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A fireman's eye view from the cab of 1310.

The Old Run

No. 255
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Our Chairman speaks:

There is an oft quoted ancient Chinese benediction 'May you live in interesting times'. Not ancient and not Chinese but it does sum up the times in which we live. The war in the Ukraine grinds on; cities reduced to rubble at the whim of a leader who brooks no opposition. At home a leader with a huge popular mandate forced to leave office not because of some major policy mistake but because of failings in his personal conduct. The impact of a leader's behaviour on those he or she leads is beautifully summed up in a Chinese aphorism dating back to the time of Lao Tzu born between the 4th and 6th century BC: "To lead people, walk beside them. As for the best leaders, the people do not notice their existence. The next best, the people honour and praise. The next, the people fear; and the next, the people hate and despise ...When the best leader's work is done the people say, we did it ourselves!" This aphorism sets a standard for all of us who find ourselves in positions of leadership of one kind or another in any organization.

As we look around the Trust there are members who without fuss take on leadership roles and get projects done. Consider the recent and very successful Model Railway Exhibition which was quietly and calmly brought together by Ian Dobson. Though I am sure that he will be embarrassed by my saying so, what he did is an example of leadership at its best and our thanks go to Ian and the team he created for their achievement.

And when the Model Railway Exhibition was over what did the

Our Chairman speaks, continued

Events and Marketing Committee do but critically review what had been done and look for ways to improve it. This was done with the aim of providing a better experience for visitors next year and more revenue for the Trust. One of the great strengths of the Trust is a willingness to continually look for improvement even after running a successful event or carrying out a successful project. This leads to another insightful ancient Chinese aphorism “A great nation is like a great man: When he makes a mistake, he realizes it. Having realized it, he admits it. Having admitted it, he corrects it. He considers those who point out his faults as his most benevolent teachers. He thinks of his enemy as the shadow that he himself casts”. We should never be afraid of criticism or new ideas.

The challenges the Trust faces in the coming years are going to demand a lot of Trust members and of those who have positions of leadership.

As our Treasurer regularly reminds us, to ‘break even’ over the year is not good enough. It means that we are not covering our depreciation or, to put it another way, it means that we are not putting enough money aside for overhaul and refurbishment of assets. We need to increase income and to do this at a time of rising inflation and increasing competition.

The regulatory climate will not get easier; there is an expectation by the regulators that we should be able to demonstrate by way of our policies and procedures that we understand the risks involved in ALL our various activities and have in place measures to mitigate these multifarious risks.

Working volunteers are the life blood of the Railway and we have to compete in an increasingly crowded market both to retain existing volunteers and gain new volunteers. Demographics and the pressure of work and family life conspire to reduce the pool of volunteers with discretionary free time.

Meeting these challenges means that we will have to critically and continually challenge and review all that we do from margins in the shop to safety procedures to the way we market ourselves.

Making the changes to meet the challenges of now and the future will be made easier with external input which might save us from ‘reinventing the wheel’ and show us new ways of doing things. We have access to expertise in museum management and development through our Museum Mentor and we have the support of our “Trade” body, the Heritage Railway Association. We are working to establish links with Leeds University Business School with the aim of getting them to help us better understand what our customers expect of the Railway, where they come from and what might attract them to make repeat visits. We are in discussion with Leeds University Technical College who may be able to provide access to facilities and skills to aid us on projects such as the cosmetic restoration of ‘Conway’. We are talking to community based organizations such as the Slung Low Theatre Company who have a city wide reputation, though based in Holbeck, about joint projects and joint promotions to increase visitor numbers. None of this may

Our Chairman speaks, continued

lead to anything but, and this is not an ancient Chinese saying, trying nothing achieves nothing. Trying something may achieve something.

None of the necessary changes to secure the Trust's long term future will be possible without the support of members of the Trust and ultimately without you helping make change happen. Knowing our willingness to look critically at what we do and knowing the commitment of our volunteers I have no doubt that these changes will be made and that our Railway will long outlive all of us.

Charles W Milner, Chairman

Norman Fearnley - A Tribute

There are now relatively few people who actually remember the earliest days of the preservation of the Middleton Railway, and so communications with or about them are sometimes a bit erratic. This is the only excuse that we can offer for the fact that the death of Norman Fearnley was not recorded earlier in an issue of the Old Run. It occurred in November of last year, following several years of illness.

What is well remembered about that era is that, while some volunteers did have specific roles, there was also usually a need for everybody to join in as far as they could with any work that needed doing. (Some would claim that this hasn't changed much in the intervening half-century!) For some years Norman was the Operating Superintendent, a role which mainly involved arranging crews for the daily freight service, and also for any other trains that might need to be operated, such as brake van rides for parties of visitors. But he also undertook many other jobs, including driving the locomotives (mainly *John Alcock*, but also some turns on the Sentinel), and contributing to maintenance work, both on the locomotives and on the track.

He continued in these roles until the late 1960s, but by then other pressures on his time meant that he had to scale back his contribution. We hope that the article on the following pages will provide a fitting tribute to him. We are grateful to Sheila Bye for finding it in our archives: it originally appeared in the Old Run in about 1964.

Tony Cowling

The Daily Freight - circa 1964

During these early years, the Middleton Railway operated a daily freight service. In 1960, drivers and crew were mainly University students, but their lengthy holiday periods soon caused crewing problems. Middleton freight ran for 50 weeks a year, with a two week holiday period in mid August. Sole motive power was *John Alcock*, or JA as the veteran Hunslet shunter was known. The Sentinel shunter was next on the scene, and did help out several times. *Windle* had appeared, but due to a tangled loan agreement, was never steamed for many years. My driving days started early in 1961, for civil engineering work and then as a holiday cover for University crews.

This period in time saw me travelling daily to Doncaster to work for B.R., so the Middleton freight was usually an evening run. Arrival in Leeds was usually behind a B1 4-6-0, at about 6.30p.m., then a brisk walk across to the bike/scooter park, and away on my scooter down to Middleton. The first call was always at the bottom of the line to see what was waiting to come in. The main snag for outgoing traffic was that if there was more than some 10 wagons, the loop entrance would be blocked, so nothing could go out until the incoming traffic was moved. However, there were two sidings available to park traffic in, one was the present station platform siding - it would just take 6 plate wagons - and the second was the newly laid siding into the 'other' Clayton's (i.e. the works alongside the main line railway near to Hunslet Station, not their works in Garnet Road). The track adjoining the main line would take 4 or 5 wagons.

Once the traffic had been assessed, it was up to Clayton's yard, where JA was kept. The rest of the crew would be there waiting - a second man and a shunter.

JA was kept at the top end of the yard, next to the road. The battery isolator was clipped in, the decompression lever pushed in, the starter button would bring a whirr from the engine, once up to max. motoring speed, the decompression lever was released and the engine would fire. Getting JA started was always tricky, but once running it was usually only a matter of waiting a couple of minutes for the air pressure to build up, then you were almost ready to go. Standing on the clutch and pushing the throttle lever shut applied the handbrake on the propshaft, and allowed you to engage forward gear. A full air brake application allowed you to release the handbrake easily, and then releasing the air brake and clutch you were away.

A gentle run down the yard across the rickety pointwork (it was Clayton's track, so we couldn't mend it), and then set back on to the

The Daily Freight, continued

centre road to pick up any empty steel wagons that Clayton's had unloaded that day. These wagons were drawn up to the end of the yard and on to the downhill slope, and the brakes were pinned down. Robinson & Birdsell's traffic was left outside their gate, and was usually 16- or 21-ton mineral wagons fully loaded with steel scrap. Tonight there were only 3 16-tonners. JA buffered up to the wagons, and the brakes were unpinned; this bit of the line was very steep and great care had to be taken easing the loaded wagons away. The load was stopped below the Clayton's yard point, and the Clayton's empties collected by reversing up the hill. The loaded wagons were always safer next to the loco for the downhill run. The downhill run to the headshunt gave few problems, the loco finishing up at the buffers in the middle of the rugby ground car park, reversing now and propelling the wagons, with the brakesman/flagman usually riding on the leading plate wagon. The wagons rumbled over the tramway crossing and on to the straight, the load was brought to a halt with the leading wagon level with the old water crane, some 50 yards short of Moor Road. The brakes of the leading wagons were now lightly pinned down, and the flagman went down to the road with red flags to stop the road traffic. Once road traffic was at a standstill, a whistle from JA, and the load was eased slowly over the road and the rear sanders were used to lay a layer of sand on the rails for the return run. The back sanders were much more effective, as the front sanders usually missed the rails!

A steady downhill run took the train into the left hand loop siding. The brakes were pinned down, and JA moved over on to the incoming road. The load tonight was 4 loaded plate wagons for Clayton's, and 2 empty 21-ton mineral wagons for Robinson & Birdsell's. JA's limit up the hill to Moor Road was 6 loaded plate wagons, about 150 tons gross. The wagons were drawn up the hill clear of the loop, and backed down on to the outgoing traffic to push it down to the end of the loop so that the B.R. 350 h.p. shunter could take it into Balm Road for despatch. JA now had to pull away up the hill with a full load of some 100 tons; full throttle in low gear gave flat out at 7 m.p.h. We were supposed to stop when approaching Moor Road, so that the flagman could stop the road traffic (and if possible a no. 74 bus!). JA would then pull away steadily with a bit of careful clutch control (you could stall the engine just the same as in a car if you let the clutch out too quickly). This was when that bit of sanding going down the hill paid off. The rails laid across Moor Road were invariably filled up with mud, which was cleared out periodically. The 80 yards above Moor Road (behind the present station) were always tricky - if you slipped to a standstill, the end of

The Daily Freight, continued

your train would be on Moor Road.

Once round the corner and on to the straight, you could breathe easily and let JA recover - and let your Moor Road flagman catch you up! When you were over the tram crossing, the load was usually sorted into Clayton's and Robinson & Birdsell's traffic - separate runs for these round the sharp uphill curve were advisable. Robinson & Birdsell empties were pushed right up to the gate, with care being taken to avoid fouling King's road crossing. The loaded plate wagons were then collected and brought up the hill, again on full throttle, and left in the centre road of Clayton's yard for them to attend to next day. JA was then eased over that rickety pointwork again, and up to the water tap at the top of the yard. The handbrake was applied, and JA's engine shut down. The radiator was always drained if a frost was forecast - anti-freeze was too expensive in those days! The air reservoir was de-watered, the battery isolator switch taken out and locked away. The wagon numbers were always recorded in the log book, and this was locked away in JA's locker.

A good run with little extra shunting required could be completed in about 50 minutes, then it was back to the scooter and home for some overdue tea.

NORMAN FEARNLEY, Operating Superintendent, 1963-7.



Above: John Alcock on an early freight train



Above: 1310 in Dartmouth Yard



Right: the Booth steam crane

Middleton Welcomes Furrries

Our railway has done many things over the years, but Saturday 16th July saw one of the strangest that we have seen for many a year. It all started with a request from a film producing company down in London, asking if they could film at Middleton Park. Contact was made and we found that they needed to film on Saturday 16th July – and this was Wednesday 13th! No pressure, then! Fortunately, Traffic Manager Chris Campbell was at the railway that day and a few conversations established that we could provide what was required and we agreed a price, so the filming contract was on.

LMS 7051 was the duty loco on the day, but as the filming was to take place after normal hours the loco and crew were retired as normal, with MD&HB 45 taking over, with myself as Guard. The film crew and subjects turned up around 2.30 on Saturday afternoon and introduced themselves. The two young ladies being filmed to begin with were “Radio” and “Flick”, who are part of the Furry Community, and the film was a mini-documentary about them and the community of which they are part.

Furrries are people who are fans of “Furry animals” and they like to dress up in such costumes. They hold conventions and participate in charitable events, raising money for good causes. In many ways they are similar to the “Steam Punk” and “Trekkie” people, but they all appear to be young people rather than older ones. In this case, Radio and Flick were filmed having a picnic at Middleton Park and then welcoming their friends to the party, having arrived from Moor Road in full costume. Our passengers thought they were wonderful, particularly the children.

The young people involved were a friendly and high spirited group of furrries who thoroughly enjoyed being on the railway, and they certainly spread fun wherever they went. Our photo shows Flick and Radio, second and third from left, welcoming their friends to Middleton Park, with the train in the background. Perhaps Middleton can host a special event for them one day?

An amusing postscript was when one of the group announced his character name was Stan – I immediately asked him if he knew he had a song named after him. Within no time he was listening to “My Friend Stan” by Slade – a song from before he was born!

Ian Smith



The Traction Engine Club

Leeds & District Traction Engine Club, 1963 - 2022

In the early 1960s, enthusiasm for traction engines was in its infancy in West Yorkshire. To promote this interest, in 1963, a few engine owners and others decided to form the Leeds and District Traction Engine Club. This title and location was most appropriate, for the area is rich in Industrial Archeology and contained a number of steam road vehicle manufacturers.

The first rally was held in the autumn of 1963 at Harewood House near Leeds, home of the Queen's cousin, and was attended over the two days by an astounding 25,000 visitors. The fledgling society held similar events in the following years, although 1966 was a blank year and in 1967, an alternative site was found at Pudsey. The Club returned to Harewood in 1968 and several successful three-day events took place there. The attendance peaked in 1970 at 48,000 when two visiting Fowler showman's engines, Supreme and Renown, were invited from the south of England, thus cementing relationships with similar clubs in that area.

Some less than successful two-day shows and a change in policy at Harewood resulted in a new venue being found at Bramham Park in 1977. A road run in conjunction with the unveiling of the Fowler Works Memorial in 1979 took place to this location in Hunslet, commemorating the largest and best known of the Leeds-based traction engine manufacturers. In 1984 the rally moved back to Harewood, where it flourished again for some years. The thirtieth anniversary event in 1993 included a further road run, similar to the Club's Silver Jubilee event in 1988.

In 1998, the August Bank Holiday event moved, for financial reasons, to the Great Yorkshire Showground at Harrogate but a combination of the population's leisure activities - and other reasons - made a change of date necessary and in 2000, the event was held in June. This proved to be financially unsuccessful and no rally took place the following year. However, a link-up with the Middleton Railway was achieved in the Leeds Steam Festival and Vintage Transport Day on three sites in 2001 - which included The Armouries and Thwaite Mills Industrial Museum.

Subsequent years saw events at Thwaite Mills and also at the National Coal Mining Museum for England near Wakefield, and again at Harewood. The final rally took place at Pontefract in 2011 when it became obvious that enthusiasm for organising such large scale events was rapidly declining, and there was also a problem with the hugely increasing costs involved.

Visits by coach were later organised for Club members and friends and also there was involvement from the early 2000s, in conjunction with the Leeds Civic Trust, in the erection of Blue Plaques with due ceremony at the locations of the five major road steam engine builders in the city.

The Traction Engine Club continued

Some very successful Steam Apprentice Club training days for youngsters were organised at Otley and at Rufforth, and the Club also staged annual events at Armley Mills Industrial Museum in Leeds over several years, where steam toys and constructions from Meccano were displayed.

With a declining and ageing membership, and with many members being resident away from the immediate Leeds area - plus a marked reluctance of anyone wishing to take up vacant committee positions - members at the 2020 AGM agreed to hold the constitutionally-required Extra Ordinary General Meeting which was necessary to dissolve the Club. However, because of the pandemic and several other reasons, this meeting didn't take place until April 2022. At that meeting, the 24 members present agreed unanimously to wind up the Club and split its accumulated assets five ways - Yorkshire Air Ambulance; Friends of Pudsey Roller; Middleton Railway; Martin House Hospice, Boston Spa and the Road Locomotive Society.

Derek Rayner



The picture above illustrates the collaboration over the years between the railway and L&DTEC. A Fowler steam roller poses alongside Andrew Johnson's Bentley in the Moor Road car park, on the occasion of the grand opening of our Engine House on 14th April 2007.

Picture © Andrew Johnson, 2007.

The Traction Engine Club continued



Above: A line up of engines at the L&DTEC's Rally at Harewood in 2010.

Left: The unveiling of the blue plaque at the former Fowler works site in Hunslet, in 2014.

In Memory of Alastair Sayles

Readers will be sorry to hear of the untimely death of Alastair Sayles on 27th June, following a short illness.

Restricted eyesight limited the activities which Alastair could undertake at the railway, but where he could assist he was meticulous in what he did. Having initially become involved to support his daughters Ellen and then Ailsa, in their roles as Elves for the Santa Special trains, he and Katy then found their niche in assisting with these trains.

In particular, they played a major part in managing the stock of presents that is carried in the brake van at the rear of each Santa Special train. The picture to the right shows him in this role, having just delivered to the coaches another box of presents, ready for Santa to hand out.

We send our condolences to Katy, Ellen and Ailsa, as well as to the many family and friends who were represented at his funeral service.



The trains on the weekend following Alastair's funeral each carried a wreath in his memory. The picture to the right shows HC D1375 "No. 45" at the head of one of these trains, on Saturday 23rd July.



Photo © Tony Cowling

The Appearance of Artefacts



*'No. 62' RSH
7673 of 1950.*

*At Haworth,
early 1970's.*

*Collection
C. W. Milner.*

We preserve artefacts from the past for many reasons. Perhaps the most important is because they help tell the story of how we got to be where we are; how civilizations waxed and waned and how they contributed to the world of today, how technological change occurred, how wars were fought and won (or lost). A superb example of the use of artefacts to tell a story was the BBC 4 series 'A History of the World in 100 Objects' presented by Neil McGregor which used just 100 very carefully chosen objects, some quite small and apparently insignificant, to tell humanity's story. This is the approach that the Trust will have to adopt to tell the story of Blenkinsop and Murray, the few surviving artefacts of their time supported by models, text, pictures and computer simulations, to succinctly tell their remarkable story and that of the Leeds locomotive building industry their work begat.

Other reasons for preserving artefacts include using them to form part of carefully selected collections of artefacts which can provide an impression of how people lived and worked in a particular space at a particular moment in the past – we see the space filled with what would have been seen and used by the occupants of that space at the chosen moment. This is the approach of the National Trust to furnishing rooms in their properties, and many heritage railways have adopted the same approach to furnishing and decorating their stations to try and recreate the rail travel experience of a particular era. In these collections, great lengths are often taken to ensure that the appearance of the artefacts is correct for the chosen period – the wall colours are right for the time, the furniture is restored with fabrics in the patterns of time, pictures and posters are contemporaneous with the other artefacts and so on.

The Appearance of Artefacts, continued

A third and perhaps less recognised reason for preserving artefacts from the past is to serve as a memorial to lost industries, to lost ways of life, to provide a direct link with those who once worked in those industries, to those who followed a once widely practiced way of life. Today there is no element left that anyone who worked there would recognize of John Riley's Chemical Works in Hapton – though once it was the largest chemical manufactory in Lancashire; there is precious little to remind anyone that there was once a colliery at Primrose Hill; the remains of Swanscombe cement works and quarries are buried under the BlueWater Shopping centre and so on. In many cases the only tangible link with these vanished enterprises and the way of life of those who once worked in them are the industrial locomotives which were employed on these sites; 'Primrose No. 2' which once worked at Primrose Hill Colliery, 'No. 6' which once worked at Associated Portland Cement Manufacturers Swanscombe Works. Restoring these locomotives to an appearance that they would have had at some stage in their working lives does not just preserve that appearance, paint scheme, fittings, etc. It means that when we look upon these engines we see what the workers in these factories would have seen 70 or more years ago, and provides a visceral link to those long forgotten workers in these long forgotten industries. A preserved former industrial locomotive on a heritage railway hauling passenger coaches does not truly reflect that locomotive as it would have been seen in its working life; the background and the duty are different, the standard of maintenance and in most cases cleanliness are different. It would not be practical to operate preserved locomotives in the condition that many of them were in when taken out of service, but at least by keeping the locomotive painted in the livery that would have been known to its former crew and those who worked where it once worked, a visual link with the locomotive's past is preserved.

The appearance of locomotives and rolling stock is more than just the colours in which they are painted. It is also about ensuring that all the parts of the locomotive are contemporaneous with the era of the chosen livery. In Britain we rightly sneer at the 'Yanks' for sticking false balloon stacks and gaudy paint on locomotives to try to backdate them, but is running an engine in its Victorian livery but with modern lubricators, safety valves, and buffers that much better? Is giving an industrial saddle tank the full lined green GWR livery, complete with brass number plates, that good an example of thoughtful preservation?

continued on page 28

Memories Of Sentinel

Back in 1975, when I was a young 21 year old, we ran steam trains from 14.00 to 16.00 on Saturdays and Sundays.

One Saturday we had Sentinel on the service. It went out on the 14.00, but the train then came back late. The crew was asked what was the problem. They said that the Sentinel was throwing sparks out of the chimney and setting the grass on fire. I was at Moor Road and was asked "What are you doing?" I said "not a lot", and at that I was given a shovel, and was told to go up the line and put the fires out. So, off I trotted with my shovel over my shoulder (as I was young I could trot then).

The Sentinel came up on the next train and sure enough it set the grass on fire, so I got to work putting the fires out. Then I heard a voice behind me, saying "You're doing a good job. You don't need our help". I turned around to find the fire brigade standing behind me. We had a few words, then they left saying "Carry on the good work, if you need any help just call and we will come back and help you."

I have heard that Sentinel it is still a fire-starter, and the fire brigade has been called to least one fire.

Chris Nicholson

Indeed, in his Loco Notes (a few pages on) Steve Roberts describes it as "*a notorious spark thrower*"! But then, in the current weather conditions any steam locomotive is liable to throw enough sparks to start a fire, which is why we have been running diesel locomotives for most of August.

Editor

And here is another short contribution from Chris.

Has any-one looked at the new Leodis site? As there are lots of new photos of Middleton railway. Just type in Middleton and the photos will come up with other photos of Middleton area. They are also asking people for information about the photos, so it is worth a look when you have some spare time.

The site is at <https://www.leodis.net/>

The Queen's Platinum Jubilee

Below: Children from the Low Road and Windmill Music Federation planted a tree to commemorate the Queen's Platinum Jubilee. They are seen here with the special train headboard for the weekend.



Left: the planted tree.

Below: after the planting, the children toured the museum. Richard Stead is explaining how a steam engine works.



Commemorative Tree Planting, 25th May



Left: the tree (a *Photinia Red Robyn*) being planted in its tub. The plaque that stands behind the tub explains the significance of the tree.

Below: finally, as part of the day the children rode up to Park Halt on the train, and are seen here with it.



MOOR ROAD HAPPENINGS

I'm writing these notes while basking in the glorious sunshine in South Devon and, for the moment, the happenings at Moor Road are at the back of my mind. However, I'm sure that your editor won't accept this as a reasonable excuse so, for a few hours at least, the Railway will have to be a priority, once more. When I went on holiday, things were generally satisfactory and, if that has changed, no one has let me know. Ignorance can be bliss.

LOCO NOTES

No. 6

Our Hawthorn, Leslie saddletank has been taking an increasing role in train operations as crews get used to it and the various minor snags are ironed out. In fact, for a short period in May, it was the only operational steam locomotive.

The left hand steam chest cover blew the joint out during May. Fortunately, it occurred on the last train of the day so the loco was able to finish the duties for the day. As the loco was required for a school special on the Wednesday, the repair became rather urgent. Fortunately, this was a straightforward job, once the cylinder had cooled down enough for the work to be undertaken, and so the loco was available for the school special.

It had been reported on several occasions that the securing nut on the pin between the reverser reach rod and the weighshaft lever was coming loose and having to be re-tightened. Examination of the pin revealed that the pin did not fit the weighshaft lever properly so it could not be properly tightened. This was a fault going back to its days at Swanscombe quarry. The only solution to the problem was to make a new pin. This was duly done and the problem solved.

Another problem that was occasionally reported was great difficulty in either putting the reversing lever into full gear or getting out of the relevant notch on the reverser. However, it was only an occasional problem and, for most of the time, it did not occur. An instruction to drivers to not use full forward gear provided a temporary solution to the problem until time could be devoted to establishing why it was happening. Once other steam locos were available it was possible to investigate the problem in more detail. By slowly moving the loco forwards whilst over an inspection pit it was possible to establish what was happening and why. Basically, as the valve rod

Moor Road Happenings, continued

reached the end of travel when in full forward gear, the pin connecting the valve rod to the die block was coming into brief contact with the forward eccentric rod and essentially jamming things up. As the parts of the valve gear concerned were relatively new replacements provided by RSH and in good condition, no work had been done on these parts by the Railway. Thus, this must have been yet another fault going back to Swanscombe quarry days. To rectify the problem, a small amount of metal was removed from the end of the eccentric rod with an angle grinder.

Finally, it was reported that the left hand leading coupling rod bearing was running hot. This was dismantled to investigate and it was established that the white metal had come adrift from the gunmetal bearing and had blocked the oilway. Repairs to this were ongoing before the start of my holiday and, as I have heard nothing to the contrary, I assume that these have now been completed successfully.

1210 SIR BERKELEY

The last Old Run detailed the saga of trying to hydraulic and then steam test the overhauled boiler. Eventually, our attempts were successful and the boiler inspector deemed himself happy with what he saw. The boiler was then drained and the chimney removed to make it light enough to be lifted by our five ton crane; the boiler weighs 4¾ tons in this condition. Installing a boiler is always a slow and careful process as they are usually a very close tolerance fit and you obviously don't want to damage anything in the process.

Once the boiler was installed it was possible to start re-assembling the loco. These Manning Wardle locomotives are designed to have the boiler in position before the wheels, springs and valve gear are assembled, something which we can't conveniently do, so assembly is a bit of a compromise. For example, the front spring hangers can't be installed until the boiler is fitted and the reverser quadrant is attached to the boiler. New foil backed rockwool lagging was used to insulate the boiler and, once this was installed, the boiler cladding sheets could be fitted. These cladding sheets were in generally good condition and needed little work, other than sanding down and painting.

It was known from the hydraulic test that the whistle valve was in poor condition and this has been overhauled. The remaining steam valves are thought to be in good condition as they were new at the last overhaul, but

Moor Road Happenings, continued

each one will be checked before being refitted.

Work has continued on painting the saddletank. The lining out is a slow job, being undertaken by one volunteer when he has the time. Mounted on the tank is the bellcrank which is part of the drain cock operating linkage. This was in poor condition, the bellcrank being a very loose fit on the pivot pin. The bellcrank has been re-bushed and the pin replaced.

In the smokebox, the main steam pipe and elbow have been re-fitted; the steam pipe, which is copper, having previously been annealed in a bonfire. Refitting the blast pipe has not been a quick task as it was discovered that one of the screw threads in the cylinder block was found to be in poor condition. This has been repaired by using what is known as a helicoil, a thread insert. This is a common method for repairing damaged screw threads in castings. Also in the smokebox are the two oil feeds to the cylinders. These have both been re-fitted and connected to the mechanical lubricator. Finally, a new length of steel angle has been made and fitted to the rear of the smokebox to create a seal at the bottom of the tubeplate.

No. 11

Still nothing to positive to report.

No.1310 (NER H)

The Boiler Inspector was amenable to a further extension to the loco's boiler certificate and, following a cold and 'in steam' examination has given the locomotive a further twelve months. This is actually more than we were asking for. Although the loco is now available and can be used, it is intended that it will be in more of a standby capacity with HE 2387 and HL 3860 covering most of the steam duties until MW 1210 is available for traffic.

SENTINEL No.54

As mentioned in the last Old Run, the Sentinel is technically available for traffic. However, it has not been steamed since April and currently resides in the Engine House. It had been hoped to devote some time to rectifying the various problems but other work has had to take priority. Even if time had been available, the loco could not really have been used as it is a notorious spark thrower, and the current dry weather would soon have led to a rather burned landscape.

Moor Road Happenings, continued

HE 2387 BROOKES No.1

The last Old Run mentioned the problems that we were having with getting the injectors overhauled by Metcalfe Engineering. In the end, contact was made with Richard Metcalfe through a third party and he eventually decided to speak to us. He told us that he had started to overhaul them but realised the injector bodies were cracked and basically scrap and used the pathetic excuse that he had e-mailed this to us but had mistakenly sent it to the wrong address. The injectors were then picked up and returned to Moor Road where examination indicated that no work whatsoever had been done on the injectors. The next step in the saga was to take the injectors to Barry Gambles at South Coast Steam in Portland to see if he could do anything with them. Barry did not wish to fit stainless steel valves and seats as we originally wanted but thought that he could sort out the problem of leakage from the various valves. The injector clack valves had new seats put in them of a slightly larger diameter, and the other valves were refurbished. We were able to pick up the refurbished injectors after a couple of weeks and they were quickly put on the loco to try them out. The result can only be described as 100% successful with not a sign of leakage from either injector. So much for Richard Metcalfe's claim that they were scrap!

The loco still required a formal steam test for the Boiler inspector and this was quickly arranged, with no problems being found. The loco was quickly returned to service but unfortunately failed shortly afterwards with a blown gasket between the fireman's side injector and the boiler backhead. This was an unusual failure, the more so as the gasket material used had a stainless steel mesh impregnated in it to give added strength against such an event. Replacement of the gasket was a fairly straightforward task once the boiler was cold but unfortunately required the water tank to be drained so that the injector could be removed.

The loco is currently available for service. A new set of firebars is on order to replace the existing ones, which are life expired.

HC 1544 SLOUGH ESTATES No.3

Work has been progressing on dismantling of the locomotive. The cab and tank have been removed and placed into storage. It has already been noted that the cab roof is corroded through along the joint line between the two plates that form the roof and this will almost certainly require

Moor Road Happenings, continued

replacement. It is quite likely that the bottom of the saddletank will also require patching or replacement. Removal of the timber cab floor also showed that the footplate was in very poor condition and will require replacement.

Below the running plate, the connecting and coupling rods have been removed and put into storage and the crossheads have been split off from the piston rods. These few words don't do justice to the number of man hours that were expended on doing this work. The cylinder covers have been removed preparatory to removing the pistons but it is almost certain that the front buffer beam will have to be removed to allow this to happen and this will have to wait until the loco is shunted into the workshops.

The boiler cladding plates and lagging have been removed preparatory to lifting the boiler. In the smokebox, the main steam pipes and blastpipe have been removed, the latter with a lot of difficulty as it was encased in concrete at its base. In fact the base of the smokebox has proved to be a bit of a nightmare as it has been filled with a fairly thick layer of concrete and this has had to be broken out. but the only tool that could be used because of space problems has been a small air chisel.

Whilst it is common practice to install a concrete base in smokeboxes to give a smooth and airtight base, it is usual to fill the majority of it with sand and just finish off with a thin layer of lean mix concrete. Removing this concrete has been a slow and long task. It is necessary to remove it all in order to expose the bolts that fasten the smokebox and boiler to the cylinders and frames, something that has to be done before the boiler can be lifted from the frames.

At the firebox end, the slides have been removed. These hold the firebox onto the frames and allow for movement as the boiler expands. The boiler drain valve has also been removed, along with the studs which secure it, as these would get in the way of lifting the boiler.

Fowler 42200033 HARRY

Time and manpower have at long last been found to carry out the necessary repairs to this loco. A new torque converter oil pressure gauge has been fitted, along with repairs to the oil pipe feeding the gauge. A replacement duplex air pressure gauge has also been fitted. Fitting these meant that the pressure systems were once more complete and the engine could be started once more. Surprisingly after all this time, once the batteries were

Moor Road Happenings, continued

charged up, the engine started first time. The various controls were then checked and all was found to be working satisfactorily. The air receivers needed re-certifying but this was quickly arranged with the Boiler Inspector who was visiting to look at 1310's boiler. The loco has now had an annual examination and is available for use if required. However, after the length of time out of service drivers will need re-certifying before this can happen.

Peckett 5003 AUSTIN'S No.1

In service and available for traffic when required. This loco has been a tireless workhorse for many years requiring little in the way of attention. Its paintwork is becoming rather shabby and it is overdue for some TLC. All we need to do is find a slot in the workshops for it to happen.

D2999

The engine was briefly started and run up but it was found that there was a significant amount of water in the engine sump. It was thought that this had come about when a gasket was inadvertently left out when it was re-assembled, as everything was re-checked and no obvious fault found. The engine oil has now been changed and the filters cleaned and it awaits some service to see if the problem still exists. It has recently had an annual exam and this has highlighted that the brake shoes are reaching the end of their lives. Changing these will be a fun job as they are situated underneath, inside the frames. We also don't have a pattern for these, so one will have to be removed to enable things to be measured up and a pattern made.

D577 MARY

Still awaiting workshops space to fix the brake linkage problem. However the brake pull rods have been removed and the design for these modifications has been done.

HE 6981

There has been little further progress on this loco due to pressure of other more urgent work.

Moor Road Happenings, continued

D631 CARROLL

Available for traffic but has not been used since September.

L.M.S. 7051

Available for use, if required.

D1373 MD&HB No.45

Available for use when required and seems to be the preferred locomotive for shunting and train operations. The brake blocks are reaching the end of their life and new ones are on order.

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

CARRIAGE & WAGON NOTES

The three coaches have all had their annual 'C' exams prior to the start of services in June. No problems were found.

COACH 1074

This coach has become the usual 'birthday' coach and is usually kept decorated for this purpose, being locked out of use when not required. Some worn brake blocks have been changed.

PMV 2223

With the advent of train operations, work on this conversion has slowed somewhat as the same volunteers undertaking this work have often been required to act as guard or driver. However, progress continues. The heater has been installed and tried. A safety loop has been made for the brake cylinder to replace the missing one and the two 10m long 50mm x 3mm steel strips that will secure the roof canvas have been drilled and welded up ready for fitting. Once the roof covering was removed, however, many of the roof planks were found to be loose and when we tried to screw them back down to the hoopsticks the screws were not biting. The decision has been made to replace both the hoopsticks and the roof timbers but this work has yet to be started.

Moor Road Happenings, continued

COAL

There has been little change in the coal situation since I reported in the last Old Run. Coal is still available through importers, largely from Columbia and Kazakhstan, although some Polish coal is now arriving. Hargreaves are still able to supply the last of the Welsh coal from Ffos y Fran until the end of the year. The price has, however, gone through the roof and prices in the high £500's are being quoted. This makes the coal we speculatively bought back in February at £254 look like the bargain of the year.

We have tried the Hargreaves Trevithick ovoids that we were given as a sample on HL 3860 with some success, but it was on the day when the loco failed with a hot coupling rod bearing, so the trial was largely inconclusive as it really needed a full day to get any meaningful results. The main noticeable difference was with the amount and quality of the ash produced, which is a similar conclusion to that of other railways that have tried it. The product also seems to degrade quite quickly.

Several railways have been trialling various products supplied by CPL with some success. The earlier products tried had a molasses binder which worked well, but the molasses meant that there was a high chlorine content and chlorine is quite detrimental to locomotive boilers, especially those with copper fireboxes. The latest product from CPL uses a resin binder which has reduced the chlorine to acceptable levels but with a slightly increased ash content. This resin based product, called Wildfire, is now available for delivery at a price of £455/tonne plus delivery for bulk loads, so it will be nudging £500/tonne. Railways that are using these products appear to be mixing them with ordinary coal rather than using them exclusively.

Although considered to be smokeless fuels, both the Hargreaves and CPL products are manufactured from coal, and so do have a significant carbon footprint. Their principle advantage is that they produce much less particulate in the exhaust from the chimney. CPL are still pursuing the quest for a 100% biomass fuel, but as yet this is a long way from being a product that could be used as standard in a steam locomotive.

RED DIESEL

Coal is not the only fuel that we use a lot of and our use of diesel for locomotives and other purposes is quite significant. Until recently we have been able to use what is referred to as rebated fuel for all purposes. This is

Moor Road Happenings, continued

because it was not subject to the same level of duty as other fuels, effectively making it c47p/litre cheaper than fuels subject to the full tax rate. It was used in heating and any off road vehicles and many other instances. Diesel falling into the category had a red dye put in it and as a result was generally known as red diesel.

However, legislation introduced in the 2021 budget effectively eliminated the allowed use of red diesel in many circumstances and this came into effect from the 1st April 2022. Exemptions continue to be allowed for the use of rail transport and for heating charitable premises, so much of what we previously used red diesel for can continue. However, we are no longer permitted to use it in the JCB and the mini-digger, so these have to be drained of all fuel and refilled with 'white diesel' (because it has no dye in it). It is thus important that anyone filling either of these two items of plant does not put red diesel in them from the diesel storage tank. We are providing 25 litre drums of white diesel for this purpose.

Steve Roberts

SELECTIVE MEMORIES: David Monckton writes:

Two unrelated snippets from the April OLD RUN caused a wry smile.

Some things appear to never change - Brookes injectors have always been a challenge to the unwary. At the end of its first full year of operation as Thomas I had kept a window of several weeks clear for maintenance. Using the logic that the people who originally made them would be best placed to deal with them I arranged for both injectors to go Macclesfield for a full overhaul and paid a four figure sum each for the privilege. When I picked them up I was assured they had been tested and were 'like new', on the basis of which I put them back on the loco. A few steamings later it was apparent that all the old problems with the seats and valves remained and internal examination (voiding any guarantee) suggested that all was not right. Commercial pressures meant that I fixed the problems in-house, cut my losses and did not pursue the firm for redress as I should have. However, I did share my experience widely. Now, approximately twenty years later, history seems to have repeated itself and my only question is – how are they still in business?

Selective Memories, continued

In early March 1968 my family were en-route to visiting relations in Kent when I persuaded my father to detour to Ashford where it was reported that there were still some withdrawn Departmental Locos in store. We duly 'did' the depot but could only find the former 31592 and 30165 tucked away in the shed, which were a pleasant surprise but not what we were looking for. I duly took some photos and we were about to continue our journey when we were accosted by an agitated man who demanded the film from my camera, citing all sorts of dire consequences if we did not hand it over. As experienced 'shed bunkers' we knew instinctively he was not BR and my father (a retired army officer with the bearing and manner to suit) politely but firmly told him that this was not going to happen. He eventually calmed down and explained that he owned 30165 and BR did not officially know that the locos were there! Because he was in the throes of a dispute with BR over money he did not want them to find out, hence the demand for my film. We parted on good terms and he even sold me prints of his photos of the Departmental locos which were no longer there.

We had just experienced Esmond Lewis-Evans, one of the many 'characters' to be encountered in the early days of railway preservation. He must have settled his differences with BR shortly afterwards as the Ashford Steam Centre briefly opened to the public only to fail. 30165 disappeared from public view, allegedly stripped to its component parts and hidden in a number of locations on a farm, pending resolution of more financial disputes which took many years. Both locos are now to be found and enjoyed on the Bluebell Railway, my photos survived and two of them follow, seeing the light of day over fifty years later.



The Appearance of Artefacts, continued from p 14

The heritage railway movement from its early days has taken a somewhat cavalier approach to the livery and appearance of former industrial locomotives. For example, four coupled Pecket and Barclay saddle tanks painted in BR mixed traffic livery, a Hunslet 50550 class locomotive painted in green with a fictitious BR number and shed plate, the former Stewarts and Lloyds (S & L) Minerals 56 class locomotives painted in BR lined green or fanciful blue or red liveries. Not one of the five survivors of this class of locomotives today is preserved in its working condition, complete with turbo-generator and electric lights; none is painted in the S & L quarry livery - indeed there are no preserved standard gauge S & L locos painted in the post war livery of S & L Minerals. This seems a sad omission because S & L Minerals were the largest iron stone quarry operator in the United Kingdom, one of the largest operators of industrial steam locomotives in the United Kingdom, and had a good reputation for looking after their steam engines. Today there is so little left which could be directly connected to this once important company, excepting their former engines. By not preserving them in their working livery even that link is broken.

Whilst the owner of any artefact can of course do what they want with their property I believe that they should recognise their obligations to the history of their property, and so should try to ensure that it is preserved in a state which would be recognised by the former users to provide that historic and visceral link with their past.

Fortunately there are heritage railways such as the Middleton Railway and the Tanfield Railway which recognise the importance of matching the appearance of their locomotives to their history, and for these we should be grateful.



*No. 63' RSH 7761 of
1954 .*

*At Pen Green Depot,
Corby, June 1962.*

*Photographer Ken
Cooper.*

*Collection C. W.
Milner*

The Appearance of Artefacts, continued

Finally, this opinion piece has been topped and almost tailed by two pictures of S & L 56 class locomotives – in which condition and in which paint scheme should they be preserved?

Charles Milner

Based on this, here is a quiz set by the editor. There are no prizes, and only one question. On this page and the next are four pictures of locomotives that could have accompanied other articles in this issue. How do the comments in the above article apply to them?



Above: *HE 2387 Brookes No. 1, viewed from the coach verandah.*



Right: *NER 1310 on the pit, almost ready for service.*

Editor's Quiz



Above: HE 1697 John Alcock on the Balm Road branch during the Mixed Traffic weekend in June 2019. Picture © Andrew Johnson, 2019

Below: HE 2387 and HC D1375 being prepared for traffic.



The Editor's Assistant Writes

Members will realise that this issue of the Old Run has appeared rather later than was scheduled. This is because the editor was taken ill during July, and while she is now recovering, the assistant had to take over the work of finishing the production, which created some delays.

Tony Cowling



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A Recruitment Poster



*Produced by our Youth Team for the
Community Day at the beginning of April.*