

The

OLD RUN

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

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Front Cover

It's not often that *Carroll* gets to feature on the front cover, but here she is looking superb, basking in the sunshine on 11th April 2015.
Andrew Johnson

On the Platform *Graham Findley*

I disagree with my wife on a number of subjects, one of which is the whole concept of 'Keep Fit'. This is a great misnomer, since most of the people I know who run or otherwise take exercise seem to suffer from some sort of crippling injury which prevents them getting out of bed in a timely manner. They say that exercise makes you live longer by making your heart work harder, but that can't be right - isn't that like saying you can extend the life of your car by driving it faster?

I've always felt the best way of ensuring you have as little to do with the NHS as possible is to keep active and interested in what's going on around you. And if that can be done for free instead of paying through the nose for gym membership or the latest designer running shoes then I'm even more pleased. Volunteering is one way of doing that. It's rewarding in other ways as well, like getting people out of the house more. On that subject, I remember at work some years ago I noticed a strong correlation between those truck drivers who volunteered to do overnight runs and those with young children....!

The Middleton Railway is a fantastic place to volunteer, as many of you will know. Whether it's working in the workshop, or gardening, or helping in the shop, or footplate work, or organising and planning events, the opportunities it gives to get involved are many.

As our new Chairman, Malcolm Johnson points out in his article opposite, if you know someone who you think would benefit from a bit of activity, urge them to come along and get involved.

To illustrate the dangers of the local exercise emporium, one of my overweight friends rang me the other day and said "I've just been to the gym and there's a new machine there. I only used it for about an hour, as I started to feel sick, but it's great: it's got Kit Kats, Mars Bars, crisps and lots of other snacks in it." Oh well....

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Chairman's Chat

Malcolm Johnson

Over the last few months I have been approached by a number of members of our railway suggesting that I stand for the post of Chairman at the AGM. I am honoured to have been elected, from a choice of one candidate, at the recent Annual General Meeting.

I have been interested in railways, and other forms of transport, since I was introduced to trainspotting and the narrow gauge Welsh railways as a teenager in Boys Brigade. For a short time I was a volunteer on the Worth Valley. However I soon realised that my new wife was becoming a 'weekend widow' and purchased the first of a number of old vehicles as these were 'home based' projects. Approximately 15 years ago I became a member of the Middleton Railway. My volunteering commenced with the announcement of the new Engine House. Since that time I have been involved in the locomotive and rolling stock restoration programme.

I am the deputy mechanical engineer for our railway and have been a member of the council for the last two years. My background is in engineering, customer service and retail. Initial training was as an engineering apprentice, culminating in positions as a design draughtsman. A second career, covering more than two decades, was in domestic appliances. By the end of this period I was a service manager for a large portion of the North of England. Following a redundancy situation I studied software engineering as a mature student, obtaining a degree in the subject. Until retirement I ran a mail order business selling transport models. As chairman, my intention is to advance the aims of our society and to place more emphasis upon the mining history of the railway, thus enhancing the enjoyment and knowledge of our visitors. I would like us to look at ways of using our existing facilities to their best advantage. There are also

some organisational changes to be made following the retirement of my predecessor Andrew Gill.

On the behalf of all of us, I offer our sincere thanks to Andrew for his chairmanship over the last years. During this time Andrew found time to take on many more jobs than the post of chairman required. He has spent many unseen hours each week on tasks concerning The Engine House and the railway. We now require help in administration, publicity, sales and general care of The Engine House/Station. There are many ways of arriving at a destination; each person will have their own idea of what they believe is the ideal. But all ways, as they say, 'lead to Rome'.

I am aware that there has been a little friction in the past between some individuals but the time is ripe for us all to work together. I am sure that you will agree with me that all members have the best interest of Middleton Railway at heart in the expectation and hope that we can, at times, agree to disagree upon the way forward. Whilst socialising with other members of our railway I have been amazed at the skills, knowledge and talents of my fellow enthusiasts. There are professionals, managers, administrators, skilled artisans and workers. Many have the experience gained in the 'University of Life' whilst others have the energy and enthusiasm of youth. Members also have a wide range of other interests and hobbies many of which overlap with what we wish to achieve at our railway. If you are not already an active volunteer then do please consider joining in and benefitting from a new social environment.

*Very best wishes,
Malcolm*



Inside Track

Events and People at the Middleton Railway



The Hunslet 150 Gala and Employee Reunion Sat 18th & Sun 19th July



One of the biggest events in the Middleton Railway's history is just around the corner. We have 5 visiting steam locos confirmed (3 standard gauge and 2 narrow gauge) plus 1 diesel (the very latest loco to leave the Hunslet/LH group workshops) as well as our home fleet of LMS 7051 *John Alcock* and *Sweet Pea/Courage*. Spread across two sites and three days this is something not to be missed.

On Friday 17th July there will be a members only event in the evening allowing Middleton members an exclusive chance to ride behind one of the visiting locos. Doors open at 19.00 and there will be trains at 19.30 and 20.00. The bar will also be open, serving a range of beer, cider and wine. There will also be a BYO Burgers BBQ - volunteers are required to man the BBQ (and provide one to be used!)



The latest visiting loco for the Hunslet 150 celebrations is to be the very latest Hunslet product, courtesy of LH Group/ Wabtech. This will see a historic pairing of *John Alcock* (the oldest Hunslet diesel in the world) and the very newest product of the same company. The loco in question is a 63t, 575hp 0-6-0 and will be one of the most powerful locos ever to ply Middleton metals. We are very grateful to LH Group who are loaning us the loco before it even enters traffic at Buxton Lime...it's quite high tech with some of the most exciting technology available on the rail network on show!

Special T-shirts are available for the event with a rather fetching logo designed by Robert Taggart. These are available via the order forms in the shop/workshop or closer to the time in the shop. Members price is just £12 for a embroidered polo shirt in either 'bottle' green or lighter 'Hunslet' green.

A souvenir brochure is being produced for the event with information on visiting locos, timetables and historical articles. This will be a full colour production approximately the size of an Old Run! This is also available at a special members only price of £3 in advance, again order lists are in the shop/workshop.

Advanced tickets are of course available via the 0845 number for just £10...or £20 including a T-shirt, making a saving of £7 compared with both bought on the day! A couple of other dates for your diary. Tuesday 7th July sees a talk by Don Townsley, the eminent Hunslet historian and ex-employee, about the history of the company. This promises to be a very interesting social event. He is soon releasing a major new 4 part book on all locos ever produced by the company, quite a feat!

On Monday 13th July there is a volunteer's forum where we will run though arrangements for the following weekend; this will hopefully allow everything to run smoothly. If you are involved in any way at the gala, please try and attend this date.

On Thursday 16th July there is a photo charter planned with the visiting locos, and anyone interested should contact 30742 Charters or andrewfowler@me.com.

There are lots of jobs to be done before, during and most importantly AFTER the event to clear up, volunteers most welcome for these jobs, so please contact Mark Calvert or Janet Auckland as appropriate.



Ian Dobson's Famous Social Evenings take place every first Tuesday of each month at Moor Road, starting at 7.30pm. There can be few better things to do on a Tuesday evening, and Mr. Dobson might even make you a cup of tea if you ask nicely! Usual rules apply - all welcome, tea break provided and no membership of any organisation is required to attend. A splendid time is guaranteed for all.

07/07/15	Don Townsley	150 years of The Hunslet Engine Company
04/08/15	No meeting in August	
01/09/15	TBA	
06/10/15	Martin Plumb & Ian Hodgson	A little piece of this and a little bit of that
03/11/15	Kevin Tattersley	TBA
01/12/15	Team Smith	Christmas social quiz - not too difficult!

Safety and Operations

I want to take this opportunity to introduce what I hope will be a permanent feature in the Old Run – a piece on running our railway safely and efficiently. The name of the feature shares that of a new committee that has been formed to ensure that our railway operations are being undertaken safely and for maximum enjoyment of the volunteers and staff – after all, we do do this for free!

Safety & Operations Committee - Introduction

A new Safety & Operations committee has been formed to undertake reviews and updates to documents and procedures, as well as identify opportunities to improve the railway and how we do things through training material as an example. Whilst the members of the committee have been selected because of their knowledge and experience, this does not mean that no-one else can have a say; there are further details below for anyone who wants to provide any input into this.

This feature will generally be populated by items reviewed at the committee, progress updates on documents being reviewed or providing guidance to enhance how we operate – but if there is anything that someone thinks would benefit members by being published in this feature, please let the committee know.

Whilst we have established a new committee and have a Safety Officer for the railway, we still all have a responsibility for health and safety and I want to use this initial piece to remind people that not only do we want to enjoy working together, we all want to start and finish the day in one piece. This means that everyone needs to be aware of their actions and not only how those actions may affect the person carrying out a task directly, but how they

could affect other people. Something that can always be difficult is raising concerns when something unsafe is seen – it can sometimes feel difficult or awkward to confront someone directly. Please don't be afraid to speak up if you see something potentially unsafe, or if someone queries you over something that may be unsafe, consider if there is another, safer, way of doing the task. If anyone has concerns or suggestions that they may not be comfortable raising directly to individuals, please bring it to the attention of the Safety & Operations Committee or Safety Officer – there are a number of ways this can be done:

In Person – The members of the Safety & Operations Committee are; Mark Whitaker, David Hebden, Alex Bateman, Richard Pike and Andrew Gill.
The Safety Officer is Tony Cowling.

Via Email - trafficmanager@middletonrailway.org.uk

In Writing - marked for the attention of either Traffic Manager or Safety Officer – The Station, Moor Road, Hunslet, LS10 2JQ. Alternatively, this can be left on the workshop signing in point or shop counter.

There may be a desire for any comments to be made anonymously – the best way of achieving this is in writing. Another alternative is a system predominantly used by mainline operators but available for anyone, including heritage railways, to report concerns to. This is called CIRAS and more information can be found at www.ciras.org.uk.

Accidents/Incidents/Near Misses

If you are involved in, or are witness to, an accident or incident (no matter how minor or insignificant it may seem), at



happens, but doesn't, please do not be afraid to report this either. It is common practice in industry to have near miss or close call procedures – and we shouldn't be any different as they can be an invaluable tool in preventing a similar incident occurring again, but having more catastrophic consequences second time around.

Operations

As the Safety & Operations Committee had not met before the Old Run publishing deadline, there has not been an opportunity to consider what we want to put in this section for this issue of the Old Run, however a recent video posted online has raised one potential pitfall – social media. Many people perceive it to be a wonderful thing, and it is in fact used

the Middleton Railway please report it to a Senior Engineer (or deputy) on site in the first instance, and then to the Traffic Manager or member of the Safety & Operations Committee. Those familiar with the railway industry are likely to be aware of the Railway Accident Investigation Branch (RAIB), an independent body who investigate accidents and incidents purely to prevent them happening again (i.e. not to apportion blame).

for the benefit of the Railway to promote events and other things; however it can also be a problem for the Railway. Due to the popularity of social media and the fascination with people posting what they are doing for their friends and followers to see (whether or not these friends and followers actually care!), everything we do may be being videoed or written about for the world to see – even though we may not actually be able to see this happening.

It is intended that the new Safety & Operations Committee will undertake a similar role to the RAIB, and so reporting an accident or incident gives the opportunity for an investigation to be conducted (an investigation will not be required for every accident or incident – it very much depends on the circumstances and opportunity to learn from the accident/incident). Investigation reports and their conclusions can be extremely valuable tools for improving safety and operations at the Railway, so please do report anything that is seen or you are involved in. If you do see something that nearly

Once videos or a person's commentary of what they have seen is on social media, we don't know who could be looking at it – and this includes the Office of Rail Regulation and their inspectors, who can take action against us if they see something unsafe. Please ensure everything at the Railway is done as per our rule book and training instructions; if something does happen that deviates away from the rule book or training instructions, please report it as soon as possible – the railway inspector would be more understanding if we are already aware of an incident they've seen online.

Wagon Working Week

John Linkins



The beautifully refurbished Hunslet flatbed wagon *Andrew Johnson*



The wheels in grey undercoat before final painting *John Linkins*

Wagon Working Week (cont)

In preparation for the Hunslet 150 celebrations in July it was decided to overhaul the flatbed wagon which had worked (and indeed built if you believe the plate) at Hunslet. It soon became clear upon inspection that this was a very much older vehicle, the wheels alone dating from the turn of the century.

As in 2008 a Wagon Working Week was organised to focus on re-building this historical vehicle, as well as giving some TLC to our other freight stock, the core of which provides variety and interest for our passengers at galas and special events. Before the week got underway much of the chassis and the wheels had been cleaned down and primed, which was no small task due to the amount of accumulated detritus and rust that had set in.

Sunday - The week began a little early with Robert Taggart taking the lead on the Sunday to get the wheels into undercoat, ably assisted by David Hector. I decided to keep a log of man hours out of interest on this project and this is where I started my calculations...apparently some were really keen to make the most of the week! **Monday** - we arrived and joined a number of other volunteers who had been drafted in (probably against their will) to complete

the needle gunning of the frames. Roger Walton also swung by with some brackets for the vacuum hose dollies and Steve Roberts had liberated two brake handle guides from the stores van which I set about cleaning up and removing the old frame fixings. It seemed that everyone was really coming together and the project felt like it was energising many of the working members to a common cause.

Tuesday was the first completely dedicated day on the wagon and the frames were painted up to primer/gray undercoat in most places and any bits that had been missed accounted for. The wheels were also seen to and given their first coat of black gloss while various bits of brake gear were also painted up to black gloss. Measurements for the vacuum through pipe were taken from another wagon, suitable vacuum hoses and seals were located in the stores and brackets were made to hold the vacuum through pipe in place once it was completed, albeit on the Wednesday as we were awaiting another length of pipe to finish the job. Other wagons also received some hours of work, including the 5 plank, 12T open wagon and brake van. The open wagons had repainted frame sections and some



There nothing like good old fashioned elbow grease
- well this is the modern version! *John Linkins*

Wagon Working Week (cont)



The frame ready for final painting *John Linkins*

body work on the 12T needed attention. The brake van buffer beams were seen to and the east side entrance door required a re-paint.

Wednesday seemed to be a rather slow day but in reality we only had four or five people working on the wagon and a considerable amount of shunting was required to get wagons where they were needed. The tank wagon, flatbed, 5 plank and Dogfish ballast hopper all received the attention of the steam cleaner and it was obvious the tank wagon would require some considerable work. The loose paint was scraped off and some investigation done into the worse corrosion. The day had been slowed down by a malfunctioning steam cleaner, otherwise we could have got more done. The flatbed wagon received primer in any places that had been missed but a lack of paint and early rain stopped play on the outside projects.

Thursday was a much busier day with no less than 12 volunteers on site. Work on the tank wagon began in earnest with frame sections being needle gunned and primed where appropriate but simply rubbed down in others. The Dogfish received attention to its underframe too and many areas were primed which set the stall out to complete this job on the Friday. The Hunslet flatbed saw a flurry of activity as final sections were undercoated, green began to go onto the solebars and red onto the bufferbeams. Many people commented it was a most attractive livery. Meanwhile a team of just two struggled with the railway's various antiquated bits of equipment to get the vacuum through pipe bent to shape and threaded to accept the 'swan neck' fittings which connect to the flexible vacuum hoses. A start was made on making fixing brackets for the pipe but a lack of suitable material also led to frustrating delays. The 12T open wagon

Wagon Working Week (cont)

Before...



...and after.



was steam cleaned, as was the ballast brake van which nicely tidied up these vehicles.

Friday was the final day earmarked for this intense period of the project and a freight train had been scheduled to let those involved in the week enjoy the fruits of their labours. As it was with 9 people on site, not all were immediately involved in train operations and so further progress was made on the wagon fleet. Some black undercoat was applied to the Dogfish and the flatbed wagon received topcoats of black gloss and green where appropriate. The swan necks were fitted to the through pipe and the wheels had their rims painted white for a little added flair.

All in all it was a most enjoyable and productive week with an opportunity for us to meet new people, work on a really focused project and help prepare for what

is likely to be one of the biggest galas in the railway's history!

Volunteers involved:

John Linkins (Project Coordinator)
Robert Taggart and Mark Calvert (Assistant Engineers)
Dave Hector (Fabrications Specialist)
Kieran Sparks (Carpentry and Paintwork)
Hayley Wood (Actual Real Engineer)
Richard Linkins (Technical Director)
Tim Veacock (Assistant Technical Director)
Ross Beetlestone (South-Eastern Consultant)
Mike Cox (Paint Removal Expert)
Robert Davey (Workforce Initiative Family Coordinator)
Roger Walton (Garage Supplies Ltd)
Chris Giles (Audio Visual Director)
Plus other Middleton volunteers for standing around and looking helpful/passing tools.

Moor Road Happenings

LOCO NOTES

1601 MATTHEW MURRAY

In the last Old Run it was reported that 1601 was awaiting the visit from the Boiler Inspector to witness the boiler under steam. This happened and all was satisfactory. Since then, the loco has spent much of its time on display in the Engine House, awaiting its turn on the roster. It had its first day in traffic at the beginning of June, with no problem. The same could not be said about its second day though, when problems were had with making it steam during the afternoon. In the end, it was taken off the train and a diesel substituted for the last two trains of the day. The cause of the problem was identified as a fractured lubrication pipe within the smokebox. This allowed steam to enter the smokebox and effectively destroy the vacuum created by the exhaust which is essential for drawing air through the fire. At the time of writing, it has not been possible to effect any repair due to the pressures of other work, so the loco is back on display in the Engine House.

No. 6

The little work that has been done on the loco in the last couple of months has been on the boiler. The majority of the bad platemwork on the right hand side has now been cut out and work has proceeded on removing the necessary stays.

1210 SIR BERKELEY

As suggested in the last Old Run, *Sir Berkeley* returned from its extended stay at the V.C.T.'s museum at Ingrow shortly after its last steaming on the 3rd May. It was then stripped down and the boiler washed out in preparation for its annual boiler inspection. The visual part of the inspection was duly completed with no problems found, other than the Inspector requiring

the fusible plug holes to be tapped out slightly larger to restore damaged threads. New fusible plugs have been fitted and we have had to go up to a slightly larger size with the rear plug. When the boiler was steam tested the safety valves would not blow at the correct pressure and had to be significantly altered to get them to do so. This has caused some considerable head scratching as they were opening at too high a pressure and the usual problem with Salter safety valves is that, as the springs get weaker, they blow off earlier. The valves have been dismantled and examined and no problems have been found so it looks like remaining a mystery!

The loco came back from Ingrow with a report that the regulator handle was loose on its shaft. Investigation also showed that it was catching on the brass quadrant that limits its movement. This latter appears to have been caused by someone tightening the securing nut to overcome the looseness but, by doing so, forcing the handle further onto the shaft. To properly rectify this, the regulator was removed and the shaft built up with weld and re-machined to give a square end to it. The handle was also welded up and the hole in the handle filed square to fit the shaft. Finally, the handle was heated up and bent slightly so that it better fitted the quadrant in which it operates.

All the above was done in a very short timescale as the V.C.T. wanted the loco back in service for a film contract and the last week of May saw *Sir B* back on a low loader and heading for Ingrow once more! Once back at Ingrow the loco was repainted into an unlined black livery as the film company did not want a green loco. Following this quick repaint, *Sir Berkeley* was back on a low loader and transported to The Embsay & Bolton Abbey Railway, where the filming was to

Moor Road Happenings (cont)

take place. The filming took place on the 10th June after which the loco was back on a low loader once again, landing back at Middleton on the 12th June. With the onset of some dry weather it was decided to use the loco in place of *Matthew Murray* over the following weekends.

No.11

Nothing to report.

No.1310 (NER H)

The Steam Power Trust's little N.E.R. class H tank has had a spell of use during May and has generally performed satisfactorily. An injector steam feed pipe has required attention but that is all. It is currently available for traffic.

1544 SLOUGH ESTATES No.3

'Slough' successfully passed its 'in steam' examination by the Boiler Inspector on 13th March and was put into service for the start of the season. It has since been in regular use. The steam brake lubricator has had some attention as the shut-off cock was blowing steam into the cab. This involved removing the whole assembly and when we stripped it down it was discovered that it had been modified at some time and was no longer acting as a displacement lubricator but was simply a convenient way of enabling the pouring of some oil into the steam pipe to be carried into the brake cylinder. The shut-off cock itself has been ground in to eliminate the leakage.

Sentinel No.54

At present the loco is on display in the Engine House in a part painted state, awaiting the eventual delivery of the overhauled boiler. It would be great to be able to say when this is likely to happen but, some fifteen months after placing the order for repairs, Israel Newton have yet to start work on it.

HE 2387 BROOKES No.1

The various bolts holding the front buffer beam in place have now all been loosened and a majority of them have been removed, leaving just a few supporting it until such time as our new lifting gantry arrives. Once the buffer beam is removed, the pistons can be withdrawn for examination and any repairs found necessary can be carried out.

When the axleboxes were removed, two of the axlebox underkeeps were found to have broken lugs where the keep pins fit. It has been decided to have two new ones cast and a start has been made on making a pattern for these.

The steady and thankless task of cleaning and needle-gunning the frames has continued. The majority of this is now done although a small area between the frames and behind the cylinders still remains to be done. The axles have also been cleaned down and are in the process of being painted with red oxide primer. The outside of the frames has now received a coat of grey undercoat although a small area at the front has been left until the buffer beam has been removed. Much of the cab has now been sanded down and awaits the first coat of paint. The Trust Council has yet to decide on the livery details for the loco and, once this is agreed, the necessary paint will be ordered.

K 5469 CONWAY

Since its arrival at Shildon for cosmetic restoration, things have moved on at quite a pace. The saddletank has been removed and the boiler cladding cleaned down and painted. The old smokebox has been removed and will be used as a template for a new one. The rear buffer beam has been welded up where it had been badly cut with oxy-acetylene. The locomotive is already looking much tidier than at any point in the last few years. Much of this work is being done in association with Darlington College

Moor Road Happenings (cont)

as part of a training scheme, along with the regular volunteers at Shildon.

Fowler 42200033 HARRY

As reported in the last Old Run, the vacuum exhauster has now been re-positioned on the left hand side of the loco. This has enabled the drive belts to be reconfigured and the engine cooling fan to be replaced. Some minor modification of the fan cowl was necessary to accommodate the revised drive belt arrangement. The oil separator has also required moving as this must be sited below the exhauster for the system to work. The exhauster and oil separator have now been connected up to the existing vacuum pipework and this would allow the loco to be used, if needed. However, it has been decided to replace the nylon tubing with copper pipe to give a more robust and tidier job.

Peckett 5003 AUSTIN'S No.1

In regular use.

D2999

This loco has been in regular use over the winter and the early season Saturday passenger trains. However, on an annual examination it was found that the traction motor second reduction drive gears were devoid of lubrication and running dry. Further investigation showed that the gear case was full of grease at the filling point and gave a (false) indication that all was satisfactory. These gears are meant to have a high viscosity oil for lubrication purposes but at some time someone has decided to substitute grease. The problem is that grease will not 'flow' and, once the gear wheel cuts a void in the grease, the grease will not flow to fill that void. As a stop-gap and to keep the loco in traffic, all the grease was scooped out and some gear oil substituted. In the short term, this will satisfactorily lubricate the

gears but, because these gear cases are not fully sealed, the end result is gear oil everywhere! The traditional lubricant used in traction motor gearcases is 'Motak', which is hugely expensive (over £2,200 for 50kg). However Morris Lubricants now supply a much cheaper alternative and we have ordered some of this. It may be cheaper but, as oils go, it is still expensive and sufficient oil for D2999 will cost well over £300. The loco has also had an inspection of the air tanks carried out by the Boiler Inspector.

D577 MARY

Mary came into the workshops during April for modification to its brakegear to enable the brakes to be better adjusted. This has involved removal of some of the existing components, which were poorly made and their replacement with similar but better made bits. The ultimate problem of incorrect geometry will still exist but we now have a method of adjustment by substituting different sizes of roller as the brake shoes wear.

After the loco returned to traffic, the loco was failing to create any oil pressure in the gearbox. Investigation of this showed that the gear pump which provides the necessary lubrication was quite worn. We have carefully re-ground the various surfaces to eliminate this wear and the pump now seems to be operating satisfactorily.

6981

No progress to report in recent times.

D631 Carroll

Available if required but generally on display in the Engine House

L.M.S. 7051

Available if required but generally on display in the Engine House. It recently had a working inspection of its air tanks by

Moor Road Happenings (cont)

the Boiler Inspector.

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

CARRIAGE & WAGON NOTES

Coach No.1074

Work has continued on this vehicle as the main focus of attention, as it is urgently wanted in traffic. It was moved from the Engine House into the workshops before the start of the operating season. After many hour of painstaking work, all the external doors were eventually fitted by our Wednesday gang. We have learned a lot of lessons in doing this and whether we use the same techniques next time remains to be seen. They are, however, very strong and well built doors and hopefully will not give us trouble in the future, unlike the doors on our other coaches.

All the windows have now been glazed and the interior panelling has been stained brown mahogany, offset by unstained pine window surrounds. All this has now received two coats of gloss varnish. It would be good to get a third coat applied but this may not be possible until the winter as time is against us in the race to have the coach finished by the end of June.

Once all the panelling had been stained and varnished we were able to transfer our attentions to the floor. Originally, it had been intended to do this ourselves but, as time was limited, a firm of contractors was brought in to do this work. They have made a very good job of laying in the non-slip vinyl covering, which is in a deep red colour. Although we would have preferred a dark brown, this was unavailable in the type of covering required. However, the red complements the general colour scheme of the coach very well.

Once the floor was in, it was time to turn our attention to the seats. The frames for

these had been made up some while ago so it was a quick business to install these in the coach. Similarly all the laths had already been cut and varnished so it was a relatively quick job to screw these onto the frames, once the latter had been fastened down. At the time of writing, the completed seats are being sanded down and having additional coats of varnish applied.

The installation of the new heater has now been completed and test fired. The heater provides ducted warm air into the saloon at either end and also into the guards compartment. A thermostat is provided with this new system so the guard can set the temperature, as required. There is a facility for a ventilation mode but, although it has been tested in this mode, it has stopped working and requires further investigation.

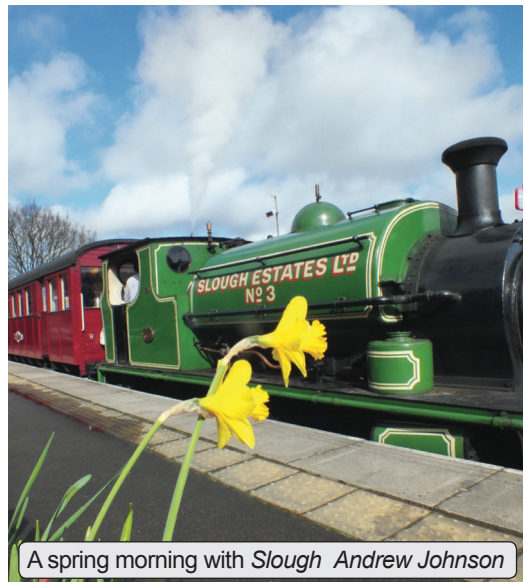
The finishing touches have been made to the vacuum brake system. This has necessitated the making and fitting of a 2" dia. pipe to which is attached the guards emergency application valve (generally known as a brake setter) and the fitting of a vacuum gauge. Once completed, the vacuum brake was tested and it was quite disconcerting to find that it didn't work! Our first thoughts were that it was an internal leak within the brake cylinder but, having dismantled it and found nothing wrong, attention turned to the release valve. This was removed and found to be stuck with paint. Once this was cleaned and put back on, the brake worked satisfactorily. Besides all the major work, there have been many minor finishing jobs going on. Examples are the fitting of a guard's seat and locker and provision of hanging brackets for the fire extinguisher and emergency ladder. Externally, the coach has now received two coats of gloss paint and is looking very smart indeed. Patresses have been made and fitted for the Salamanca logos and these just require fitting to complete the work on the coach.

A Photographic Miscellany

Sir Bereley after returning from a film shoot at Embsay in June. The film company wanted an engine looking old like *Sir B* but didn't want a green engine, as during the filming it would have blended into the green scenery! *Andrew Johnson*



The tank coming off *Conway* in the workshops at Shildon on the 25th Feb *Ian Smith*



A spring morning with *Slough* *Andrew Johnson*

A Photographic Miscellany



Many hands make light work! *Chris Giles*



The interior of the third coach No. 1074 - a tribute to the hard work of all who have been involved with it. *Andrew Johnson*

Moor Road Happenings (cont)

Hunslet Flat No.1

Work has progressed apace on this vehicle with the desire to have it ready for the Hunslet 150 event in July. The frames have been fully needle-gunned to remove years of corrosion and rust. Some of the corrosion is quite severe but, having regard for its future use, we don't consider this to be sufficient to warrant major rectification. The chassis was lifted off its wheels during April to enable the wheels and axleboxes to be cleaned and checked. The axleboxes presently fitted are 'fat' boxes, being designed to be used with tallow as a lubricant. The basic idea is that, when in use, the bearing will heat up slightly, causing the tallow to melt and this in turn will lubricate the journal. This was the norm for many goods vehicles in the 19th century but had more or less become obsolescent by the time of the railway grouping in 1923.

Our original intention was to replace these axleboxes with some standard oil lubricated axleboxes which we had in stock. However, when the hornguides were measured up, it was found that they were too closely spaced to permit their use, thus we are having to use the original boxes. The wheel tyres are also very thin and we looked to replacing these with better ones that we have as spares. However, once again, we have been unable to do this as the axle journals of the spare wheels are larger than the existing ones. Once all the chassis, wheels and axleboxes had been thoroughly cleaned and painted, a timber flat deck was provided. The original was made of 2" x 10" planks but the only way we could get 10" planks was to cut down 12" ones so we decided to stick with these and drill fresh holes for holding them down. The planks have been tanalised and painted with bitumastic to hopefully give them a longer life. A vacuum through pipe has been fitted to enable the wagon to be

used with the demonstration goods train. It was originally proposed to fit a brake cylinder but a suitable one has not been found and, with the limited use the vehicle will get, not really a concern.

For a wagon, the livery is somewhat unusual but is that which Hunslet used. The solebars are painted Mid Brunswick green with red buffer beams, all other parts being gloss black. We have tried to establish its original identity but have failed. In fact, we are not sure that it had a previous owner before Hunslet. Starting with the wheels, as has been previously mentioned, these are fat lubricated and are generally stamped 1897, this being the year of manufacture. Two of the axleboxes are of one design and identical, whilst the other two are of a different design and slightly different between each other. The frames themselves are unusual in having a 10 foot wheelbase instead of the more usual 9 foot. The hornguides have been profile burnt rather than forged. There are no holes in the solebars so there is thus no evidence of any makers or other plate ever being fitted, other than a brass plate stating that the vehicle was owned by the Hunslet Engine Co. (This was something Hunslet's often did; HE 1697 carried similar plates when the Middleton Railway acquired it in 1960.) Much of the brakegear is standard Railway Clearing House design but the brake shaft is of a more modern arrangement and is all welded. Finally, the buffers are also unusual, not being to Railway Clearing House design but definitely not locomotive type buffers. The best guess that we have is that the wagon was built by Hunslet apprentices, but other thoughts are that it was once an open wagon and the presence of the remains of Tee irons at each end add weight to this idea. Perhaps we shall never know!

Steve Roberts
Chief Mechanical Engineer

Early MRT Brake Vans

Ian Smith

I was interested in the piece on page 13 in the March Old Run about the LMS Brake Van. Steve mentioned its significance to the railway, as it was the first vehicle acquired in 1960. It may have been the first vehicle owned by the MRT, but it wasn't the first Brake Van we actually used! I thought we'd had another vehicle so I contacted our archivist Sheila Bye and, sure enough, we actually used another brake van for some weeks before we were presented with 158760. Sheila sent me a copy of Chris Thornburn's article which is reprinted here - it gives an insight to how things worked in our first year of operation! There are also a couple of photos, presumably taken at the 28th January 1961 Open Day, showing M158760, and what presumably was quite literally 'the end' of M357620 as far as we were concerned. Sheila tells me that surely somebody took photos with the whole thing included, but she doesn't have anything better than these.

The Old Run No.11, November 1960

p5 Acquisitions: Upon Colonel Robertson's suggestions for safety we have managed to acquire a brake van from B.R. (Non-common user M357620) for use until our own brake

appears in one or two weeks time.

The Old Run No.12, December 1960

p2 Acquisitions: The promised brake van has also been delivered. It has been specially donated to the Society by British Railways (as with the hand crane) and has been completely overhauled and painted in Stourton Shops. It is specially inscribed for use on the Middleton Railway only.

The Old Run No.13, January 1961

p2 Naming Ceremony & Handing Over of the Brake Van: After a number of phone calls and letters, Friday, 27th January was finally chosen as the day when Mr. John Alcock would name our loco, 1697, and Mr. Cowell, the Traffic Manager of the West Riding division of British Railways, officiate at the handing over ceremony of the brake van, kindly donated by B.R. (more of which elsewhere!).....

He [i.e. John Alcock] then took over the controls and drove "John Alcock" down towards British Railways at Hunslet North End where



Early MRT Brake Vans (cont)

a 350 h.p. B.R. diesel was already awaiting with the latest of our acquisitions, brake van No. M158760. After speeches by Mr. Cowell and a vote of thanks on behalf of the Society by Mr. Alcock we couple up and, after ensuring that all were aboard for the run up to Burton Road and the awaiting cars, a parting whistle and hoot from our [sic] and the B.R. diesel signalled that the brake was off to begin its new life on the World's oldest railway.

pp6-7 The Brake Van!

We had grown rather attached to 357620. She had first appeared one cold November day, en-route for Stourton Shops for repairs, these repairs consisting of one door light to be replaced, hardly a big enough defect to prevent her being used on our railway: a bit of plywood and voilà! repairs done! It was a wonderful experience that first morning that we found her. For the first time we looked like a proper goods train rather than an engine doing a bit of shunting and we rolled steadily down Clayton's curve signalling to each other – "Brake

one --- ease off -----on --- off ---", rather like kids with a new toy, maybe, but at least a practical and sensible and useful toy to improve the safety of our working! Far less now of that sickening feeling of sliding on a greasy rail, wheels locked, while Moor Road crossing loomed nearer and nearer.....a signal to the guard and another twenty tons of brake power was added at once.

There was only one snag, though, with looking like a proper train --- the new loop and point being as yet incomplete, we had to fly-shunt the van into Acme's siding (quite safe if done properly....!) and take the wagons down to Hunslet Down Yard on their own, which was only what we had been doing before we got the van. Nonetheless this was a little unsatisfying; having a van, one likes to use it as much as possible and it doesn't seem right to leave it halfway! The alternative was to leave the brake van "inside" the engine, i.e. loco, van, wagons, which didn't look half as good but still provided the extra brake power and at least cut out the fly-shunt



Early MRT Brake Vans (cont)

and reversal on the way back.

We sounded like a proper train, as well as looking like one: the "dum --- dum - dum --- dum" of the wagons (or "dum - dum - dum - dum -" as the case might be, depending on where they were plate or ordinary mineral wagons) was finished off to perfection by the "boing ---- boing" of the brake van. The engine was much tidier now; all the tools, fishplates, keys and other impediments having been removed onto the van. Not only that, but more tools and equipment could be carried without getting in the way and being (potentially) dangerous. And more people, too, so that the rule of "three only on the engine" could be observed fully.

A particularly endearing feature of 357620 was the fact that she was Clayton's built! Not 'our' Clayton's though but Clayton's of Abbey Works, Lincoln, 1925, so the plate proclaimed. Perhaps the best feature, of course, was the fact that she had a stove (as all the best brake vans do), so that work on the bitter cold days (and there were many) was not half as much of an ordeal. One could work for a spell till the cold seeped in so far as to be unpleasant, then return inside to warm up for another spell of work. At length, our own brake van, long promised and often reported as having been seen here, there and everywhere, finally arrived and it was obvious that 357620 would have to go back for her long-awaited repairs. Speculation had been rife as to what our new van would be like - would it be one of those with an open platform at each end, would it have a guard's look-out in the side, how old would it be, what was

its number, and so on. Doubts were settled finally on 27th January when we had M158760 formally handed over to us. Just to make sure that it didn't escape till the proper time, it was sandwiched between two engines (B.R. diesel shunter one side, John Alcock the other). Then, a little later, to make sure that HE didn't escape, John Alcock found himself sandwiched between two brake vans! 158760 is, in fact, similar to 357620, the only real differences being in the builder - very ordinary and prosaic, 'Derby - LMS - 1926' - and the stove being in a somewhat different position. She didn't really seem sure of her number - one side said 158786 and the other had a painted-over 158760, while there was no number at all on the outside except a chalked 158760, the numberplates having been removed. However, letters from B.R. refer to the number 158760.

So, for a brief spell we had two brake vans on the railway, though the only train to use both of them was the special for the visitors who braved the weather on 28th January [i.e. the Society's first Open Day]. Immediately after this our old stalwart 357620 was shunted (fly- of course) down to Hunslet Down Sidings and perhaps making her fastest run over M.R. metals. She was safely stopped by an expert brakesman (hardly 'motorman' in this instance) and coupled up to the outgoing wagons, finally departing sometime on the morning of the 30th.

It is certain that those who had any attachment to 357620 will keep an eye open in the future and look at any brake van that goes by, in case it should by chance happen to be the van that once was "ours".

C.C. Thornburn

Marsden Rail No. 35

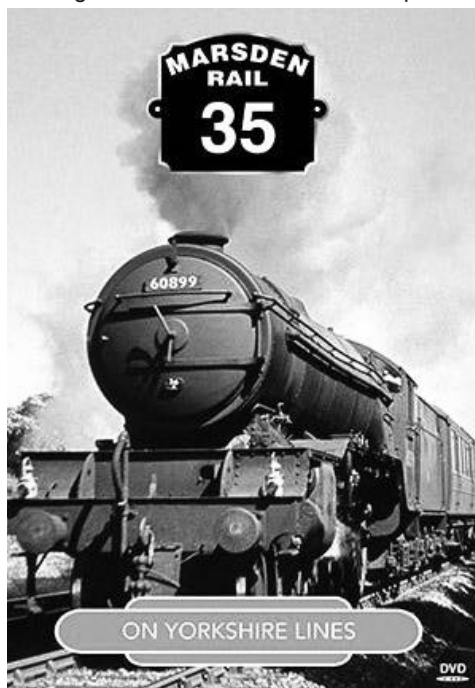
John Roberts

Regular readers of The Old Run (and visitors to the Middleton Railway) might well have seen the Marsden Rail series of DVDs on sale in the Moor Road shop. Michael Marsden was blessed to have a colour cine camera between 1959 and 1968. Most of the footage he captured has been made available on the first 30 or so DVDs, but it seems there were still some nuggets in the cupboard, as we can witness with the new issue named 'On Yorkshire Lines' (no. 35).

The latest DVD is of particular interest for devotees of the MRT and the Leeds area in general. There is film of Green DMUs, 'Peak' and Type 4 English Electric diesels on freight trains at Church Fenton and around York. Also, some fascinating footage of Leeds City and Central stations in the early '60s. We see Deltic 'Nimbus', Sulzer Class 25s, steam workings at the stations; even a crash on the east end of Leeds City, where a class 45 (Peak) ran into the side of a Scarborough-bound DMU, with one of the DMU cars ending up on its side against the parapet of the bridge over lower Briggate; the locomotive fuel tank actually catching fire. The date of the crash was 10th August, 1961. At that time, 'City House', the office block which still overlooks the station, was in construction, as was the new station roof, but the watercranes were still in operation on the platforms. Steam was still very much alive.

The early/mid 60s were not without their train crashes in the Leeds area; another one occurred on 27th September 1964, between Rothwell Haigh and Hunslet South junction signal boxes. Interestingly, this also involved a 'Peak' Type 4 diesel engine, travelling from St. Pancras to Edinburgh. The train consisted of three empty 6-wheeled milk tank wagons and 8 passenger coaches, two of which were

sleeping cars. The leading wheels of the leading tank wagon became derailed, leading to a general derailment of the train. But for us, the *piece de resistance* is a short sequence of Middleton Broom Colliery and a gala in the Garnet Road sidings in 1963. One thing that struck me was how relatively modern the pit looks; some of the buildings are quite old, but parts are up-to-date 60's style coal board technology. We see the Hunslet diesel *John Alcock*, a traction engine and various industrial steam engines against the backdrop of Garnet Road and Prospect Terrace (the streets beyond the latter being The Gasholders; Place, Street and Terrace. My Dad's Aunt Clara lived on Prospect Street, a house I remember for its parlour; maroon velvet tablecloths; an old piano with candlesticks made in Dresden by Joh. Kuhse; piano music and newspapers everywhere - the smell of a strange oldness to a child! Further up Beza



Marsden Rail No. 35 (cont)

Street, there was Tulip and Riley Streets. Then the bridge over 'The Midland'. My only slight misgiving is that Michael Marsen did not film the Great Northern bridges; but you can't win them all! Thank goodness for those magnificent pictures taken in one June afternoon back in 1967 by Mervyn Leah, published in *The Old Run* last year. We are indebted to him for capturing one of the last moments of steam working at Parkside, only months before the axe fell, the track lifted, and all that remained was the cinder trackbed. Interesting to note how many of the quieter freight lines, because trains were slower moving, retained the original cinder trackbed. Ballast is a relatively new innovation for the faster lines. There were many small engine sheds in this area of the West Riding and South Yorkshire, serving the numerous collieries in the area. Slow-moving coal trains, with engines based at Wakefield, Ardsley, Royston, Mirfield etc, were a ubiquitous feature. An erstwhile railway colleague of mine referred to engine sheds like Royston and others up the Dearne Valley line (Cudworth, Rotherham, Sheffield) as 'Sleepy Valley', as opposed to places like Holbeck (passenger sheds) "where you drive express trains through thick fog". Some railwaymen had a rare wit all their own. 'Old dogs for hard roads' is one of many!

Then, going forward a few years to 1968, we see a magnificently restored Jubilee class 5596 *Bahamas*, resplendent in LMS Crimson Lake (a paint name I recognise best from tubes of artists' oil paint!). *Bahamas* had been undergoing restoration at Hunslet Engine works since September 1967, and here on the 11th March 1968 we see her being revealed in all her glory. Dignitaries turn out, as do the press; not to mention some young females with fab 60's bob-cuts of the era taking a ride on the footplate! Did they work in the offices at

Hunslet Engine Company I wonder? There is also footage of Freight and Express workings at Beeston Junction. The familiar J50/ J52 (LMS tank engines) workings to Ardsley are shown. The GN line via Hunslet and Parkside was, of course, a way of bypassing the city centre for freight trains, although as I wrote previously, it had the air of a ghost line. I can't recommend this DVD enough! Get someone to buy it for your birthday. In short, a fascinating insight into a period of fundamental change; the old and new converging; a clashing of worlds.

In the December 2014 issue of *The Old Run*, I made a mention of a distant signal above the G.N. underbridge at the summit of Westland Road. Local history oracle Brian Johnston (mainstay of St Anne's Leeds Catholic Cathedral, and formerly chief thurifer at St Hilda's, Cross Green - after Anglican High Mass at St Hilda's, the rafters would be like a locomotive shed with the amount of incense produced by the said chap. Looked good when the sun shone through the upper windows!) reliably informs me that this signal was actually controlled by Beeston Junction, not Parkside signal box.

There was also a somersault signal, always 'pegged on', further up the cutting near the Rex cinema. He also tells me about the anti-aircraft gun site at the barracks on Middleton Grove (opposite Cross Flatts Park) during the Second World War. I have heard people speak of these guns in the past. Were there some near Tunstall Road, too? My Dad live at 125, Carr Moor Side; next door was a horse-slaughterer who spoken of the anti-aircraft battery. Can anyone provide further information?

Now, wouldn't it be good to possess a time machine-and taking a digital camera, go back to the 1960s and capture all the activities around Parkside and Hunslet?

Turning Coal into Gas *Graham Findley*

Before the nationwide use of North Sea natural gas, we used to use manufactured or 'town' gas. It was made by driving off the volatile elements of an organic feedstock such as coal, to yield gas and char.

The first attempts to manufacture gas in a commercial way were made in the period 1795–1805 in France by Philippe Lebon, and in England by William Murdoch. From 1812 to approximately 1825, manufactured gas was predominantly an English technology, and driven by the need to illuminate the streets of cities by night. A number of new gas utilities were founded to serve London and other big cities in the UK in the years after 1812. Liverpool, Exeter, and Preston were the first in 1816, and the technology spread very rapidly, so that by 1821, no town with a population of less than 50,000 was without gaslight. New companies were founded and a period of intense competition soon followed as companies competed for consumers on the boundaries of their respective zones of operations.

To make gas, coal was loaded into a airtight cast iron container, called a retort, and placed over an open fire. As the gas was driven off the coal, it would

first pass through a tar and water trap called a "hydraulic main", where a considerable fraction of coal tar was given up and the gas was significantly cooled. Then, it would pass out of the hydraulic main into a condenser, where it would be cooled to the temperature of the atmosphere or the water used. At this point, it entered the exhauster house and passed through an "exhauster", an air pump which maintained both

the hydraulic main and, consequently, the retort, at a negative pressure (with a zero pressure being atmospheric). It would then be washed in a "washer" by bubbling it through water, to extract any remaining tars. After this, it would enter a purifier. The gas would then be ready for distribution, and pass into a gasholder for storage. The illuminating power of a gas was related to the amount of soot-forming hydrocarbons dissolved in it. These hydrocarbons gave the gas flame its characteristic bright yellow colour. Gas works would typically use oily bituminous coals as feedstock.

These coals would give off large amounts of volatile hydrocarbons into the coal gas, but would leave behind a crumbly, low-quality coke not suitable for metallurgical processes - the other use of coke.

The advent of electric lighting forced utilities to search for other markets for manufactured gas. Gas companies that once produced gas almost exclusively for lighting shifted their efforts towards supplying gas primarily for heating and cooking, and even refrigeration and cooling.

Railways played a significant part in the whole process, from hauling the coal feedstock to the towns and cities where the



Turning Coal into Gas (cont)



The South Tynedale Railway on Monday 4th May sees Thomas Green 441/1908 0-6-2ST *Barber* in action. *Andrew Johnson*

gas was manufactured, to the railways within the works, where locos like the Middleton's Fowler 3900002 were used - in this case, the Halifax Gas Works. Over in Harrogate, the Harrogate Gas Company was formed in 1845 and the works were situated at Rattle Crag on the main Ripon road. In 1909, a 2ft gauge light railway was constructed from Bilton sidings to the gasworks and locomotives were purchased by the gas company, including *Barber* from Thomas Green of Leeds.

The loco was named after Francis Barber, the Chairman of the gas company. Unusually, the name was composed of individual metal letters mounted directly on the saddle tank, rather than on a conventional cast brass plate.

As new, the locomotive had a dropped footplate and totally enclosed cab, features which were essential to negotiate the very restricted tunnel at the gas works end of the railway. There was so little room to spare that the cab had to have a small escape door in the back of it to allow for retreat in the event of derailment. The door served another purpose later in life, when it enabled the driver to reach down to the coupler without having to leave the footplate.

It was a gamble running a fairly busy line with only one locomotive. Barber took quite a lot of hammer and required two new fireboxes and it was completely rebuilt by the Hunslet Engine Company in 1921.

OLIVE At Large

Text & Pictures: Ian Dobson

The Drewry Car RDB 998901 has had an eventful couple of months. A little while ago I was told that 6th May would be the day when *Sir Berkeley* would be returning from Ingrow to Moor Road and could Olive go in the opposite direction on the same day? The magic phrase “it will be cheaper” sealed the deal and preparations were begun.

I had previously thought that we wouldn't really need to do any preparation before the departure but around a month beforehand it occurred to me that the bodywork repairs would entail cutting out sections of steel which potentially have wooden frames and rockwool insulation behind them – not an ideal combination for an angle grinder or gas axe!

I therefore set aside 11th April to go to Moor Road and remove all the seats and interior trim to allow access. It was only when I got there that I realised that the floor level (where the insulation starts) was ABOVE where most of the cutting would be done so I elected to leave well alone. I

had scrambled Kevin Tattersley to assist in this task so we were left with a ‘to do’ list to work through not directly related to the work at Ingrow. As most of the dark mutterings around Olive at Moor Road related to some redundant starter motor wiring which required removal I elected to have a go at that! Having removed a seat and started peeling back lino, which I had been assured was what was required, I began to have my doubts and some probing underneath revealed that the wiring went straight into the main junction box and no seat or lino removal was needed...

As I had not brought my keys for the main junction box with me we satisfied ourselves with cutting the wire back nearer to the junction box and leaving the rest for another day! Once this was done I returned home to strip, clean and reassemble the governor unloader, which had been in my garage since last September. I am getting good at this now, as it's at least the second time the tiniest bit of grit you can imagine



On the pit and ready to move

OLIVE At Large (cont)



has got stuck – but just enough to allow the valve to stay open and gradually drain the system of the air it needs. Having reassembled the unloader I managed to persuade my daughter Polly that a ‘quick trip’ to Middleton the following Saturday (when Mum was working) to do ‘a little bit’ of work on Olive would be OK. Strangely I got away with this, although my wallet didn’t in the shops later... During the couple of hours we (yes, we!) managed to stick the lino back down, put the seat back and replace the unloader. Polly



volunteered to go underneath to ensure that I was pulling on the right cables as I had remembered the keys to the junction box this time. At last, we crossed something off the ‘to do’ list!

The Sunday before the move saw me at Moor Road to make sure everything was in place. A sympathetic steam driver on 1310 meant that if I could get Olive to start (with

OLIVE At Large (cont)

uncharged batteries, for the first time since last September) I could move her round onto the newly commissioned pit extension ready for movement during the 'close of play' shunt to allow her onto the lorry.

You should never underestimate the power of a Gardner. Olive started more or less first time and moved round onto the pit without incident. At least she would be leaving Moor Road as a runner! We had been categorically told by the Worth Valley authorities that she would not be allowed to run whilst at Ingrow but at least the capability was there if a shunt was needed. I left Olive looking rather apprehensive on

removing the guard irons – which someone had kindly mentioned the night before may foul the ramp on loading!

Having discovered that the chaps involved were very enthusiastic and happy to talk (not always the case!) I ascertained the route as I wanted a photo of Olive en route if at all possible. We decided that Saltaire was a good option. A few traffic lights meant the likelihood of a fast runpast were unlikely...

I got myself ahead by around 10 minutes and had only just got set up – outside the Olive Café Lounge incidentally – when I saw the lorry appear round the corner.



the Sunday evening ready for the transport to Ingrow to arrive at 0800 on the Tuesday morning. The hauliers to be used were Calkeld of Keighley, a firm we had not used previously but they had moved all the class 14s to the East Lancs last July and came well recommended. As it was the recommendation was correct. They had Olive loaded in an hour and ready to go! In fact they arrived early and caught me still

Obviously every light was green and she went sailing past at around 30mph... When I caught up with the lorry they were parked up on the main road at Ingrow waiting for a coach party to finish going round the Museum of Rail Travel before the building could be shunted to let Olive in. This did provide the opportunity for further photos though.

The massive shunt to position Olive in the

OLIVE At Large (cont)



workshop took most of the day in pouring rain and we owe a debt of thanks to Chris Smith and Trevor England of the VCT for this, I mucked in when asked and DO226 'Vulcan' was well up to the task of doing some hefty moves. The Worth Valley were running a DMU service so the chance to pose Olive alongside the class 101 was not missed..

By the end of the day Olive was tucked up inside the workshop ready for Chris Smith, the VCT's paid employee to start work. When I visited later in the week the first metalwork had already been cut out and new metalwork was in place.

The quality of work is excellent and the other side and roof are now well underway. It has now been agreed that she will remain at Ingrow until early/ mid June and all the work requested should be done whilst there. This will now include a repaint into BR green, rather than returning to Moor Road in her current coat of many colours! It is

appreciated that this is not necessarily the cheapest way of getting the work done on Olive but it will be an investment in terms of securing the rapidly deteriorating bodywork and other jobs that would be very difficult to achieve at Middleton. If all goes to plan we should have her back in time for the AGM.

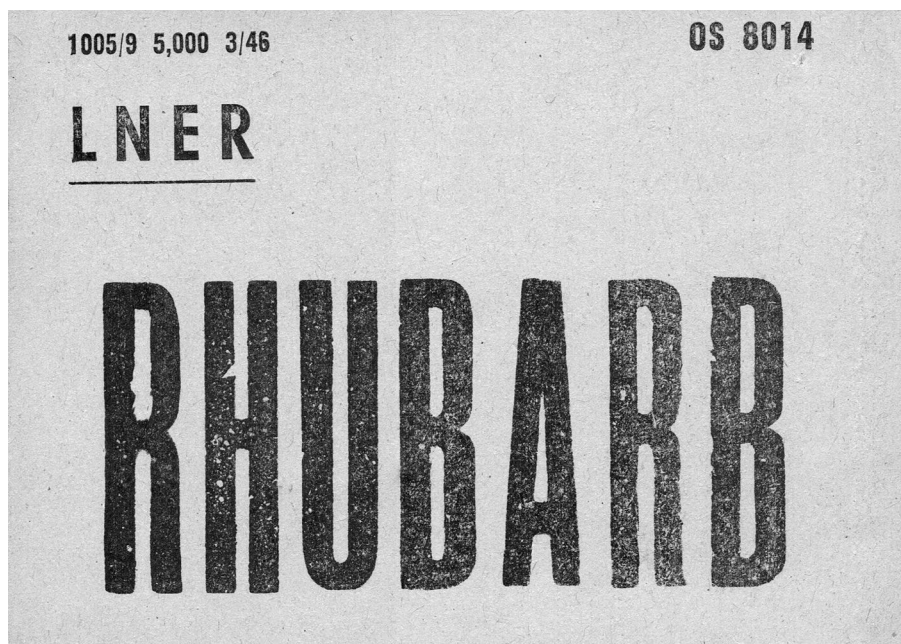


Dear Editor, “I must say...”

Dear Editor....

I read with interest your recent editorial in the Old Run (226) and it reminded me of my youth, as I lived in the East Ardsley/Tingley area where a lot of rhubarb is grown. When Tingley station was being demolished prior to building the M62 I found some wagon labels in an outbuilding. See attached scan. These were obviously used on the fruit vans sent to Covent Garden as you described.

With best wishes,
John Pease



Dear Editor....

Question: What do a forgetful CIA agent and a former Shadow Chancellor of the Exchequer have in common?

Answer: Railway journeys that span the continent of Europe!

The former Shadow Chancellor is of course Michael Portillo, whose rail ramblings are familiar to everyone. Not quite so obvious is the forgetful CIA agent - Jason Bourne.

I've recently watched all three films in the Jason Bourne series and in the course of his saga, he criss-crossed the continent from Moscow to Madrid by train. Given the context, he could have flown everywhere - but didn't.

Regards,
Richard Stead



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Look out ladies! Both the locomotive and the proud owner are well turned out in this photo taken on the 11th April 2015 *Andrew Johnson*

