

The

# OLD RUN

Journal of the Middleton Railway Trust

No. 211

June 2011



**New operating season starts**



# Old Run

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## Editorial

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

We have been very short of relevant text for this issue: things pertaining to Middleton or Leeds' locos. There is a limit to the number of photos that can be included because of the amount of mega bytes they take, and also because to have more photos than text would turn our journal into a photo-mag. However, I am very grateful to those members who have taken the time and trouble to send photographs of recent happenings and which appear in this issue.

Bearing in mind that in July the Railway is holding the annual model railway weekend, I have taken the liberty of including an illustrated article about building and operating a garden model railway, which I hope the readers will find interesting (and visitors to the model railway weekend, if extra copies are available for them at the event). I take the view that members would prefer this to delaying publication, perhaps for weeks or even months, in the hope that something else might just turn up, or by reducing the size of the magazine. What we really need is for members to send in some articles themselves for the *Old Run* in the future!

**Deadline for the next issue is 15 Aug 2011**

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## Front cover

**On Easter Day, 24 April 2011, Manning Wardle 0-6-0ST Sir Berkeley runs round the loop at Park Halt with John Linkins at the controls (Chris Nicholson)**

# From the Chairman

## From the Chairman From the Chairman From the

We are now almost half way through May and we are hearing so many different reports of how the cutbacks are affecting various industries and people.

Without wishing to be political, it is obvious that those in the public sector are being squeezed the most.

I recently went to a seminar of Museum directors in Harrogate and met one poor woman who could either have heating in her museum, or staff in her museum, but not both. Fortunately we are not faced with having to make such drastic choices. Never having been on the receiving end of regular funding the Middleton Railway has over the years, learned how to fend for ourselves. This is now putting us in a very good position to ride out the storm, unlike those who unfortunately have lost all their funding and have to find millions of pounds to survive.

There is strong evidence to show that our visitors are not spending, or more to the point probably do not have money to spend. Fortunately people are still wanting to get out and enjoy themselves, but within tight budgets. We have noticed this year that people are still booking our

Birthday Party Train, but only at the last minute. We do not have bookings weeks in advance as in previous years.

Having said all that, we look at our financial forecast and then the actual figures and we are where we predicted we would be at this time, so we can't grumble.

I am also pleased to be able to report that our Education department look like having the best year since we opened the new Engine House. This is not by chance though; a huge amount of work has gone into preparing and marketing our offerings to schools, in particular our Victorian Day which takes place in early June. All the other departments appear to be extremely well supported this year with all the additional volunteers that have come on board. A very warm welcome to all of you who have joined us recently, I hope you enjoy working with us.

Finally, to all volunteers at the Railway, please take heed of the recent safety notices and campaign we are promoting; your safety is paramount. Enjoy the summer months.

*Andrew Gill,*

**Chairman**

**tOR**

## Middleton's mega model weekend Middleton's mega

Ian Dobson, the organiser of the weekend, writes:

On Saturday 2nd & Sunday 3rd July 2011 the Middleton Railway is holding its model railway weekend. This has now become a regular annual event of great popularity and will be open between 10:00 to 17:00 each day (trains operating every 40 minutes 11:00 to 16:20). Light refreshments will be available in the shop/café and visitors will be able to admire the models set amongst the real thing in our Engine House – you can also ride on a real full-size steam train too!

Admission is as follows:

Exhibition/Engine House/Platform only - Adult: £3.00; Child: £2.00; Family: £8.00

Exhibition/Engine House plus unlimited train rides: - Adult: £5.50; Child: £3.50; Family: £18.00

We are expecting up to 12 layouts in a variety of scales: OO, TT, N, On30, 1.25 and 009. Layouts will include Andmidown Town (N gauge set in UK), On30, Loffhouse-in-Nidderdale (O gauge from Skipton MRS), Angst-Lesspork (009 fantasy). Also a 'vintage room' containing Tri-ang OO and TT plus Hornby Dublo. Traders will include DC Kits, Keith's Model Railways, Leeds Transport Historical Society, and second hand tables.

This is an event for all the family – not just the modeller. When the non-modellers have exhausted the facilities we offer at Moor Road, the Tulip Retail Park is opposite and the White Rose Centre is just a short ride away. We pride ourselves on providing a welcome for all – come and experience it for yourselves!

If you need any further details see

[www.middletonrailway.org.uk](http://www.middletonrailway.org.uk)

or contact Ian Dobson on 01274 613687 (evenings only)

or e-mail [ian.dobson9015@btinternet.com](mailto:ian.dobson9015@btinternet.com)

## LOCO NOTES

**1601 MATTHEW MURRAY** *M a t - thew Murray* successfully passed its annual boiler inspection and is available for service. Apart from the usual routine jobs of packing glands and taking-up of brakes for wear, there have been no problems and the loco has seen regular service since the start of the summer season.

Mention of taking up the brakes does bring us to the fact that the existing brake-shoes are virtually at their wear limits and will have to be replaced shortly. Fortunately, we do have a spare set in stock, obtained a couple of years ago in readiness of this. Available for traffic.

**No. 67.** MSC No.67 has also passed its annual boiler inspection, which will almost certainly be the last one of its current period of use. We have a 'ticket' to take it to the 31<sup>st</sup> December 2011. The fireman's side injector continues to be troublesome in that it continually passes steam from the boiler, despite attempts to cure this.

It is suspected that there is an internal crack or flaw allowing the steam to bypass the clack (non-return) valve as attempts at both re-grinding and replacing the valve have not cured the problem. Despite this defect, the injector continues to operate satisfactorily and it is something that we are likely to have to live with for the rest of the year. Available for traffic.

**No. 6** No progress to report but, with the pending completion of No.1310, this loco has crept back onto the agenda. Indeed, the first of the coupling-rod bearings has

made its way onto the milling machine for machining but no metal has yet been cut!

**1210 SIR BERKELEY** *Sir Berkeley* was the third of our locos to pass its annual boiler inspection. The unseasonably mild weather during April gave us the chance to make some use of the loco before its departure for the NRM annexe at Shildon, where the loco is going to spend the majority of the year. Again, little winter work has been necessary, other than attention to gland packings.

**No.11** Again, there is little to report in the way of progress.

**No.1310 (LNER Y7)** The Y7 has continued to be the main focus of attention although the suggestion that it might be ready by the end of April was rather optimistic. The front buffers have received considerable work. The housings (the outer bit) have been machined internally and steel sleeves have been pressed in to eliminate wear. The buffer shanks have similarly been machined to suit the sleeves. New springs have been provided and the whole lot re-assembled and refitted to the loco.

Once the boiler was finally positioned in the frames and all the necessary holes drilled for securing it in position, the boiler was lagged and insulated. It had originally been intended to use the old crinolines, which support the lagging plates, but these were found to be in poor condition when it came to fitting them and new ones have been made and fitted instead. Most of the boiler cladding has been re-used but the two sections either side of the firebox have been renewed, along with a boiler band. Once fitted, the cladding plates have been filled as necessary and then received several coats of paint, culminating in a top coat of Saxony Green. The boiler bands have also been painted black and edged white.

# Moor Road happenings (continued)

## Moor Road happenings Moor Road happenings Moor Road

Completion of painting of the boiler then allowed the fitting of the tanks and cab. This was not the easy task that it should have been as, over the years, the various bits and pieces have changed subtly and don't always match the original drawings in terms of bolt holes and other minor points. It took three attempts before the left hand tank would finally sit more or less in its correct position. The cab has also taken quite a bit of persuading to get it to mate up with the tank sides but this has now been achieved and it looks very much like a loco once more, especially so with the fitting of the chimney.

Rebuilding the loco has shown many of our newer volunteers that the Victorians didn't make it easy to assemble locos. Many components will only just fit together if you get everything right

and this can mean that bolts have to be exactly the right length and nuts exactly the right thickness for them to fit. The tanks wouldn't fit with the handrail knobs in position but, when the tanks were fitted, the handrail knobs couldn't be fitted. Careful checking realised the fact that the four handrail knobs, although essentially identical, had subtle differences and had to be in the right housings to enable them to be fitted.

As re-assembly progressed we have been able to find all the various parts but one unsolved mystery is the whereabouts of the fire-hole door. It certainly wasn't attached to the boiler when it went to Loughborough for repair but we have been unable to locate it despite hours of searching and literally emptying the shipping containers in the hope that it would be found lurking



No 1310, now complete with side tanks and cab sides , looks more the part on 8 May 2011  
(Andrew Johnson)



No 1310 stands inside the workshops on 8 May 2011 (Andrew Johnson)

in some dark corner. Drawings have been prepared for the manufacture of a new one but we are reluctant to undertake manufacture of it when the old one should exist, somewhere.

There are still a number of outstanding jobs, principally involving fitting of pipe-work but the time is fast approaching when a fire will be lit in the boiler and it will be tested in steam. All that will be required then is a lot of rubbing down and the application of several coats of paint and, hopefully, the loco can then take its place on the roster.

**Sentinel No.54** Nothing to report.

**Fowler 42200033** Due to pressure of work on other things there has been little progress with this loco. As mentioned in the last *Old Run*, we have been unable to acquire a vacuum air proportional valve so we have designed and manufactured our own version. Initial tests of this valve have proved

promising but final testing will require either a full scale test rig to better simulate things or the fitting to the loco and in-situ trials.

**D2999** Following the failure of a valve rocker pedestal the other cylinder heads have been removed for inspection. Two of the heads have been dismantled and testing of the pedestals from these has shown indications of other fatigue cracks. We are presently trying to source suitable spare parts but without success and it is likely that these will have to be specially made for us.

**138C.** 138C has continued to be the regular diesel loco for both shunting and the Saturday passenger services.

**D577 Mary** The owner has been doing a bit of preventative maintenance to this loco, principally around the gearbox



area, which has suffered over the years. Broken studs have been replaced to enable the gearbox cover to be properly fastened down and the cover itself has been de-rusted and painted, as necessary. The gearbox oil has also been changed.

**5003 AUSTIN'S No.1** Work has continued on the very extensive repaint of this loco. The engine housing doors are provided with louvres to let air in and these were quite badly corroded. Attempts to obtain replacements have not been easy but we have finally obtained some similar louvre panels that aren't too far different from the originals.

These have also required the manufacture of new frames to carry them, a task that has taken one of our volunteers a good number of weeks to complete and fit. Little work now remains

to be carried out on the loco and it is hoped that it will be back in service by June.

**1786, D631, and 7401** are all serviceable and used as required. All other locos are stored, either on display in the Engine House or awaiting overhaul.

## CARRIAGE & WAGON NOTES

**Coach 2084** A loose seat on this vehicle has required some attention to re-fix it back to the floor.

**Coach 1867** We have suffered a problem with the roof timbers pulling away from the hoopsticks on this vehicle. To effect a repair it has been necessary to



Peckett 0-4-0DM G20 class 5003 of 1961 *Austin's No.1* receiving a new coat of paint in the Moor Road paint shop facility on 23 April 2011 (Ian Dobson)



# d happenings Moor Road happenings Moor Road happenings

make and fit some steel clamping pieces and bolt through the roof.

**Van 1074** The report in the last *Old Run* that this van had been completely emptied was perhaps premature but this has now been accomplished and the first stages of its conversion to a passenger vehicle are likely to begin shortly.

This will entail removal of all the timber cladding to the sides and ends followed by the necessary alterations to the steelwork. The floor will also require complete replacement. Work on this will start in earnest once the two diesel locos (5003 & 4220033) vacate the old workshops and this vehicle can take their place.

## AROUND MOOR ROAD

As usual, there is often much going on that is not related to locomotives and rolling stock, which doesn't tend to get reported.

**In the Workshops** Our workshops compressor unfortunately failed in a big way at the beginning of May. As repairs to this are likely to approach £2,000 it has been decided to obtain a replacement one. Unfortunately, we are unlikely to get as good a bargain with a replacement as we did with this one, which only cost us £100 and has given ten years of sterling service. Various quotes have been obtained and the options are being explored. One is to replace the compressor more or less on a like for like basis.

Another is to obtain a smaller (and cheaper) compressor which will satisfy most (but not all) of our requirements for compressed air and also to obtain an even smaller unit, which can be used both to supplement the first and use on its own at times of low demand. This could have significant savings in electricity consumption as

running the compressor is one of our largest uses of electricity, estimated at £600/year.

We have been fortunate enough to acquire some new (to us) machinery in recent months, courtesy of Don Whitley Scientific. This comprises a small horizontal milling machine, a sheet metal folder, a sheet metal guillotine, a bar cropper and a tool grinder.

At the moment we are scratching our heads exactly where we are going to put these items but we are sure that, once installed, they will prove to be useful items of equipment. Some reorganisation of other machinery and storage space is being carried out to accommodate them but we have yet to finalise exactly where everything will go.

**Moor Road Platform** The long cold spell has affected the platform at Moor Road slightly and facing wall has moved, resulting in the clearance between it and the track becoming reduced.

This has been overcome by slewing the track slightly to restore the correct clearances. There is a concern that this is the second occasion that this has happened and if there is any further movement, it maybe necessary to demolish the platform and rebuild it, a not inconsiderable task.

**Scrap Metal** The high cost of scrap is proving to be both a benefit and a nuisance. It is of benefit because it has allowed us to get rid of substantial amounts of otherwise useless metal for a good return.

However, it does mean that we get regular night-time (and day-time!) visitors looking for what they can take. Our scrap skip is a regular target for these people and there is little that we can do

about it. We have also had theft of cable, albeit a ridiculously small amount but the aggravation it caused was significant. One other nuisance caused by these 'visits' is the damage done to the fence when they break in and repairing it is a regular occurrence.

**Wash Room** The present wash room was part of the original workshops building and originally served a variety of purposes, including mess room, battery charging station and electricity supply point.

Over the years we have improved

things but the wash room has continued to be a bit of a mess with a variety of cupboards and lockers for both personal and railway use. It has been decided to clear it out, re-decorate it and install more suitable lockers and washroom facilities.

To this end persons who have property in this room are being asked to remove it by 27 June so that this work can be carried out. Anything not retrieved by this date will be removed and stored in a container. The wash room will then only be used for its intended purpose and not for personal toolboxes and similar things.

for



The façade of the Engine House dressed overall for the Royal Wedding 23 April 2011  
(Ian Dobson)



A display of headboards has been mounted in the Engine House, 23 April 2011  
(Ian Dobson)



A pair of buffers have been converted into seats on the Moor Road platform! 24 April 2011  
(Chris Nicholson)



Mark Neale took this shot of Manning, Wardle 0-6-0ST *Matthew Murray* framed by the footbridge on the 1440 hours from Moor Road on the second day of the 2011 operating season, 3 April 2011. Note the express passenger train lamp head code!



Cab sides, saddle tank and smokebox take their places on John Pridmore's Manning Wardle 0-4-0ST No 14 on 16 April 2011 (Andrew Johnson)



The chimney is refitted to the smoke box of Y7 No 1310 on 16 April 2011 (Andrew Johnson)



And showing its new paintwork on 23 April 2011 (Ian Dobson)

The Class Y1/2 Sentinel S8837 of 1933 is now further up the workshop queue, 23 April 2011, and actually under cover! It originally came to Middleton in 1961 (Ian Dobson)



# Book review

**ST PANCRAS' STATION, by Simon Bradley**  
**Profile Books Ltd, paperback, £8.99**  
**ISBN 978 1 86197 951 3**

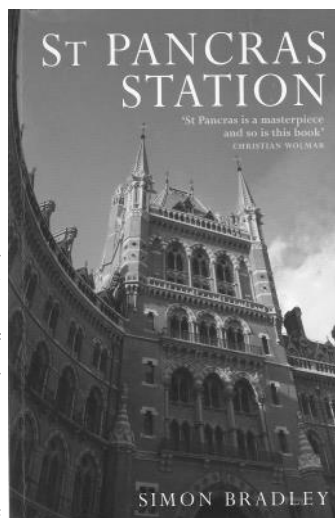
The Midland Railway provided the original main -line connection with the Middleton Railway, when the former arrived in Leeds, which connection still physically exists at the end of the Balm Road branch, so we make no apology for referring to this excellent book in these pages.

The writer is an architectural historian at the top of his game ..... a delightfully elegant writer whose curiosity and learning are infected by a deadpan drollery and the book reads like the best of biography ..... fabulous! He is the grandson and great-grandson of engine-men and grew up with a keen interest in railways and railway buildings.

The neo-gothic spires and overwhelming scale of the Midland Grand hotel and the awesome span of the station's train shed have made St Pancras' one of the capital's most distinctive monuments. Simon Bradley traces the history of the station, introducing us to the men behind the architecture, and looks forward to its future as the main international gateway from London to the Continent.

He has worked miracles of condensation: there is nothing in this book that I am not happy to know; much more of it is valuable to know; all of it is a pleasure to know. St Pancras' is certainly a marvel, but even Bradley's wit, passion and charm cannot persuade me that Sir George Gilbert Scott's Gothic wonderhouse and William Henry Barlow's huge train shed rank with the Parthenon and the Taj Mahal – almost, but not quite!

It is a fascinating and beautifully written book, a pleasure to read, and an excellent introduction to the nineteenth-century Gothic Revival and the great age of railways. Recommended not just for architects, but for all who are interested in railways.



**HWB**

# Book review

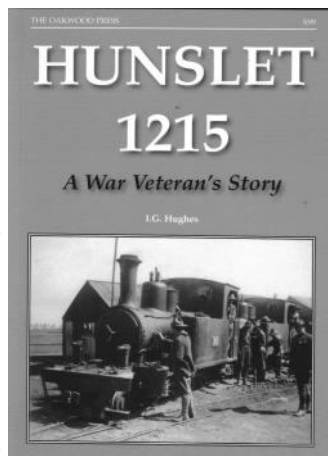
**Hunslet 1215 – A War Veteran's Story by I G Hughes**  
**148 mm x 209 mm, 56pp, black & white and colour illustrations, plus**  
**a general arrangement drawing, soft covers, Oakwood Press X99,**  
**£7.65.**

In May 1961 the *Railway Magazine* published an article titled *Handsome Narrow Gauge Locomotives* by the late George W. McArd, A.M.I.Mech.E. The lead photograph illustrated "One of the 4-6-0 tank engines built by the Hunslet Engine Co. Ltd. at Leeds in 1916 for the War Department." It is the survival of one of these locomotives (and its return to preservation in England) which is the subject of this book. It is a credit to the then Hunslet Drawing Office design team that they produced such an elegant and reliable locomotive for very demanding military duty amidst the horrors of the Western Front in the First World War.

The opening chapters cover the reasons and planning for the 600 mm gauge War Department Light Railways and there is mention of the types of wagon ordered. Then follows the derivation of the 4-6-0 design from Hunslet's *Hans Sauer* class of 0-6-0 inside frame side tanks, one of which had been supplied to a gold mine in Rhodesia as far back as 1905. However, using the *Hans Sauer* as a basis, the new 4-6-0 tank design was built up. A general arrangement drawing and works photos appear at this point in the book. A chapter on war work is followed by notes on the disposal of surplus locomotives after the war.

1215, the current survivor in the UK, went to Australia, initially to the Bingera Sugar Mill near Bundaberg in Queensland until 1942, when a new boiler was fitted. After returning to work until 1956, 1215 was sold to the Invicta Mill, near Townsville. After some rebuilding (using parts from another, out-of-use, Hunslet 4-6-0 tank), the locomotive ran until 1963. In 1967 1215 was presented to a nearby childrens' home, and was still there, "stuffed and mounted", some 28 years later when enthusiast Alan Roberts took it in hand, having it transported over 1,300 km to his home in Brisbane. However, by 2004, Alan had decided to pass the restoration job on, and the British War Office Locomotive Society stepped in. 1215 finally put her wheels on British rails again at a private location in Hampshire in September 2005. After a brief display at the NRM's Shildon site, 1215 has moved to the Moseley Railway Trusts' Apedale Heritage Centre near Newcastle-under-Lyne.

There are plenty of photos in the book, including post-war disposals, cane trains in Queensland, and the restoration and display of 1215 since its return to UK. There is a chapter on its "archaeology", parts from other locomotives having been found to have been fitted. Finally, there is a list of other known preserved WDLR Hunslet 4-6-0 tanks, which are widely spread between Australia, Brazil, Argentina, Nepal, India and Israel. Hunslet was always a world-wide builder, and this is a fascinating story of an interesting class – and an intrepid survivor. Recommended.



Henry Gunston





### SPONSORED TRAIN-PULL FOR GUIDE DOGS FOR THE BLIND

Sunday 1 May 2011 saw a Train-Pull at Moor Road station. Organised by David Subham who is unfortunately losing his sight. He has a guide-dog named Arthur and wishes to raise more money to buy someone another guide dog. 35 people on two teams took part in a sponsored pull of Hunslet diesel loco *John Alcock*. The railway hosted this same event exactly ten years ago, and held the event as part of its community involvement programme. Nicholson)



(Photos: Chris Nicholson)

## MIDDLETON'S BLUEBELL SPECTACULAR

**S**unday, 1 May 2011 also saw what has become an annual event, when the Railway joined forces with the Friends of Middleton Park in arranging a conducted Bluebell Walk.

Members of the Friends met the trains at Park Halt and conducted guided-walks around the ancient woodlands of Middleton Park, highlighting not only the beautiful bluebell display, but also the many other interesting flora, and fauna to be found in the Park as well as the site of the ancient bell-pits which are the precursors to the Middleton Colliery.

(Photos: Chris Nicholson)



# A 16mm garden railway A 16mm garden railway a

## A 16mm garden railway

When we were returning to live in the Isle of Man five years ago one of the main criteria in finding a suitable place was that the house should have a garden that was big enough and relatively level enough to accommodate a 16mm live-steam garden railway.

We had already built and operated a 16mm garden railway at the two previous houses in which we had lived in Yorkshire, the latter having had a bespoke decorative wall fronted with hand-made old mill bricks around a formal garden along the top of which the railway ran. So we had a fair amount of track and point-work that we were able to bring with us, together with locomotives and rolling stock.

After viewing around forty properties within our price-bracket, and ruling out all but three, we settled on our present one: a bungalow, set in a large well-established and well-stocked garden of deciduous and evergreen shrubs and trees, and surrounded by hedges on all sides, affording privacy and protection from the high winds that are a feature of island life. Having refurbished the inside of the house in the first six months, thoughts turned to more important things such as the construction of the garden railway!

### Planning, preparation and construction

It was necessary to first of all carefully hack a way through the outside "jungle" with woodman's saw and chainsaw, in order to form a pathway for the railway, and allow the infrastructure to be laid and built. This would also enable the railway to eventually blend-in with the shrubs and plants and become naturalised into its surroundings. The line was surveyed, using a relatively simple but nonetheless effective use of spirit levels and a

transparent water pipe and coloured water to establish levels along the route of the proposed track. Formers were made from recycled strips of timber or new scrap wood from a local timber yard and laid and pegged into position to form curves of the required radii.

An electric concrete mixer was acquired, together with sand, cement and aggregate, and with the help of two neighbours the whole of the concrete base was laid around the rear, side and front of the garden in just one day. It was necessary to cut through a dividing wall at the side of the house to enable the railway to run "through" the wall: this was the most difficult task and took a whole day, using cutters, drills, hammers and chisels, the wall we discovered having been constructed of particularly hard concrete blocks with the constituency of granite.

To make the construction work quicker and easier several hundred large building blocks were acquired: on delivery these filled the driveway but were moved and stacked in their required positions over the next two days so that, once begun, the building of the walls could be done in the shortest possible time without wasting time moving materials. With the help of the electric concrete mixer the whole of the mixing of mortar and the block work was completed single-handedly in less than three days! The speed of this operation was surprising, but this was put down to good planning and preparation of the site and the foundations beforehand, the power-mixer, and well-thought-out plans for the actual building of the block-work. Digging out the foundations, laying the formers, putting in the concrete foundations, and finishing the building of the block-work took

**Howard  
Bishop**

# 16mm garden railway a 16 mm garden railway A 16mm

only three weeks overall.

Where the railway was to cross a foot pathway, a cantilever bridge that had been used in previous layouts was incorporated into the grand scheme of things. This bridge is removable when required for the passage of wheelbarrows and during hedge cutting and such like.

## Tracklaying

The real business of building a railway then began - the laying of the track. This had to be planned beforehand, and the exact amount of track and number and type of points established. As with previous garden layouts Peco SM32 flexible track was used. This has been found to be ideal for durability in all weathers, and with care can also be walked on (preferably in rubber boots) to access various parts of the garden for arboricultural and horticultural purposes. This comes in yard lengths, and because of its flexibility it can be cut and tailored to suit almost any desired conformation. We needed more trackage, which had to be acquired, though the number of points (turnouts) was slightly less than previously, so in the end we had three sets of points surplus to requirements.

Laying of track has to be done very slowly and carefully. Chalk is used to mark the approximate line of each section of track. Where bends are required the sleepers are drilled, holes drilled into the block base and plugged and the rails are screwed into the rawlplugs to hold the track in the required position. Like the full sized railway, the rail has to be cut where required to fit the curvature of the track, and fishplates (joiners) fitted to each joint. The level of the track has to be carefully checked laterally and longitudinally before finally screwing in position. It is useful



Foundation laid on route of railway

to have a few wagons and coaches on hand to test the newly-laid track to see that they operate satisfactorily and there are no derailments, especially over point-work.

The next stage is ballasting of the track to make it look like a real railway. After a lot of experimentation over the years, we have found the most effective is a mixture of small gravel (dust to 6mm size), obtained in this latest case from Billown Quarry, mixed with sharp sand, and cement, the whole well mixed and then spread whilst still dry over and around the newly laid track, smoothed out with a 1" paint brush, packed under the sleepers where necessary, shaped along the edges, and then quickly and thoroughly watered-in with a watering can fitted with a fine rose, and left for a couple of days to set. This leaves an effective, realistic, prototypical finish. In due season this ballast sometimes attracts moss, which then takes on the appearance of a country railway line





Photographs illustrating the building and operating of a 16mm garden railway to be found in the article in this issue of *Old Run*







# A 16mm garden railway (continued)

## A 16mm garden railway A 16mm garden railway A 16mm



Track is laid before ballasting

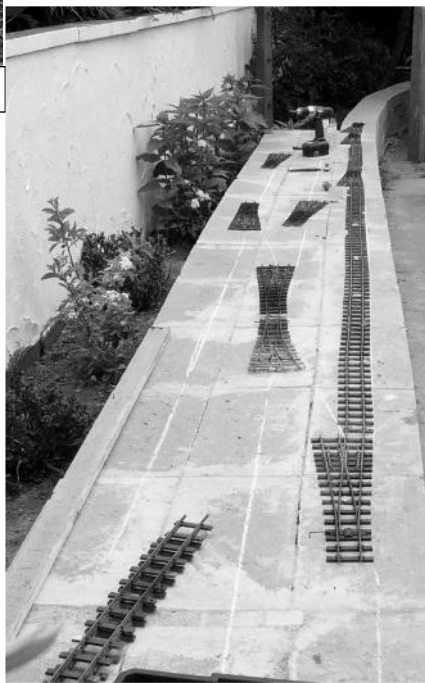
with grass growing between the sleepers – very realistic in fact. Track-laying took the best part of two months, but in the meantime trains were tested over the track that was already completed.

### The layout

Although it would be possible for the railway to run right around the garden and house (we made sure at the planning stage that the track is at the right level to build a level crossing across the driveway!) this is not envisaged for the time being. Rather an out-and-back configuration has been built. At one end in the back garden, and adjacent to a more recently-built railway shed into which trains can now run direct for storage, there is a

country station terminal with run-round loops and sidings. At the far end of the line is a simple run-round loop, and in year two a long passing-loop was added to enable trains to pass half-way round, on the occasions when we have the luxury of more than one driver available.

The layout is generally level, but there are a few sections where there are noticeable gradients, requiring drivers to have knowledge of the "road" and certain skills in handling of trains in either direction. To avoid operating problems, the secret is to keep curves smooth and wide as possible, and gradients to the minimum. Wayside and station buildings and signals are hand-made from proprietary kits, and these are taken inside for protection.



Tracking laying in progress



# **garden railway A 16mm garden railway A 16mm garden railway**

The layout consists of 101 route yards of railway with a total of 139 track-yards in all, the extra 38-yards being accounted for by passing loops, sidings and head-shunts, and there are 13 sets of points.

## **Locomotives and rolling stock**

Living near Doncaster at the time of our first garden railway it seemed logical to acquire ready-made locomotives from Roundhouse Engineering who are based in that town. Indeed in their early years they were housed in one of the buildings in the former GNR/LNER works, adjacent to Doncaster railway station. The first locomotive, and still running after over 15 years of faultless service, is a *Lady Anne* radio-controlled live steam 0—6-0T, loosely based on a Leeds-built narrow gauge loco and finished in green livery. This was followed by their 0-4-0ST *Jack* loco in red livery. Both are gas-fired using butane gas. Added to these has been a rechargeable battery-operated diesel outline 4-wheel loco from Salem which is unfortunately limited in its pulling ability and therefore used mainly for line checks and light shunting. We have thought of adding to our locomotive stable, but as there is a limit to how many locos you can drive at any one time, two seems to be the right number: one in steam and running, whilst the second one is being prepared in readiness for when the first one runs out.

Rolling stock is hand-built from kits made by Brandbright of Holt: Tallylyn 4-wheel and bogie coaches, Brandbright L&B goods wagons, high-detail scratch-built Tallylyn 4-wheel coaches built to order at Gateshead, and more recently some Chinese mass-produced but high-detail L&B coaches and goods wagons in plastic from Accucraft that still need weathering.

The layout is based on a scale of 16mm-to-the-foot, the 32mm track therefore representing a 2-foot narrow-gauge railway.

## **Practical Issues**

As with a full-size railway, each season the line has to be checked for settlement, and the adverse effects of rain and frost. There is usually some "jacking and packing" and a little re-ballasting to be done, and the occasional realignment and tweaking of the track to improve the ride of rolling stock. On the whole the Peco SM32 all-weather track works and stands up to the vagaries of the Manx weather very well. A line check before operating is a good idea: for example, blackbirds and thrushes use the rails as an anvil for breaking open snail-shells and raking over the odd piece of loose ballast or twig that inevitably gets stuck in the frogs or check-rails in the points. A hand-held portable vacuum cleaner is useful for cleaning up the track before using it. When filling up the locomotives' boilers hot water is preferred to cold, as this uses less gas to raise steam to the 40lbs psi working pressure. (N.B. You can't use hot water with full-size steam locos as the injectors won't operate with hot water apparently, although the latest new-build steam locomotives for Swiss mountain railways have electric pre-heaters in their boilers to speed-up steam-raising at the start of the day!)

The most satisfaction is found when visitors are able to come and view the railway in action, or even better, learn to drive the trains and take part in some realistic operating. The crucial deciding factor is of course the weather! Decisions to operate have perforce to be taken on a day-to-day, sometimes hour-by-hour basis – i.e. when it's not raining and when it's not blowing a gale, as little trains tend to become unstable in rough weather!

**CONCLUDED AT FOOT OF NEXT PAGE**

## A Piece of Nautical History:

IN THE HEYDAY of sailing ships, all war ships and many freighters carried iron cannons. These cannons fired round iron cannon balls. It was necessary to keep a good supply near the cannon. However, how to prevent them from rolling about the deck? The best storage method devised was a square-based pyramid with one ball on top, resting on four resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem...how to prevent the bottom layer from sliding or rolling from under the others. The solution was a metal plate called a 'Monkey' with 16 round indentations.

However, if this plate was made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make 'Brass Monkeys.' Few landlubbers realise that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannonballs would come right off the monkey. Thus, it was quite literally, 'Cold enough to freeze the balls off a brass monkey.'



Now that our own Y7 is again almost ready for service, here is a photo of LNER Y class 0-4-0T No 561 seen at Hull fish docks in 1931, for comparison

[Photographer unknown]]

### CONTINUED FROM PREVIOUS PAGE

The best operating conditions are a relatively quiet, cold, crisp day when the sun shines, and the sights, smells and sounds of the distinct staccato-beat of a small steam locomotive working hard under load are evocative of the full-size thing. And

when everything runs smoothly with no embarrassing derailments everyone is happy.

Perhaps this article has inspired someone else to begin the adventure into little trains in the garden!

**for**



MSC 67 obliterates the city panorama with an environmentally-unfriendly pall of smoke on 8 May 2011!  
(Andrew Johnson)



Sir Berkeley coasts back from Park Halt and negotiates the road over bridge en-route to Moor Road station on 24 April 2011  
(Chris Nicholson)

# It's enough to make you....

**T**ube drivers get a pretty good deal. The starting salary is more than £40,000 for a 35-hour week and there are plenty of perks, such as 43 days of holiday and free travel for the employee and his wife. And it only takes a few months of training. Compare that with, say, a nurse who could expect to earn about £30,000 in London.

So it's not surprising the job sometimes attracts intelligent and sophisticated individuals. Take, for example, the driver of last night's 17.05 District Line train from Edgware Road to Wimbledon. I do not know who he is, but I have travelled on his train several times. He says slightly more than is strictly necessary when making announcements, but you couldn't honestly say he was a bore or a show-off. He has outstanding comic timing and a sort of lugubriousness that one thinks of as English. And he doesn't sound like the kind of person who'd have anything to do with the noisome RMT union.

He's a middle-aged bloke with a mild Cockney accent. I expect he's married – though he might grumble about the wife – with grown-up kids and lives in Beckenham. It wasn't that he told jokes exactly. The effect is hard to convey. It was partly down to the slowness of his announcements, plus the fact that he always said something extra that you weren't expecting.

"East Putney..." – pause – "Please don't forget to take your belongings with you..." – pause – "And have a safe... and a *happy* weekend." And then he said something about smoking and alcohol being banned on the platforms, but "smiling isn't banned".

Not earth-shattering comedy, I agree. And I wouldn't encourage lots of other tube drivers to try it. That would grate, especially since the Underground is in a dire mess generally. But still, last night you could see people in the packed carriage laughing to themselves. This driver sent passengers into a grisly Friday night feeling slightly better.

+++++  
**T**here was an Irishman, an Englishman and a Scots woman sitting together in a railway carriage travelling through India. Suddenly the train went through a tunnel and as it was an old style train there were no lights in the carriages and it went completely dark. Then there was this kissing noise and the sound of a really loud slap. When the train came out of the tunnel, The Scots woman and the Irishman were sitting as if nothing had happened and the Englishman had his hand against his face as he had been slapped

+++++  
The Irishman was thinking: "This is great! The next time the train goes through a tunnel I'll make another kissing noise and slap that English idiot again."

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A Texan is bragging to an Englishman on a train journey through England. "In Texas", he drawls, "you can get on a train, ride all day long, and still be in Texas by nightfall". "Yeah," replies the Englishman, "we have slow trains here too".

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The Englishman was thinking: "The Irish fella must have kissed the woman and she missed him and slapped me instead." The woman was thinking: "The English fella must have tried to kiss me and actually kissed the Irishman and got slapped for it."

"Did I miss my train? Did I miss my train? No, I didn't miss my train! I just chased it out of the station because I didn't like the look of it!"

***10R***



Rebecca Palmer, one of our female train staff, is Guard of the day on 1 May 2011 (Chris Nicholson)



Manning Wardle 0-6-0ST Matthew Murray comes off the shed to start work on 1 May 2011 (Chris Nicholson)

## Middleton goes electric?



**T**hird-rail electric rail and insulators installed at the entrance to the Moor Road Yard! This scene greeted staff when they arrived to man the Railway on Easter Day, 24 April 2011. Was this a trial-run for going all electric? Was the NRM's Siemens/Hunslet electric loco likely to burst from the Engine House for a run under its own power? Alas no, it was a specimen length of conductor-rail laid as an exercise by local apprentices. Regrettably too late for an April Fool's joke. (Chris Nicholson)

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

## A rose by any other name!

Following the excellent work by Steve Roberts and his team, Class Y7 No 1310 is no more, but becomes NER Class H No 1310, as it will be fully restored to North Eastern Railway "as-built" in 1891 condition!

No doubt all press communications, releases and information to the media, updated literature, sales items, etc., will please be correctly annotated accordingly, for publication.

Class Y7 is dead, love live NER Class H! We look forward to No 1310 giving many years of dedicated service at Middleton, for the benefit of the Railway and it members.

**Dr. Ing. Prof. F W (Bill) Hampson,**  
**Steam Power Trust 65 Trustee and**  
**Secretary, Newcastle-upon-Tyne**  
**NE7 7QP**

## Good production

I am writing to you regarding the good production of the *Old Run* magazine. Having worked as a printer in my younger days I realise that composition, proofing and printing is not easy.

The information in the *Old Run* is well-informed and interesting to read. I have been a member of the Middleton Railway for about a year and I enjoy working on the engines and track.

Again, thank-you for your efforts and good work.

**Geoff J Thorne**  
**Fartown, Pudsey**  
**Leeds LS28 8QX**

## 72 ton Wagonmaster?

Does a Bord na Mona Wagonmaster diesel really weigh 72 tons (page 5 March *Old Run*) - they did not look that big when I have visited Irish peat operations: they must be made of solid lead! (see, I really do read the mags you send!).

**Cliff Thomas**  
**Harrow**  
**Middlesex**  
**HA2 9LL**

*[ Cliff will probably already know the the answer to this one, but we'll find out the truth and put the record straight. Ed. ]*



Chairman Andrew Gill and guests  
on 1 May 2011 (Chris Nicholson)



## TUESDAY SOCIAL EVENINGS AT THE ENGINE HOUSE MOOR ROAD AT 7.30 P.M.

5 July 2011  
2 Aug 2011  
6 Sep 2011  
4 Oct 2011  
1 Nov 2011  
6 Dec 2011

Jim Todd—The Waverley Route  
Lee Towers—The Paget and other unusual locomotives  
Howard Bishop—Leeds local heroes and Steam in Zimbabwe  
Steve Roberts—Slide show  
Richard Winfield—TBA  
Team Roberts—Christmas quiz—not too difficult!

### 2011 Special events

(Subject to confirmation—please check on line nearer the dates)

18 & 19 June 2011	Hudswell, Clark locomotives weekend
2 & 3 July 2011	Model Railway exhibition
17 & 18 September 2011	Autumn Gala weekend
29 & 30 October 2011	Halloween weekend—ghostly goings-on
3,4,10,11,17,18, 24 December	Santa trains



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

### **SOCIAL EVENINGS**

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

Web - [www.leedsdistricttractionengineclub.org.uk](http://www.leedsdistricttractionengineclub.org.uk)

Wednesday 15 June 2011

Pie and pea Supper at WR Small Loco Society's HQ, Tingley.

## ***CHANGING TIMES !***

**W**e will be cleaning and redecorating the changing rooms in the workshops starting in June. Could anyone who has anything, and I mean anything, **STILL** in the changing rooms, please remove them before the planned start date of 27th June 2011? After redecoration it is planned to install new lockers and wash basins in this room and it will only be used as a changing room and no longer as a dumping area. Thank you.

*David Hector*

**DEADLINE FOR NEXT ISSUE 15 AUGUST 2011**



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(Limited by Guarantee and not having a share capital)

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## Membership subscription rates from 1 January 2011

Adult Membership £16.00

Senior Membership £11.50

Junior Membership (of M.R.A.) £11.50

Family Associates of Trust Members (in same household) £3.00 per person

Life Membership £290.00

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In glorious sunshine, Sir Berkeley hauls the 1400 hours train from Moor Road to Park Halt on 24 April 2011. The passengers in the front coach enjoy a virtual footplate experience.  
(Chris Nicholson)