970's. It operated on the Ferrymead Railway Museum line for about 15 years before failing a boiler test, and has been on static display since then. The second loco supplied in 1915, works number 1890, has also survived, having worked at a North Island meat works owned by CFM, and at the end of its commercial life it too went into preservation.

There are moves to bring 1841 back to working order, most of the work required being to the firebox, plus probably new tubes.

Both locomotives were shipped out of Liverpool, England, and both via the "Otaki", but on different sailings of course."

For more information see:
www.nzrailmuseum.com

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Deadline for next issue 15 February 2008



Manning Wardle 0-6-0ST (1210 of 1891) *Sir Berkeley* hauls the Wickham railbus from the Engine House at the start of operations on gala day 23 September 2007
(*Andrew Johnson*)



Scarborough North Bay Railway's Hudswell, Clarke & Co Ltd 4-6-2 (D.565/1931) *Neptune* seen on 1 August 2006 running round its train
(*Andrew Gill*)

Government anti-terrorist measures to apply to railway stations—serious implications for Middleton Railway

The UK Government's proposals for additional airport type security measures to be installed at railway stations, and other major installations, announced 13 November 2007, would also apply to heritage railways, including our own Middleton Railway. The Railway's Council are actively looking at the need to introduce appropriate measures at its Moor Road station and other locations.

A security Tsar would be appointed to advise and oversee the task. Members are warned that it may be necessary for them, and all accompanying would-be passengers to be screened and vetted prior to being allowed to board trains. Hand luggage would require screening and selective body searches carried out similar to those already carried out at local and international airports.

Staff training would be arranged. It is expected that passengers would in future have to check in at least one hour before their expected time of departure.

Concern has been expressed about the Railway's major area of vulnerability, the current open access by members of the public to the running line between the motorway and Park Halt. Virtually all the fencing has long since been stolen. In an attempt to deter would-be saboteurs, the city council is considering a request to install high voltage electric fencing along the length of the railway track.

The Railway's first two members of security staff have already been identified: Benjie has been employed as a sniffer dog, and Smokebox will provide cat scans when there is a high security alert in the area. All passengers are in future reminded that concealment of tasty morsels about their persons would be much appreciated. A photograph of our two new recruits in action can be found on page 14 of this Journal. ***tor***



'Late model' train crew of (from left) Kris Ward, Andrew Plumb, John Linkins and Andrew Hardy.

(Peter Nettleton)



Oops!

On a sunny morning at the September Gala, **Sue Gill and Brian Hall** engage in a little fishplate lubrication, undeterred by **Daniel Baxter's** instruction to the driver of No. 67!

How we solved the staffing shortage in the booking office: **Smokebox** the station cat and **Benjie** the Reverend's doggie on duty at the ticket desk, but who will answer the telephone? Does this take the cat's whisker? It certainly makes one pause for thought!

(Both: Peter Nettleton)



Model stolen from museum display

Police are trying to track down a live steam model 0-4-0ST that has been stolen from display at Leeds Industrial Museum, Armley Mills, Leeds. The locomotive, approximately 40 x 30 x 20cm and weighing 15kg, has a cast steel frame, brass bodywork, mauve paintwork, and a nameplate inscribed *Nellie*. It is based on a Hudswell Clarke locomotive in Bradford Industrial Museum.

Museum officials believe that the locomotive will most likely be offered through hobbyist magazines, clubs and enthusiasts.

Anyone who knows its whereabouts or who is offered it is asked to contact Neil Dowlan, curator of industrial history at Leeds Museums and Galleries.

Footplate people



Taken on 22 September at the Gala weekend, clockwise from top left: Daniel Baxter coals up MSC No. 67, Rebecca Palmer reaches for the handbrake on *Brookes No. 1*, Mick Jackson and Chris Nicholson wait with *Matthew Murray*, and Rupert Lodge peers from the cab of *Matthew Murray* with *Sir Berkeley* in the foreground



Above: **Hunslet 0-6-0ST H2387 of 1941 *Brookes No.1*** pulls away from Moor Road on the 1300 train. Right: **Manning Wardle 0-6-0ST MW1210 of 1891 *Sir Berkeley*** waits to depart on the 1100 train. Below: **Manning Wardle 0-6-0ST MW1601 of 1903 *Matthew Murray*** leaves on the 1140 train

G
glim



Right: Climbing to Park Halt after passing beneath the footbridge newly erected the previous week, linking the South Leeds High School and the Sports stadium, **Hunslet 0-6-0ST H2387 of 1941 *Brookes No.1*** on the 1300 hours train



ala psies



Above: **Hudswell Clarke 0-6-0T HC1369 of 1919 MSC No. 67** returns from Park Halt on the 1035 train



Above: **Manning Wardle 0-6-0STs Sir Berkeley and Matthew Murray** being prepared for the day's work at 0830 hours.

All photographs taken 22 September 2007

More gala glimpses



Top left: **Wickham railbus DB999507** on the 0940 from Moor Road. Top right and left: **Hunslet 0-6-OST H2387** of 1941 **Brookes No. 1** stands on the loop at Park Halt whilst driver Tony Cowling engages in a little gardening in the bushes between turns!

Right:
Wardle **Manning**
0-6-OST
MW1210 of 1891 **Sir**
Berkeley passes the
Bowling Alley at the
South Leeds Leisure
Centre on the 1100
train

All photos 22 Sept 2007



Fowler 4220033

Steve Roberts



Mention has been made in the previous two issues of *Old Run* of the latest addition to our collection of Leeds-built locomotives. The locomotive in question is John Fowler Works No. 4220033, which has come to us from the Northants Ironstone Trust.

The Fowler 422 class were all 0-4-0 diesels of standard gauge. The earliest ones had mechanical transmissions but this was soon superseded by a hydraulic transmission. With three exceptions, they all had Leyland engines of varying horsepower. 4220033 is rated at 203 bhp, slightly lower than the more usual 230 bhp. Classmate 4220045 was the last built Fowler locomotive, leaving the works in March 1967 (but not the last to actually leave the works: that was 4220043, in January 1968)

The locomotive was supplied new to the British Sugar Corporation (BSC) in March 1965 and initially went to their factory at Wissington, in Norfolk, where it eventually gained the name *Ivor*. 4220033 remained at Wissington until BSC

ceased rail operations on the site in 1982, when it was transferred to the company's Peterborough factory. Its useful employment with BSC came to an end in 1991 when it entered preservation, moving literally a few yards down the line, to the Nene Valley Railway. In 1996 its owner decided to move it to the Northants Ironstone Trust (NIT) at Hunsbury Hill, Northampton where it was noticed by Middleton members when they were inspecting the Kitson locomotive *Conway*. During a conversation with a NIT member it was discovered that the locomotive was for sale, and this fact was reported to Council. A decision was made to buy the locomotive as it represented one of the last Fowler designs of diesel locomotive. Whilst in preservation it gained the name *Lois*.

Since its arrival at Middleton it has been operational on a couple of occasions but it is now in the workshop where work has concentrated on removing the old BSC light blue paint and various modifications to the braking system carried out by its previous owners. The *Lois* nameplates have also been removed and it will hopefully

(Continued on next page)

shortly emerge in a green livery. It is intended to fit vacuum brakes for use on passenger services.

Along with 4220033, the purchase deal also included a Palvan, a 4-wheel van built by British Railways and subsequently sold to the Army. Whilst we didn't really want the van, the owner would only sell the locomotive if the van went too! We have yet to ascertain the van's identification. If anybody can help with this, we would be very grateful.

Older members may well remember that this is the third Fowler 422 locomotive to run on the Railway. Previous incumbents have been 4220038, which was sold back into industry by its owner and now works at a site near Selby, and 4220029, which was obtained as a source of spares for 4220038 and was eventually broken up.

tor

IAN DOBSON'S TUESDAY
SOCIAL EVENINGS AT THE
ENGINE HOUSE
MOOR ROAD

| | | | |
|-----------|---------------|------------------------------------|------|
| 4th Dec | Steve Roberts | Middleton on film, 1980s and 1990s | DVDs |
| 8th Jan | TBA | | |
| 5th Feb | TBA | | |
| 4th Mar | TBA | | |
| 1st April | TBA | | |
| 6th May | TBA | | |
| 3rd Jun | TBA | | |



**THE LEEDS AND
DISTRICT TRACTION
ENGINE CLUB**
incorporating the
British Fairground Society

SOCIAL EVENINGS

All the socials commence at 7.45 for 8 p.m. on the third Tuesday in the month, and are held at Dewsbury Road Social Club, 393 Dewsbury Road, Leeds 11. Members of the Middleton Railway are invited to attend and take part.

Social evenings programme

| | |
|---------------------------|---------------------------------------|
| Tuesday, 18 December 2007 | The Christmas auction and buffet |
| Tuesday, 15 January 2008 | Our President's holiday snaps |
| Tuesday, 19 February 2008 | Narrow gauge niceties by John Holroyd |
| Tuesday, 18 March 2008 | Annual general meeting |
| Tuesday, 15 April 2008 | Gordon Parkinson on Wortley Top Forge |

To make you smile! 😊😊😊😊😊😊😊😊

PTB: Official Definition of the Person to Blame

A Railtrack definition submitted for a lexicon of railway terms referred to a PTB. It said, "The Project Manager for any project will appoint a PTB for the project, always from another organisation and preferably without their knowledge. The PTB is responsible for all failures, whereas success is the personal responsibility of the Project Manager."

London Train?

I arrived at Didcot station one morning several years ago, went on to platform 4 to catch the early (approx 8am) London train, which started from Didcot. There were several of us waiting on the cold draughty platform, when the train was reversed into the platform.

We went to get on the train when a message was called over the speakers "Do not board that train - it is NOT the London train". As it so obviously WAS the London train we continued to climb aboard. However the person called again "That is NOT the London train - Get OFF that train!" Naturally we ignored him. We did not want to stand on the cold platform when there was a warmish train we could be on. Again the voice said "Get off that train - it is NOT the London train". Well, perhaps he was right, so a few started to get off, when a couple of minutes later a different voice said - "The train on Platform 4 is the 8am to London!"

"How Long is the Next Train?"

"About 350 feet." Station attendant's response to a passenger enquiring about the late running train service at Rayleigh, Essex, UK, overheard one evening in the summer of 1975.

Time Warp?

Many years ago, I was due on duty at Manchester Victoria at 22.00 hours. I was walking along what was then platform 11 towards the Traincrew signing on point at about 21.45, where I was stopped by an elderly and irate woman. She wanted to know why the "boat train" to Holyhead was late, and why there had not been any announcements. I informed her that the train was not due for another 25 minutes and that announcements would not be made until nearer the time. She was insistent that the train was late as she had been told that it would depart Manchester at 20 to 10 – It took me quite a while to explain to her that the railway use the 24 hour clock!

As a further pointer to passengers (sorry customers) not being able to understand basic information, we still get a large number of them on the wrong platforms after reading the arrivals screen instead of the departure screen.

Dent

A lady was travelling to Dent, a station on the famous Settle to Carlisle railway line in the UK. On arrival at Dent, she alighted and seeing nothing but countryside around her asked the guard "Where is the village of Dent?" the guard replied that is about 3 miles away, down the hill. The lady then asked "wouldn't it have been better to build the station near the village?" to which the guard replied, "Yes madam, but we thought it better to build it near the railway."

Wet, Wet, Wet

One of the most dangerous times for a train is when braking just as a rain shower starts. The light sprinkling of water on the head of the rail mixes with the oil and grease resulting from passing trains, atmospheric pollution and flange greasing and it produces a lethal surface similar to that of an ice rink. As soon as the driver touches the brakes, the wheels lock and slide along the rails. The speedometer in the cab suddenly drops from 50 mph to 0 and you know there is nothing you can do. If you apply the emergency brake, more wheels lock further along the train and the slide just damages more wheels. If you release the brake, you won't stop where you are supposed to. If you let things stay as they are, you won't stop where you are supposed to anyway. You might just as well "drop the lot" and let the train stop where it will. At least everyone will hear all the air escaping from the brake pipe and see that at least you tried. The fact that the whole train set of wheels will have developed flats is not your concern at the moment (so sue me!).

Another bad time for sliding is early in the morning when the first train has to run through all the dew which has collected on the rail head overnight. Great care is needed to get the train from one end of the line to the other without overrunning at least one station. The same applies during the leaf fall season (as railways call autumn nowadays), when the slush of squashed leaves mixes with rain and oil to form a nice sliding mess on the rail. Of course, if there is heavy rain, the conditions are better because the water washes the rail head to some extent and reduces the risk of a slide.

Why do we get all these problems now? We never heard of "leaves on the line" in the 1950s and 60s. The answer is progress. As modern trains have got lighter, the reduced weight has reduced the adhesion available, so a slide becomes easier. Another reason is the change from cast iron brake blocks to composition blocks. Cast iron is heavy (they used 28 pounders when I had to change them) and it produces an inflammable dust which plays havoc on electrical equipment on the train and inside signalling equipment cabinets. A third reason is the shift from tread brakes to disc brakes. Tread brakes provide a nice scrubbing action on the wheel surfaces. Disc brakes don't touch the wheel so the tread gets dirty and oily and slippery - first class slide material.

How can the problem be solved? A good question which has not yet been answered. There have been many attempts to give slide protection by automatically (i.e. without any action by the driver) releasing the brake on any wheel which starts to slide - not much better than letting the train slide, except that it does reduce flats. However, it does nothing to help the driver approaching closed level crossing gates as discovered one night in south west London a few years ago. He demolished a Volkswagen minibus, if I remember correctly. Fortunately, no one was killed.

Another solution is - just that, a solution - of gunge put on the rails to clean them. Sandite is a popular brand in the UK, but it requires a special train to do it and a crew to crew it and it cannot be everywhere at once. Of course it is never there when you need it - first thing on a November morning between Rickmansworth and Chalfont, for example.

One final point - how do automatically operated trains cope with bad rail conditions? Well, most introduce a lower speed during wet or icy weather (e.g. Singapore Mass Rapid Transit in a rain storm), some increase the braking distances on open sections of the line (London, Central Line) and some even turn over the driving to the drivers so that they can use their judgement to ensure that the train stops in the right places. It was the removal of such a procedure by a new manager which caused an accident a few years ago on the Washington DC metro (WMATA), in which a driver was killed.

Rumours

"Never believe a rumour until it is officially denied." Statement by a French official at a meeting attended with SNCF (French National Railways) in Paris in 1987.

25)

(Continued on page

Something just for you!

I have taken on the new post of photographic editor for *Old Run* with the remit to ensure that we have suitable photographic material for each issue: images are to either come from my camera or yours. Let's make the next few years ones where the material is from as many different contributors as possible! An ideal would be for there to be an edition whereby none of the usual names appear as credits.

Therefore, **I challenge you to a duel. Duel, yes a duel! You have the choice of weapon.**

The challengers can enter the annual *Old Run* photographic competition. There are two different categories in which you can enter your submissions.

The first category is: Middleton Railway – any photograph taken within the Railway.

The second category is: Leeds-built engineering – an open category for anything engineered in Leeds, at any location other than our Railway.

If you can add a few notes to describe the photographs you submit it will help the editorial team to narrate your image.

Looking forward to receiving lots of items from you. Send them to Andrew Johnson, Photographic Editor, *Old Run*. Email: middleton@amjohnson.co.uk To ensure quality reproduction, please send in jpeg format in the highest resolution you have, unedited. If necessary they will be edited by us as required before they are published.

Dear editor, "I must say....."

I am rather puzzled about this 20-wagon train that Steve Roberts and Ian Smith recall.

I was Traffic Manager at the time of the motorway building, and I arranged with BR that Robbie's could have thirteen wagons for the whole period, without incurring demurrage charges. They were taken up one mid-week morning, and I don't recall anyone around to photograph the event. John Sugden and Bill Barracrough were in charge of *Carol*, and I was guard.

As it was to be a long train, we decide to take the brake van as well, and make it look like a real train. We found the wagons at the loop, and eventually managed to get the brake van to the back - nothing like making work for yourself. Then we set off for Dartmouth Yard. John said there was no way he was going to stop at Moor Road, so I had better get the traffic stopped in plenty of time. This meant I had to ride on the locomotive, and leave the brake van empty, but I did get on to it as it crossed the road. Of course the headshunt would not take so long a train, so it took some time to get them all into Robbie's yard. When the railway was back in business there must have been another long train of loaded wagons out, but I was not involved in that. So, if Steve has a photograph, when was it?

I have done some digging in the *Old Run*, and found an article by Fred Youell in the Autumn 1971 issue which confirms that the first freight *after* the re-opening was 13 loaded 16-tonners, hauled by John Alcock, the same wagons we brought up empty.

The *Old Run* is very good now, especially the pictures. Thank you for all your work. It is very hard to remember how run-down the whole area was in the early 70s when I was around.

Best Wishes

Gordon Crapper
Hoylake, Wirral

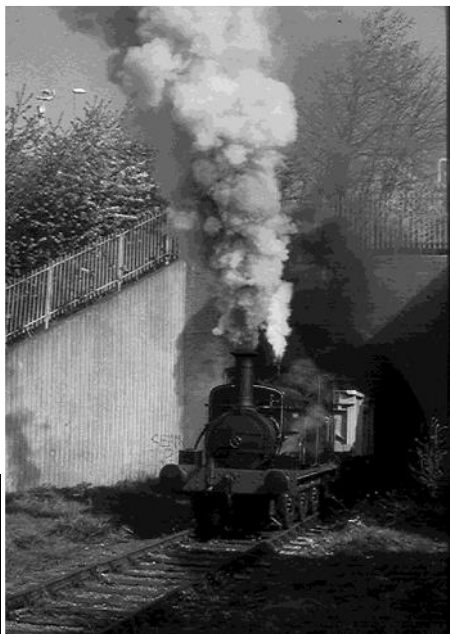
Another rather excellent *Old Run* was well received in our household the other day. Thank you for this. These end up, eventually, in the L&DTEC Club's library.

John Knapton
Leeds & District Traction Engine Club
Leeds

Incidentally, I think the Isle of Man Steam Railway track in the background of the picture of your good self on p.14 of the *Old Run* No. 196 is actually 3ft 0ins gauge (the Snaefell Mountain Railway is 3ft 6in). Or did I miss a news story of the mass re-gauging of the IOMSR somewhere? - cheeky or what!!!

Cliff Thomas
Railway Magazine
London

[Relax, you haven't missed a thing! You're absolutely right, Cliff, and full marks for observation. Put it down to old age or insanity or a slip of the finger or all three! Ed.]



LEFT: *Sir Berkeley* emerges from the tunnel heading a freight train on 15 April 2007
(David Tillitson)



The lecture room at the Engine House was the venue for a presentation by Andy Savage, Deputy Chief Inspector of the Railway Accident Investigation Branch, to members of the Heritage Railway Association recently
(Andrew Gill)

To make you smile (*continued from page 22*)

In Praise of Newspapers

I am not a fan of the press. In my few dealings with them, I have usually had whatever I have said twisted into a gross distortion of the truth. There are some particularly bad ones in the UK. However, newspapers do have their uses on the railway and I would never be without them.

Driving cabs are the coldest places on the railway. They are stuck at the front of the train roaring through the winter weather with nothing more than a sheet of metal or glass protecting the poor person driving the thing. Heaters are usually designed to prevent the equipment from freezing and would not meet animal protection requirements, let alone human comfort needs. However, all is not lost. The imaginative driver can improve his "office" comforts with various uses of newspapers.

Newspapers are essential for stuffing into all the cracks, splits and openings which always appear in a cab, no matter how well designed or maintained the cab is, and most of them are not. Newspapers are also good for lining the inside of your boots - they make a very good insulator. When rolled into a ball and rubbed into the dust on the cab floor, they are useful for cleaning the oil and grease off the windows which always appears when it starts to rain. Remember, train cleaners only clean windows with an oil soaked rag.

Newspaper is essential if you are getting under the train for any reason, like releasing stuck brakes, draining reservoirs, pulling fuses, oiling, isolating anything or tying anything down. The underneath of a train is always filthy and you don't want to get grease and dirt on your hands or gloves and then leave it all over the controls when you get back in the cab.

Finally, newspapers make an excellent emergency toilet. Lay a few pages on the floor, sprinkle liberally with sand and you have a quick, environmentally friendly, disposable lavatory. ***tor***

Going underground

A visit to the National Coal Mining Museum

Kris Ward

The National Coal Mining Museum for England (NCM) is situated at the former Caphouse Colliery, half-way between Wakefield and Huddersfield. Admission to the NCM is free, and my recent visit filled most of a day, so its certainly well worth a visit. There are a couple of links between us at the Middleton Railway and the museum at Caphouse: our display of mine locomotives in the Engine House was made possible by the NCM, and their museum also happens to be at the other end of the Middleton coal seam!

Shortly after arrival I was in the lamp room to receive my hard hat, lamp and battery pack, ready to go underground on one of the underground tours. Unfortunately I don't have photographs from this tour: due to precautions against the unlikely event of gas leaks anything electronic has to be left behind at the lamp room.

A group of us were loaded in to the old lift to the tunnels below (at the depth of Blackpool Tower!). In the system of tunnels the changes in mining techniques over the years have been demonstrated. We begin by seeing dummies of

a family at work as our guide described the harsh conditions in which they worked. There was the father digging the coal by pick and shovel, the mother carting the wagons away on all fours through the narrow confines of a tunnel far too small for ponies, and there was the young son working a wooden door that controls the air flow around the tunnels.

The tunnels are large enough for us to walk comfortably, just having to duck occasionally, though anybody wishing to do so can experience the tiny tunnels miners would have to crawl through. Progressing around the tunnels we see the increasing mechanisation of the industry taking place, such as the pneumatic drills used for inserting explosives into the seam, and the use of rope haulage for the wagons as greater quantities of coal needed to be removed from the coal face. Further mechanisation sees the use of digging machines to remove greater amounts of coal and conveyor belts to remove it faster.

Returning to the surface there are a number of displays and exhibitions to explain the coal mining industry, and the people who worked in it. There are a number of the old colliery buildings at Caphouse that can be visited including the boiler rooms and winding gear, the locker rooms and showers, the medical rooms and the stables. At the old rail loading facility a Hunslet shunter is displayed, as well as a number of wagons.

The NCM site also includes the Hope pit a few hundred yards away, and a narrow gauge railway connects this site to the Caphouse site, though this wasn't running at the time of my visit, so it was a short walk. *(see photograph at top of next page)*

LEFT: Hunslet shunter at Caphouse





The buildings at Hope pit include an old engine house that would once have housed a steam beam engine used to pump water out of the pit.

There are the workshops in which museum staff can gradually tackle the restoration projects, as well as producing souvenirs for the shop in their forge. There is the compressor house and the winding gear, though the latter isn't open to the public.

More examples of machinery recovered from local mines are displayed along the way. Near Hope pit is the museum's storage area that includes lots of machinery and railway vehicles awaiting restoration: it must be a daunting sight for people involved with the museum.

The NCM has benefited from a lot of work and investment over recent years: as well as the preserved mine buildings and the exhibition spaces there are also café and shop facilities in the visitor centre. Much has been done at the site since mining finished to make it a museum worthy of having the word 'National' in its title.

TOR



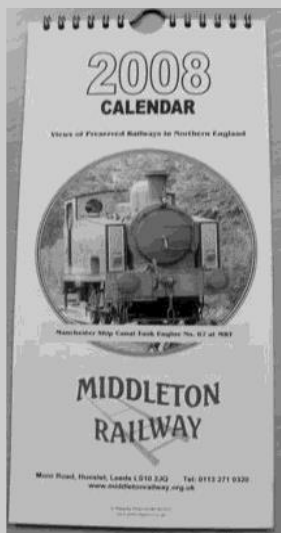
TOP: Looking like a scene from Scrapheap Challenge, another Hunslet shunter stands in the storage yard at Hope pit

BOTTOM: Narrow gauge personnel train

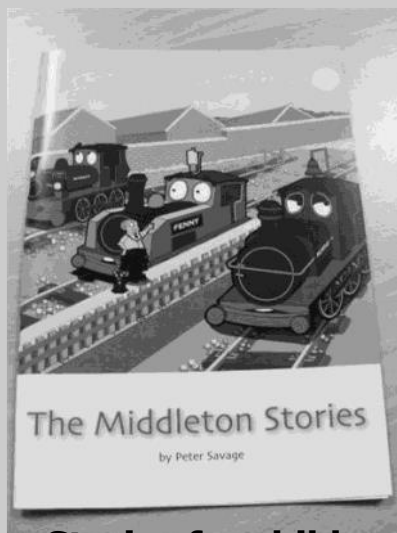
(All photographs by Kris Ward)

Middleton merchandise

New goodies available at the Moor Road shop now include the following



2008 Calendar, £3.99



Stories for children, £3.99



Get yours now!

From the David Monckton collection



Nr385 Hartmann 21110/1895 and Norwegian coach, hauled instead of propelled as before the 1986 season, following the installation of the run round loop at Park Halt. This special train ran on the occasion of commissioning of the locomotive on 28 April 1986
(David Monckton)

MEMBERS' CONCESSIONS—important information

Hitherto, members of the Middleton Railway Trust (MRT) have been entitled to unlimited free travel (except at Special Events) on presentation of membership card. Unfortunately, in order to comply with Charity Law (MRT is a registered charity), this can no longer apply. Council have agreed that from Easter 2008 the following will apply **to all members**. Vouchers will be issued with this edition of *Old Run*. **Please note that it is essential that you show your membership card when visiting the Railway.**

1. Access to the Engine House shall be free at all times **on presentation of membership card**. A platform ticket will be issued. However it may be necessary to restrict access on certain days, e.g. Santa days.
2. **TWO** vouchers per annum for free all-day rides shall be given to each full member and each additional family member. Similarly, **TWO** vouchers per annum shall be given to each life member. All vouchers are undated and may be 'saved' from one year to the next.
3. Vouchers shall be issued when a new member receives his/her first membership card and subsequently when membership is renewed.
4. Vouchers are not transferable and are to be presented **with membership card** at the booking desk and exchanged for an appropriate (adult or child) ticket.
5. Vouchers are not valid on any day when special tickets are used or higher prices charged **for any reason e.g. Santa Trains, Gala Days etc.**
6. Members actually at work on any part of the site or travelling in connection with their duties may travel without payment or voucher for whatever purpose, but are reminded that a ticket should be obtained from the booking desk. (Clearly this does not apply to those working on the train itself!). Junior members at work should only travel with the knowledge and approval of their supervisor.

We hope the above is clear. Please contact Moor Road if in any doubt.

The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

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Left: The coaling stage has been completed and the passenger shelter is well under way on the platform at Moor Road. When completed the shelter will have wooden sides and a tiled roof.
3 November 2007

(Andrew Johnson)

Right: In the workshops work is in progress on **Fowler 422 class 0-4-0 diesel No 4220033**. The radiator bonnet receives a coat of paint from Neil Carmichael under the watchful eye of CME Steve Roberts



Left: New cab under construction on **Hawthorne Leslie 0-4-0ST HL3860** of 1935 *Percy*

Both above, 22 Sept 2007



For the first time in history, Manning Wardle 0-6-0STs work in tandem. On the 1620 train from Moor Road 22 September 2007 MW1210 of 1891 pilots MW 1601 of 1903 on the passenger train, seen leaving the road bridge en route to Park Halt brightening a dismal grey afternoon