

The

# OLD RUN

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September 2013

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**Front Cover** - A stylish shot of NER 1310 emerging from the motorway tunnel on the 21st July 2013

**Andrew Johnson**

## On the Platform *Graham Findley*

The recent decision in July to increase rail fares again, this time by an average of 4.1%, and the subsequent media outcry set me musing along the path of political footballs and what boxes must be ticked for an issue to qualify as one. We all know what some recent examples are:- the NHS, education and the railways, all tainted by nationalisation, or the threat of privatisation.

Other non-railway related aspects of transport policy receive comparatively scant attention from the political circus. I don't remember the M25, for example, generating anywhere near the media attention of the HS2 link. It rivals the vast Channel Tunnel project for airtime, whilst the M25 has been vastly more influential in terms of shaping the commercial and social landscape of Britain (and the self-obsessed London and the South East) than HS2 will ever be. I don't recall politicians or trade union leaders ranting on about WiFi on the political stage - they simply cheered it on as a good idea.

The other feature of the debate surrounding our rail network is the sometimes ill informed comparison with our European neighbours. The French have the TGV - why don't we have it? Successive British governments have been chastised for their lack of imagination and investment, with some justification. In 1996 Switzerland, Italy and France planned railway investment at the rates of £40, £33 and £21 per head of population respectively, while the equivalent figure for Britain was £9.

But knocking a few minutes off what is a largely unaffordable rail journey for many people from London to Leeds will never transform the economy of the North in the way that WiFi already has - and will continue to do so.

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How have we arrived in September 2013? The AGM came and went and there were some quite big changes made, the most significant of which was the retirement of Stan Holdsworth from the post of Treasurer, although he continues as a Director in an advisory role.

Stan has performed the role of Treasurer for the past 15 years, or thereabouts, with extreme diligence. This is not a glamorous post as most people don't see what you do, unless they want money!!

As well as Stan being in his "counting house", his wife Carole has been heading up our Education Team with equal diligence. To mark the occasion of their "retirement" they were presented with a First Class ticket to travel the Scarborough Spa Express, provided by fellow volunteers as a token of gratitude and respect for such a loyal couple of volunteers. We all wish them the very best.

Our new Treasurer is Mrs Ann Roberts, no stranger to railways, being the wife of Steve Roberts, our CME. We welcome Ann onto the Board and wish her every success in her new role. Another new appointment as a Director is Janet Auckland, who can be found on most operating days in our around the Ticket Office/Shop. Janet is one of our Duty Managers and looks after the staffing of the Engine house.

Having put the ladies first, our next appointment as a Director is Malcolm Johnson, a highly skilled engineer working in our workshops, but also bringing experience to the Board as businessman, having run his own business until recently. Then last but by no means least is Mark Calvert, a young Civil Engineer with a love of railways and beer, in which order I wouldn't like to say. Mark is now our "Roster Clerk" as well as being on the design team for the Running Shed.

To those Directors who stepped down from the Board, thank you for your contributions and being brave enough to have done it.

On a personal note, the Fowler locomotive "Lois" which I bought my wife Sue for her 60th birthday and which was subsequently

donated to the MRT, was renamed "Harry" by my six grandchildren in July. This was the first time we had ever had all six grandchildren together as two of them are Australians. Harry was chosen as a name as Sue and my father's names were Harry and one grandson is Harrison.

The Mechanical Madness day went well, with some peculiar workings that were well received by our visitors.

The new Timetable we introduced this year has been very well received by our visitors and our income from travel is well up on what was expected. There is still some disappointment in the retail operations, but it is evident a lot of people do not have money to spend in the shop as well as a train ride. As long as they keep coming, we won't complain too much!

The long awaited launch of the Leeds Horse Tram at our Festival of Transport has just taken place as I write this. This was a hugely successful event with the Lord Mayor of Leeds in attendance for the Leeds Transport Historical Society, and riding on the horse drawn tram.

Regrettably, on the afternoon of Monday 26th August 2013, there was an incident involving the tram and the lady who was leading the horses. Whilst being harnessed to the tram, for reasons unknown, one of the pair of horses bolted, dragging the tram and in trying to control them the lady was thrown under it and carried for a short distance under the tram body. The Railway's own First Aiders gave immediate assistance until the ambulance crew arrived together with the Fire & Rescue Service.

The casualty was stabilised on-site before being transferred to hospital. We understand her injuries are not life threatening and we wish her a full and speedy recovery."

The very latest news we have is that the lady has been transferred from Intensive Care onto a normal ward and is expected to make a full recovery.





## **An important notice from Education**



Following a very good run of bookings recently, we are now beginning to receive new bookings for the 2013 / 2014 school year.

In the March Old Run, I made an appeal for recruits to serve on the Education Committee. This was unsuccessful. However, I have decided to stand down as Chair in December for age and health reasons, and unless someone can step forward to give the team serious help, we are concerned that Education at Middleton Railway will be in decline. This would be very sad for all concerned and more importantly, sad for children who would not be able to make a visit to see a steam engine in action.

Please consider my appeal carefully. You do not need to be involved in Education - just a very willing helper. If you would like to talk to me about this, or know anyone who might be interested, please contact me personally at 0113 268 5866

Thank you,  
**Carole Holdsworth.**  
Chair



## Illustration of the new Running Shed



**Richard Stead writes:** At Mark Calvert's suggestion, I knocked out a couple of illustrations of the projected running shed. Members who attended the recent AGM will have seen my sketch, which is also on display in the shop. I understand the Buy-a-Brick campaign is going well - I hope anyone who hasn't contributed yet will be inspired to get their name on a brick, now they can see what it will look like!

## Dates for your diary

28/29 September - Autumn Gala  
 26/27 October - Halloween Weekend  
 1-24 December Weekends and Christmas Eve - Santa Specials

Plus Ian Dobson's famous **Social Evenings** are held every first Tuesday of the month at Moor Road, starting at 19:30. Forthcoming attractions include:-

01/10/13 - **Ian Dobson - 2012/2013 in camera**

05/11/13 - TBA

03/12/13 - **Team Plumb's Christmas social quiz - not too difficult!**

## Quiz Question

**Q** - What man made physical feature that predates the route off our railway is still present and in use today?

**A** - The footpath that runs from Hunslet Lakeside, then between the northern entrance to our tunnel and the southern yard gate and then on towards Parkside Lane. This footpath is shown on the Tithe Map of Hunslet.



## **SWRS visits *Slough Estates Ltd. No. 3***

The Slough & Windsor Railway Society (SWRS) is the custodian of Hudswell Clarke 0-6-0 ST *Slough Estates Ltd No.3*, which until November 2011 was based at the Swindon & Cricklade Railway in Wiltshire. After completing a ten-year overhaul in 2010, *No.3* returned to the Swindon & Cricklade Railway but has since moved to the Middleton Railway on long-term loan. It was built nearby at the site of the Railway Foundry in 1924 and also closely resembles the last steam loco to work over the railway in NCB days in 1958. It is thus appropriate that *No.3* should return to Leeds.

*Slough Estates No.3* was the first all-new locomotive to be bought for use on the Slough Trading Estate railway. It remained in service until 1973, when the estate railway closed. The two surviving locomotives were moved to preserved railways: *No.3* to the Mid Hants Railway; and near-identical sister locomotive *No.5* to the Embsay Steam Railway. *No.5* was restored to working order and used for many years, but is currently out-of-use, awaiting a major overhaul. *No.3* had a more turbulent history...

At the Mid Hants Railway, after a couple of years, *No.3* was dismantled for restoration, but found herself at the back of the queue for rebuilding. After a considerable lapse of time, the SWRS were granted custodianship of *No.3* and rescued her remains, moving the frames and components to Slough, while the boiler was sent to Billingshurst for major work. Another ten years passed as SWRS members steadily progressed the locomotive's restoration. An enforced move to the Swindon & Cricklade Railway in Wiltshire, and, for the first time, a covered workshop, saw the restoration completed and *No.3* returned to steam in

2000.

*No.3* has been the main operating steam locomotive at the Swindon & Cricklade Railway (S&CR) since then but was taken out of service in January 2009, following problems found at her annual boiler inspection. Over the summer *No.3* was given her ten-yearly overhaul at Statfold Barn near Tamworth and returned to steam in December 2009 hauling the S&CR's Santa Special services.

On Sunday 28th July, a number of members of the SWRS organised a trip up to Leeds to see their locomotive in steam and operating over the whole length of the railway. They presented Andrew Gill with a display case contained the original works plate and whistle for HC 1544, which is now on display in the Engine House, and also made a very generous donation to help with the upkeep of *No. 3*.

Jim Ballantyne, one of the directors of the SWRS wrote to Andrew Gill afterwards, "On behalf of all our participants, I would like to thank you and your team most sincerely for the warm welcome and excellent arrangements you made for us when we visited the Middleton Railway yesterday. The visit far exceeded our expectations and many members who had not visited Middleton before expressed admiration for the excellent presentation of your historical exhibits and your achievements in general.

Some of the warmest comments came from our lady participants who, I suspect, were not quite sure what to expect! To us it was also very satisfying to see HC 1544 working well and appreciated, and the trip down the Balm Road branch was certainly a great bonus! So, once again, thank you all very much and please pass on these thanks to the remainder of your team.

All the best and keep steaming on!"



Holding the case containing the whistle and works plate are, from left to right, John Appleton, Jim Ballantyne, and Andrew Gill **Paul Barrett**



HC 1544 returns from Balm Road on Sunday 28th July **Paul Barrett**



## COLLIERY ON FIRE, AT MIDDLETON, NEAR LEEDS.

On Wednesday week, the working operations at the New Hall Colliery, Middleton, near Leeds, the property of Messrs. Charles Grosvenor and Son, of Hunslet, were brought to a standstill, and have not since been resumed, owing to the breaking out of fire in the Beeston bed, about 400 yards from the pit bottom. The fire extended over an area of about 300 feet, finding its way into several slits and boardways, and originated in the bursting out of a body of sulphur pent up under the "foot" of coal in that part of the pit called the "breaks," lifting up the floor for about a yard, thus setting at liberty the inflammable gas. A tramway passes near where this took place, and as a corve was travelling down the line, with a lighted candle on the top of it, the foul air took fire, flashing a body of flame to a distance of at least thirty yards. The explosion carried everything before it. Several men and a pony were thrown down, but they were fortunately in such a position that they were enabled to escape to the shaft, and only one man, an old servant, was in any way injured. He was burnt about the face and other parts, but is now almost recovered. Every effort has been made to prevent the fire extending into other workings, under the management of Mr. T. W. Embleton, assisted by the under-ground stewards from the collieries of the Messrs. Charlesworth and others. They have followed the fire through all its windings, putting into vigorous operation a powerful force pump, giving out about four or five tons of water per hour. After working up to Wednesday afternoon a committae was formed, including Mr. C. Morton, Government Inspector of Collieries, and Mr. Holt, mineral agent, of Wakefield, when it was not thought safe or advisable to pursue the flames any further. They determined to build in by a brick wall the parts to which the fire was confined, thus excluding all possibility of the fire being fanned by the neighbouring currents of air. By these means it is hoped that in a few days the fire may be effectually put out, and some portions of the pit again worked. This hope was confirmed yesterday afternoon, by the intelligence that the thermometer at the bottom of the pit, placed in a current of return wind, had fallen to 64 degrees. Information was also sent from the men in the pit that the barrier walls had been made "good and tight" at half-past twelve the same afternoon. It is thought these means will prove effective; if so work will be resumed as speedily as possible.

## Middleton in the Archives

Mike Barber, a member who also belongs to the Leeds Library, is conducting research into the influence that the American Civil War had on Leeds. He's been going through archive copies of the *Leeds Mercury* and the *Leeds Intelligencer* between 1861 to 1866 and has found a number of references to the Middleton area, some of which are published here.

Leeds Mercury  
- Feb 1862

**THE FIRE IN THE NEW HALL COLLIERY, MIDDLETON.**—On inquiry yesterday we learnt that Mr. C. Morton, the Government Inspector of Collieries, visited the pit bottom on Saturday last, and declared it safe for the miners to begin work again in the parts not included in the fire. The men accordingly commenced work on Monday morning. It is not positively known, however, whether the fire is totally extinguished, but it is thought from the comparatively low state of the temperature near the fired part that the bricking-up is slowly but surely doing its work. The barrier will be allowed to remain a few days longer, in order to secure complete success.

GENTLEMEN,—May I be permitted, through your columns, to draw attention to an instance of unnecessary officiousness on the part of a rural police-constable, and to the severity with which a simple case of trespass, so called, has been visited.

On Sunday, a boy, the son of a poor widow, of known respectability, was gathering blackberries in Middleton Wood, when a police-officer, who had either no better employment or had been put on duty for the purpose, took him into custody, and, having ascertained his name, ordered the lad to appear on Monday before the County Magistrates, at Wakefield. He did so, and the Bench marked their sense of the triviality of the offence by inflicting a fine of 1s., but there were the costs—those monstrous fees of the law—13s., making a total of 14s., which had to be paid to prevent the lad going to prison. Of course the poor widow had to pay this, and by her sacrifice she saved the county the cost of keeping her son in gaol.

The offence of gathering blackberries, if offence it can be called, is one of which everybody is guilty in their younger days, and surely the police might find better employment, whilst so much real crime remains undetected, than exasperating the poor, and engendering against themselves the ill will of those they move amongst, by hailing to prison little children for no graver sin than the rambling into a wood in search of blackberries.

Correspondence  
from the Leeds  
Mercury - Oct  
1862

GENTLEMEN,—Having seen a letter on the above subject in your impression of yesterday, I think I can give the reasons why the lad was so harshly dealt with. The "proprietor" of the blackberries, it seems, had offered a reward of £1 for the discovery of any person found in the wood at Middleton, and the writer of this had it from his own lips, that it made no difference to him who was the individual seized in virtue of this offer. Several parties (including two ministers) interested themselves in the lad's behalf, and begged of the proprietor not to press this paltry case; but all to no purpose, he declaring that the law should take its course. Not only so, but he said he would publish handbills setting forth the conviction, &c., to the great injury of the lad's character; and when remonstrated with on the cruelty of this, he declared his resolve unalterable.

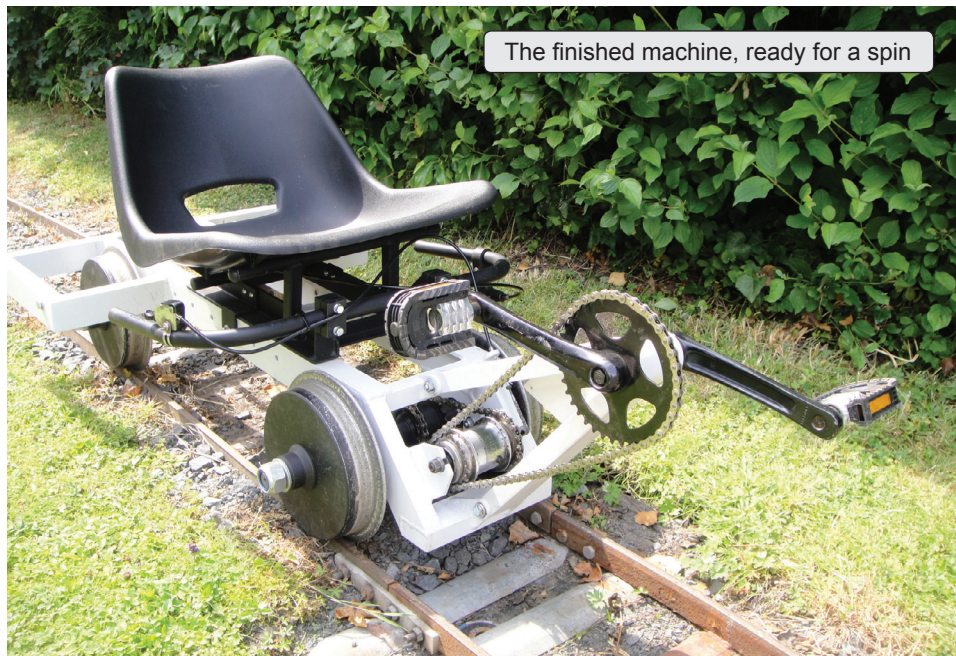
Gentlemen, this man was elected to a parochial office in Hunslet only a week ago.

I may state that when before the Magistrates, the victim of what most people will consider a very harsh proceeding, he was thrust into the dock among a gang of felons. Such conduct is calculated to damage the moral feelings of young people. Now, Gentlemen, is it right for this landed proprietor to induce Policeman No. 319 of the West Riding constabulary to look after those trivial cases to the neglect of more public interests.

I am, &c.,

A LOVER OF JUSTICE.





The finished machine, ready for a spin

I am lucky enough to have my own 10 ¼ gauge railway. I have a friend who has a similar one, and some time ago he had a Moulton bike converted to run on his line. I tried it out, but found it was top heavy due to the bike (and passenger) having a very high centre of gravity - but it set me thinking.

I also take *'Miniature Railway'* magazine (incidentally a bargain at I think £2.50). Around three years ago, the editor had a recumbent bike converted for his 7 ¼ line. Other readers wrote in and it was surprising - three or four others had made some sort of home-made contraption. That sealed it. I had to

have one made myself!

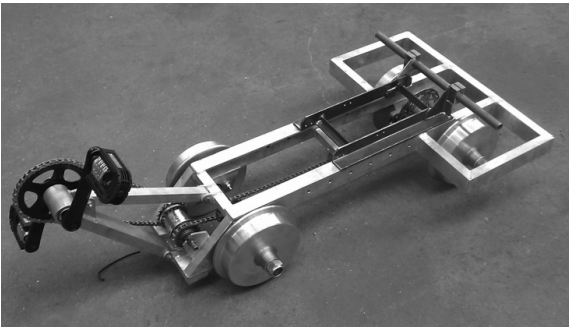
I justified the idea along these lines. As we get older we become increasingly frail, and many people find their leg muscles go. I noticed that with my father. It's our sedentary lifestyle, I suppose, but what to do about it?





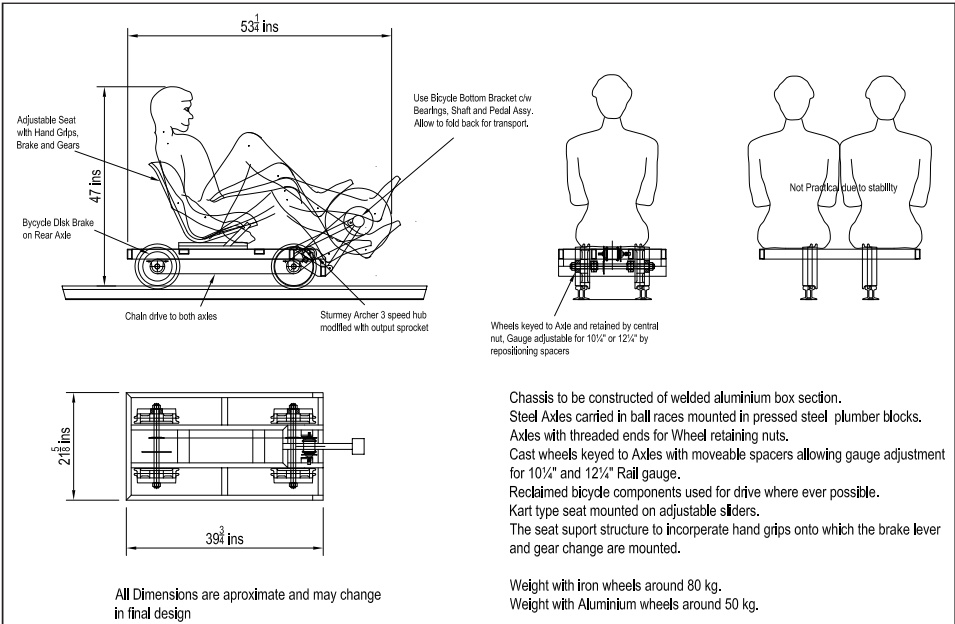
I'm hesitant about taking a bike on the road with the traffic zooming past. I've never got a 'kick' from walks. Why go to a gym to stand still on a treadmill? I reasoned that if I had to have pedal power, I could have both exercise and tremendous fun at the same time. I gave the project the name of PUFF, as I thought I'd need plenty of it!

So I made a rough drawing and approached Alan Keef Ltd, specialists in narrow gauge railway engineering. They took my drawing and made what I guess you'd call a blueprint – or general arrangement which I thought worked rather well. As you can see, sitting two abreast is not really practical from a stability point of view, but it would quite happily tow a second wagon. They said it would not be cheap. I said okay – and it was a price I was prepared to pay. One stipulation was that it should be light




enough for one person to get in and out of the back of a car, so aluminium was used where possible, including wheels. This means I can take it to other railways. It can also be made to work on both 10 1/4" and 12 1/4" gauges

I sourced all the necessary bits and pieces from my local bike shop, and Keef's got on with it. It is geared using a Sturmey Archer 3-speed, and is also equipped with brakes. In addition it has a framework (the reason for the box structure at the back) which



Chassis to be constructed of welded aluminium box section.  
Steel Axles carried in ball races mounted in pressed steel plumber blocks.  
Axles with threaded ends for Wheel retaining nuts.  
Cast wheels keyed to Axles with moveable spacers allowing gauge adjustment for 10 1/4" and 12 1/4" Rail gauge.  
Reclaimed bicycle components used for drive where ever possible.  
Kart type seat mounted on adjustable sliders.  
The seat support structure to incorporate hand grips onto which the brake lever and gear change are mounted.

Weight with iron wheels around 80 kg.  
Weight with Aluminium wheels around 50 kg.

1	19/10/2012		ALL TOLERANCES TO SPEC. GT1 UNLESS OTHERWISE STATED	SCALE	NTS		DRAWING No.
ISSUE	DATE	REVISION		CHECKED			P5037
				DRAWN	PRK	Alan Keef Ltd	Proposed Rail Vehicle for David Barrie

## PUFF! (cont)

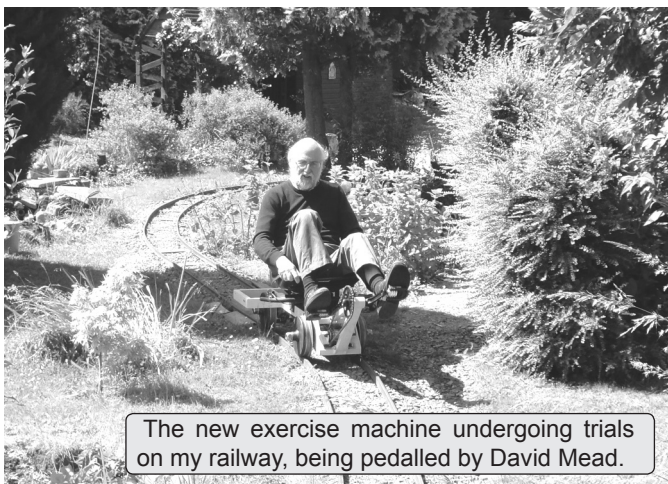
supports a scalloped candy striped canopy. It's also equipped with an old bulb horn to warn of it's approach!

Now, my railway has a continuous run – some 150 yards in a general oblong with the two sides connected by horseshoe curves, and some very steep gradients. I tell you, after a dozen laps – which takes about 15 to 20 minutes - the legs and stomach muscles have had a good workout.

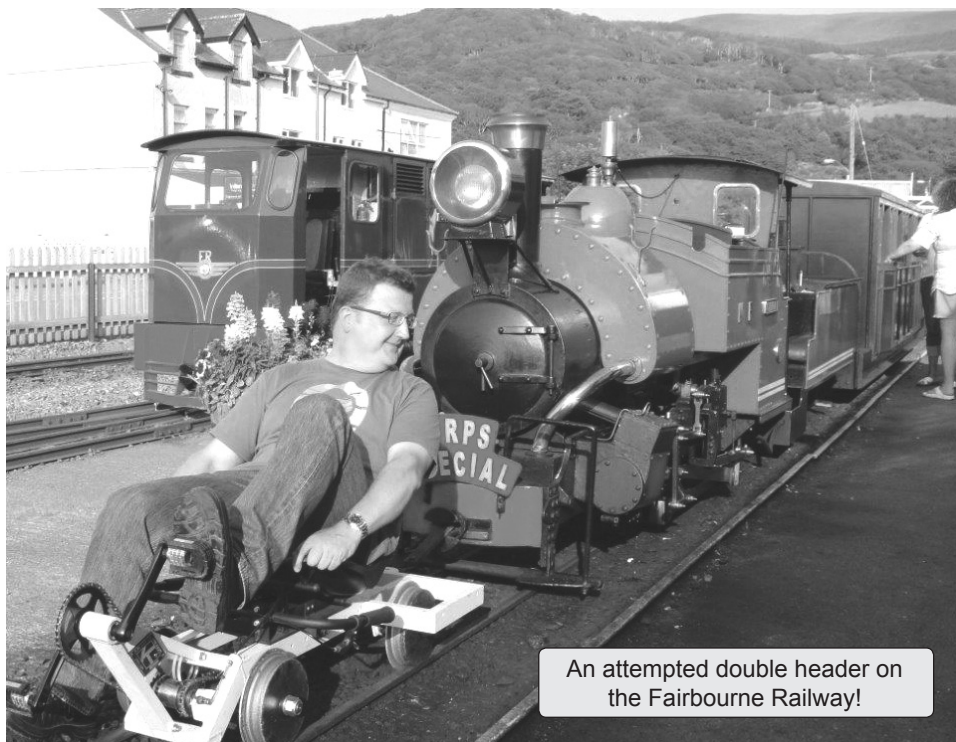
I am also associated with the 12 1/4" Fairbourne Railway, with a length of some 2 1/2 miles. The Fairbourne has lost its wealthy benefactor, so I plan to assemble a team of peddlers', raise sponsorship,

and go for a World record by pedal power on narrow gauge, probably in 2014.

*David Barrie is Chairman of the Darjeeling Himalayan Railway Society - [chairman@dhrs.org](mailto:chairman@dhrs.org). All photos courtesy of the author.*



The new exercise machine undergoing trials on my railway, being pedalled by David Mead.



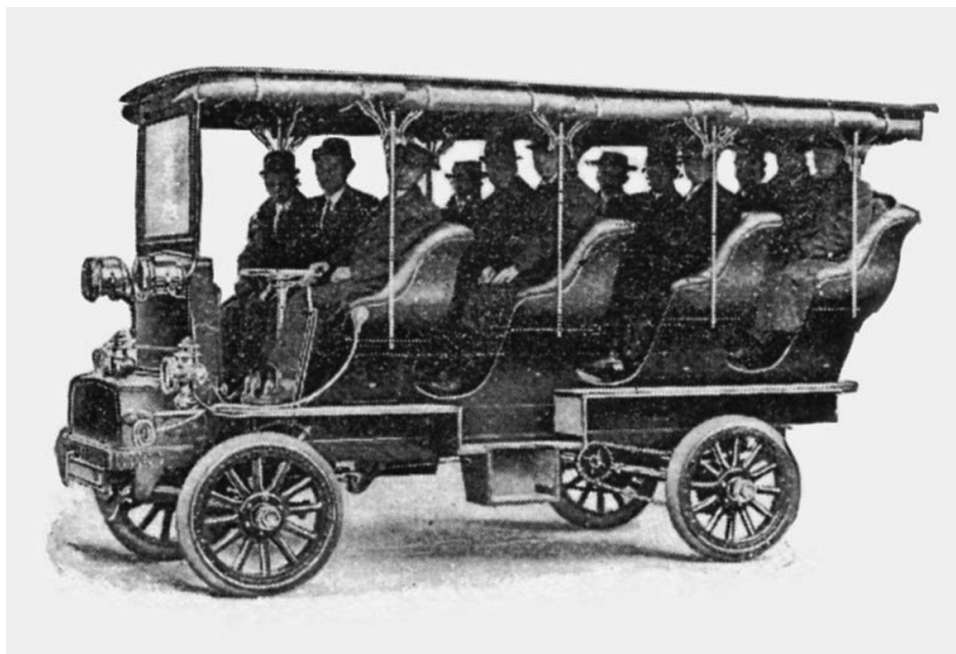
An attempted double header on the Fairbourne Railway!

Having read the Editorial in the last Old Run, I thought I'd expand on the subject of buses abroad, gathered from around 50 years of holiday travel and 30 years of continental coach driving.

**1. France** – The bus shelters referred to mark a spot on the Route Nationale network as close as possible to a station on a closed railway line. It is truly a rail replacement bus service. The Editor remarks that he has never seen a bus, only the odd coach – well, this is because this service will be provided by the local coach operators or taxi firms. That he has also seen no people at the stops also follows the French tradition of pre-booking rail tickets and arriving at the station or in this case the bus stop 2 seconds before the train (or in the case the bus) arrives! The lack of buses - if on the day of closure the SNCF provided one train per week on the 3rd Wednesday of the month to travel from village A to market town B, then

that's what the bus will do. Conversely, if the Feast of St. Pierre happened to have been held on the day of closure, with a 10 minute interval service provided between village A and Paris, the coach firm will have to find the same number of coaches or taxis to cover this service once a year on the Saints Day.

**2. Germany** – Basically similar to France. The coaches have DB marked all over them and operate a service that perhaps meets today's needs. They do not, however, have the ramp, buggy bay and special wheelchair bay that the poor passengers are paying through the nose for in our fares. If the railway track had been left *in-situ* with only the station closed, the local municipalities get involved with DMU's and EMU's (or Schnelltram) using the track which, whilst not up to the speed of a DB 401 or 503 Inter City Express, can still crack on at a pace reasonably near 100mph.





## Traveller's Tales (cont)



**3. Spain and Portugal** – Little experience, except that once long ago on a winter holiday (the months rather than days or weeks variety) with my late father, I drove a route from Malaga airport to 8 or 10 hotels down the coast. Now back home, the Otley to Leeds with Sammies was 1 shilling at that time; the same distance out of Oporto was 10 escudos cash. Conversion to Sterling eventually came out as a fare of 1 old penny!

**4. Belgium** – Only knowledge concerns the good driver benefits in Bruges if you'd time to kill; relatively empty motorways and no police. In pre-limiter days if you wanted to push the Volvo nearly into the red, you could catch a ferry 2 boats earlier rather than the one at Calais.

**5. Holland** – They had an urban bus service with our type of buses, not coaches,

working outwards from the central bus station next to the railway station (and connecting with the trains). Dutch trains are often every 10 or 15 minutes unless you've gone to the far North or South of the country.

**6. Denmark** – Danish Rail is hourly or less around Copenhagen, with the underground, commuter lines and the three main routes to Esbjerg, Fredrikshaven and Hamburg. Other lines are a bit suspect, maybe hourly or less and take around 3 hours to do what should only take 45 minutes. But they do connect to the big trains and a Danish equivalent of National Express which visits towns and cities which have never had, not probably will ever have, a rail service.

I recall once in Aalborg with my coach on hire to Arriva, I had a go on their 15 metre bendy bus simulator which was great fun -

## Traveller's Tales (cont)

I managed to 'run over' a little hooligan on a skateboard who kept in front of the bus and generally vandalising it! In real time I put two shifts in for them with a Danish guide/speaker to show me where to go and speak with the locals on two routes; one to Norrebro and one to Thisted.

The former is 15 km as the crow flies, but actually takes about 2 hrs for the 40 odd km through a number of housing estates; the latter is a straight run through numerous lakes and about 6 or 7 small towns. The road was single carriageway and unless I'm faced with a tank, the middle of the road is mine and cars and other lesser things tend to keep out of the way!

**7. Austria and Switzerland** – Due to its geography, most services in Austria run about hourly, whilst Switzerland is hourly or better on all lines, probably every 10 minutes on the Basle, Bern, Zurich triangle and heading south from Bern to Geneva. Buses outside of the major cities are operated by or on contract to the Post Office.

Their schedules connect with trains, city buses and even boats. On the mountain passes they have a triple tone horn that shifts or stops anything that may get in their way! Tour coaches are allowed to

follow the post bus with Tail End Charlie clutching a small yellow flag to show the post coach has officially passed by. There is also a fines book to collect the 2,000 francs a time for anyone disobeying the post coach's instructions. If you cause an accident this can escalate into 5 figures!

**8. Luxembourg** – Small enough for the bus to duplicate the rail service from town to town. Buses stop to pick up or set down at shops, street corners, work places and tourist attractions. Trains go from town to town in approximately half the journey time. Rail replacement buses are like the normal service buses, but will not pick up en-route – you need to get on at a train station. However, as the only person left on one such bus, the driver actually took me back to my hotel rather than the station one wet evening!

**9. Norway & Sweden** – Buses, what buses? If it's outside of a major conurbation you've got four choices – bike, car, horse & cart or....walk!

**Back in the UK** – when Leeds Station was being made over some years ago, parked rail replacement buses stretched beyond Woodhouse Moor. As a driver, the Goole/Barnsley service to and from Leeds was a pain, but Blackpool was brilliant – you could just about keep to train times if you were allowed to go direct via the motorway network and you didn't have drunks to wait for until 18.00.

The Leeds/Harrogate/York service passed the 10 hour shift nicely over 2 or 3 trips, depending to where you turned round and which way you came back.

But I much preferred the Ilkley run and put in 7 or 8 trips in during the shift with an hour for lunch and tea at home – unless I was lumbered with a Network Rail inspector or passengers I couldn't get rid of onto another bus!





# Festival of Transport Gala



The ill-fated Leeds Horse Tram, as seen from the window of the Engine House **Malcolm Johnson**



Matthew Murray emerging from Balm Road with Chris Nicholson at the controls **Andrew Johnson**



# Bank Holiday Aug 2013



*Sir Berkeley sets off with the freight train on the return to Moor Rd. **Andrew Johnson***



*Levering the points across prior to running round as Slough Estates No 3 simmers **Andrew Johnson***

# Moor Road Happenings

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## LOCO NOTES

### 1601 MATTHEW MURRAY

In service and has been used when required although we are tending to nurse it a bit more these days because of the condition of the cylinder block.

#### No. 6

It would have been good to report that the 'J' pipe casting (which houses the regulator) had been removed from the boiler but, although all the virtually inaccessible nuts and bolts have now been removed, the casting is still stuck firmly to the main steam pipe. When building boilers, boilermakers usually make it easy for themselves by fitting these parts before the firebox is in place and the whole assembly can be easily accessed.

### 1210 SIR BERKELEY

In service and used as required. As is usual with this loco, it has required little in the way of attention and remains a reliable performer. Having said that, the

driver's side injector is starting to waste water and not pick up cleanly so this will have to be attended to when time allows, which will probably not be before the end of September as it is going to the Ribble Steam Railway's gala, to be followed by our own the week after. A pattern has now been made for the firebars and a full set is due to be cast shortly to replace the existing ones, many of which are becoming life expired. Spare firebars will also be cast for 1601, which utilises the same pattern.

#### No.11

Nothing to report due to pressure of other work and holidays.

### No.1310 (NER H)

In service and used as required. Both crews and guards have been complaining about a jerky ride with this loco as it has a tendency to set up an oscillation between it and the coaches. To overcome this problem the loco's rear drawbar has been tightened up quite a lot. This largely



*Matthew Murray performed well at the recent Festival of Transport*

## Moor Road Happenings (cont)

seems to have worked although isolated reports of the problem are still forthcoming. Three of the locos springs appear to be deflecting more than they should although there are no signs of broken leaves, and it is probable that all four springs will be sent away for overhaul this winter.

### 1544 SLOUGH ESTATES No.3

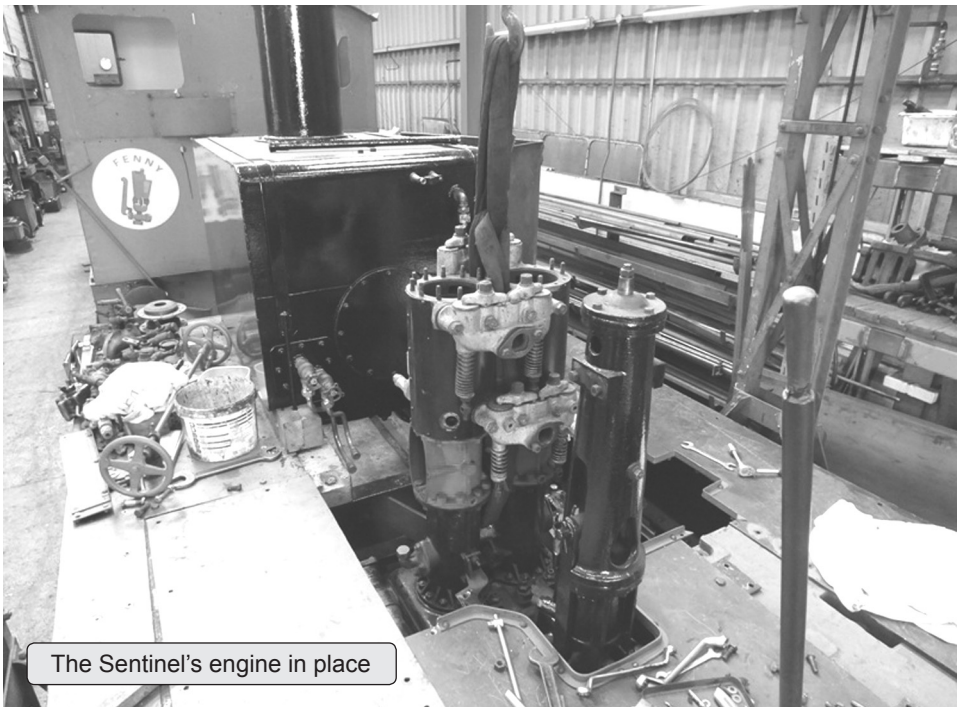
The oversize fusible plugs mentioned in the last report duly arrived and were soon fitted, enabling a return to service. The loco has been used turn and turn about with the other steam locos with no problem other than the usual rattles and bangs! We probably need to touch some wood before saying this but the troublesome stay has stopped leaking, as have the rivets in the smokebox.

The locos owners (The Slough & Windsor Railway Society) paid us a visit on the 28th July and were entertained to an all-line tour utilising their locomotive.

### Sentinel No.54

The pipework from the water tank to the injectors has now been made and fitted, a short sentence that covers quite a bit of work (and money!). It was perhaps inevitable that, having made and fitted a new tank outlet manifold and the pipework, that we should discover a genuine Sentinel manifold of the right design tucked away in one of our storage containers. However, to fit this would mean a lot of re-working of the pipework so we will leave the existing arrangement alone. After all, it has worked successfully since the 1960's!

The overhaul of the engine unit has continued as time and manpower has allowed. However, as work has progressed it has been found necessary to re-do some work previously carried out. Mention has been made of the discovery of a tank manifold that we didn't know we had. We have also found two new (well, unused) timing gears for the camshafts



The Sentinel's engine in place



# Moor Road Happenings (cont)

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and, as there was some concern about wear on the existing ones, it was decided to utilise the new ones. These were duly fitted and it was then discovered that there was quite a bit of wear in the driving keys so two new ones of these had to be made. Once all this lot was fitted it was expected that all would be OK but it wasn't the case as, when the crankshaft was rotated a tight spot was found that wasn't there before! Further investigation showed that the main drive gear was slightly eccentric (by about 0.010"). This hadn't shown itself with the old and worn timing gears but now required rectification! Suffice is to say that all is now fine and the crankshaft rotates smoothly with no tight spots.

Once the above work was completed it was time to drop the crankcase unit into the frames and fasten it down. This has been quickly followed by fitting the cylinder block; again, a few words to cover a lot of work. We couldn't find the torque reaction pin and rumour had it that it wasn't fit for purpose and was scrapped when the engine was dismantled so a new one of these has been made and fitted. There is still a fair bit of work to do on the engine unit but it is now looking a bit more like it should do and a trial run using compressed air is not far away.

The water feed pre-heater box leaks were finally solved by machining the mating faces flat, or at least sufficiently flat to enable them to seal and not leak. This has now all been pressure tested and set aside ready for fitting once the cab is in place. Work on the boiler continues at the contractor's premises. However, this is not going too well as the outer shell has become distorted during the welding up process. We are hopeful that this can be corrected but, until the weld repairs are completed and finally machined, we will not know.

## HE2387 BROOKES No.1

Work on the boiler progressed quite rapidly and it is now fully dismantled. We have agreed with the Boiler Inspector what examinations and tests will be necessary on it. This boiler is different from all the other boilers that we have, as it is fully welded, with no rivets and screwed stays and requires a much closer inspection of the critical welds by both magnetic particle and ultrasonic testing methods.

Once work on the boiler was complete, the attention of our younger volunteers turned to the chassis, which, in similar style was rapidly reduced to a collection of parts. All the coupling and connecting rods have been removed, as has most of the valve gear and brake gear. Whilst there is still some dismantling to do, the bulk of the work over the coming months will involve cleaning and painting of the frames.

## MW 1790 (No. 14 )

As foretold in the last Old Run, No. 14 left for pastures new at Barrow Hill at the beginning of June. The owner has been promised undercover accommodation there, something that we have been unable to offer at Middleton and it is hoped that this will quicken the restoration process.

## Fowler 42200033 HARRY

Despite much progress on the work necessary on this locomotive, it was not ready to run or its naming ceremony on 7th July. The two cab side windows were in poor condition with perished rubber seals and missing felt seals so two new window frames have been provided and fitted. The various leaks on both the air and vacuum systems have now been sufficiently eliminated as to allow preliminary testing to take place. The loco has worked a test train to Middleton Park although overheating of the torque converter meant that it wasn't 100% successful. The loco is presently on display in the Engine

# Moor Road Happenings (cont)

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house, awaiting the fitment of cooling fans and some modifications to the braking system.

## 5003 AUSTIN'S No.1

In regular use and generally sharing duties with 138C, as required. The air receivers recently had their statutory inspection and, although satisfactory, the Boiler inspector has recommended that they be replaced by the time of the next inspection because of internal corrosion.

## D2999

The loco has been moved from the Engine House into the workshops to enable the engine to be rebuilt. However, whilst annealing one of the cylinder copper joint rings it became overheated and damaged. Finding a replacement is proving to be a bit difficult. We can get a thousand of them but no one seems prepared to supply an odd one!

## 138C

In service and generally shares duties with Austin's No.1. The Railway has agreed in principal to sell this loco to the Vintage Carriages Trust once both 4220033 and D2999 are operational.

## 6981

The owner is continuing with the long and slow progress of bringing this loco up to scratch.

## 7401

The loco has seen a bit more use in recent weeks, principally to enable other drivers to gain experience and be passed out to drive it. It has, however, blotted its copy book on a couple of occasions, once with a failure of the exhaust drive belt whilst working a passenger train and a second time with a damaged vacuum hose from the exhaust.

## D577 Mary, D631 Carroll, and 1786

are all serviceable although not generally used.

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

## CARRIAGE & WAGON NOTES

### Coach No.1074

All the steel side panelling has now been completed and the next step will be the fitting of the beading which covers all the joints. It has been decided to fit round edge beading to this coach, rather than the square edge fitted to the other two. This means that each joint will need to be mitred and this will both increase the time needed and the skills necessary to do the job. However, it is felt that the end result will be worthwhile.

### Coaches 1867 & 2084

Other than routine inspection and maintenance, the two coaches have been in regular service and running satisfactorily. The handbrake on 2084 has been adjusted to take up wear.

## CRANES

It was naively hoped that crane No.20054 (the grey one) would have been in service by now but this is not the case. Work continues on the replacement of the cab side sheets and the necessary painting of them. It was planned to split the jib but this work had to be abandoned for operational reasons and this task is still outstanding. A guard has been made to cover all the open gears in the cab. This has been made with a steel frame and mesh sheeting, one of the necessary requirements being that the driver can see the gears as, otherwise, engaging the different gears would be virtually impossible.

# Moor Road Happenings (cont)

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Our other Smiths crane (the yellow one) recently had its annual inspection and required a few jobs doing as a result. The major ones were a re-wiring of the safe load indicator and removal of corrosion on one of the main bracings. This latter required part of the cab to be cut away to gain access for cleaning up. Once done a replacement cab sheet had to be fitted. The crane is also receiving some much needed attention to the paintwork.

## 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.

### GROUND FRAME

The yard crossover has been becoming problematical in recent weeks, generally revolving around operators not being able to put the facing point lock back home after reversing the crossover. The point lock is a safety feature, necessary to ensure that the point blades have gone fully across when they are switched. Investigation showed that the problem was due to movement of a compensator on its foundation when the points were operated. The compensators are screwed into 12" x 6" timber balks and the screws had started to work loose and could not be tightened. A new timber balk has been fitted and everything screwed solidly together, eliminating the unwanted movement.

### TRACKWORK

Ambertrain have recently been carrying out spot re-sleeper work and lifting of joints on the section of line between Beza Road crossing and the Balm Road loop. Unfortunately, we have once again suffered from metal theft, with the removal of the point operating levers at Balm Road loop. These really need replacing but we may well just be providing more for people

to steal!

The line up to Middleton Park has been receiving a lot of attention of a different kind. There has been a significant amount of cutting back of trees over much of the line.

Although several people have done their bit, much of the credit for this must go to Brian Jenkins who has recently spent virtually every dry day on the task, even in the recent hot weather. We now need some controlled burning to get rid of the accumulation of branches.

### THEFTS & BREAK-INS

Apart from the theft of the point levers, mentioned above, we have not suffered recently. It is pleasing to note that Daniel Spencer, the person caught by the Police, has pleaded guilty to the theft. At the time of writing, he awaits sentencing.

### PERMANENT WAY TROLLEYS

We have two of these and they are very useful pieces of equipment, especially when it comes to moving things around the yard. In recent years there have been some significant runaways with these on Network Rail and we confine our trolleys to Moor Road yard to minimise the risk of such things happening here.

However, it would be useful to have a trolley that could be used on the gradients of the main line so one of these trolleys has being undergoing a bit of an overhaul, primarily with regard to the brakes. These have been dismantled, overhauled and new brake linings fitted, together with the inevitable coat of paint that any work seems to require. A new deck is also being provided, although at the time of writing it still needs to be fitted.

**Steve Roberts**

Chief Mechanical Engineer



# Armley Mills

*Andrew Johnson*

Here are a couple of photos taken at our nearby neighbour - Armley Mills Industrial Museum. The top photograph shows Hunslet 0-4-0WT *Jack* (684/1898) built to 18" gauge, while the bottom one is the remains of the sole UK surviving E.B. Wilson loco 34 (GWR 252), a Standard Goods 0-6-0 of 1855. Parts of this loco were previously used for training purposes and are ex Oxford Worcester & Wolverhampton Railway.

When you look at the EBW it is noticeable how much of a family resemblance there exists between it and our pair of Manning Wardle locos. MW acquired many of the EBW designs and for quite a few years they built locos using these drawings. The remains of this loco have recently come out of storage and been reassembled as shown. The 0-6-0 frame was cut down to form an 0-4-0 and was used minus boiler to demonstrate the way the cylinders and valve motion worked.



# Curry from a Tiffin Tin

*Mark Calvert*

**Another in a series of food-related articles from Mark Calvert.**

"I want curry!" our driver loudly proclaimed. "And samosas, and bhajis, and rice!" Erm, curry, on a steam engine? How on earth can this be possible, I asked him. "Easy", he boomed. "You bring the samosas and bhajis, I'll cover the rest." Who was I, as a lowly fireman, to question the wisdom and authority of my driver?

This was the week before our turn on the loco together, Sir Berkeley would be our steed for the day and would present an interesting challenge, as there is no hotplate. For those unfamiliar with the hotplate, this is a handy lump of metal, bolted onto the back plate of the boiler, a shelf if you may, usually used for placing your cylinder oil on to keep warm and of course the most important piece of equipment of any locomotive crew, the tea can.

And as the name indicates, it gets hot; this is due, in a rather clever way, by means of a roaring great fire inside the firebox. However, a little technicality like that can't stop three hungry men who want curry!

Enter, stage left, the Tiffin Tin. This is a common object in India, made of stainless steel and divided into a number of compartments, used to carry food around. This one had two compartments, one for the curry, and one for the rice.

It was going to be a long week, the thought of a curry is always an exciting one. Now what Messrs. Manning and Wardle might have thought of curries being made on their locomotives I do not know. They were wealthy men, and their locomotives reached the world over, including that of the Indian sub-continent, and they might have even travelled there themselves.

However, this was not to be a traditional meat and two veg either, as they might have been used to, in fact no meat at all.

It's hard to deny my love for meat, nor could our cleaner deny this too. But our driver was vegetarian and we were going to have a day of solidarity. Let me assure you it was nothing to do with the fact he was going to cook it for us. A chickpea curry was his choice. For this you will need:-

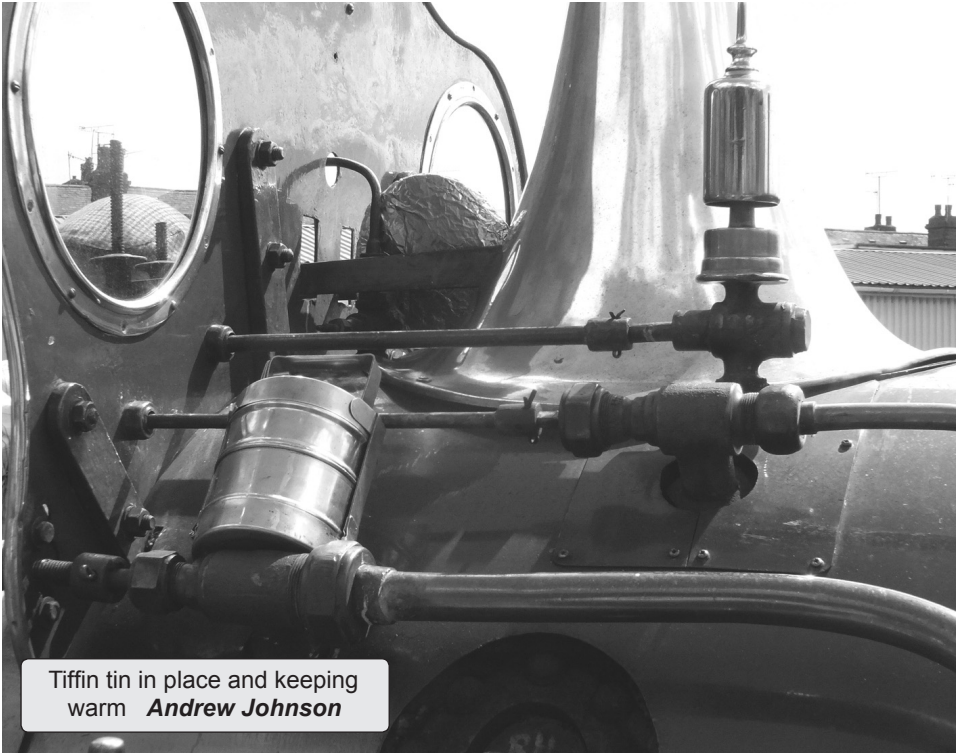
1 Onion  
1 Garlic clove  
½ teaspoon of Cumin Powder (Whitworth standard teaspoon measurement).  
Some Coriander  
A similar amount Turmeric Powder  
Chilli Powder to taste.  
Fresh Tomatoes from warm fields of Middleton  
Chickpeas  
Grated ginger  
Garam Masala  
An imperial (not metric) dash of oil.

And rice, as much as you can get in the tin.

Garam masala, turmeric powder, cumin powder? "Ee, I say now, w'it on earth be all this fancy forr'in stuff? Now't like sausage and beans?" our faithful cleaner questioned. He was a simple man, likes tea, ale, and steam engines. A good chap. This curry was going to require a little preparation the night before which, our driver happily did. But apparently, the preparation was very quick and simple.

Heat the oil, and add the onions and garlic, add the funny sounding things together, add the tomato and mix it all together, the mixture will begin to thicken. Add the chickpeas, mash some of them in the pan,

## Curry from a Tiffin Tin (cont)



Tiffin tin in place and keeping warm **Andrew Johnson**

garlic to taste, cook a little longer, and its finished. Easy! That was the driver's job to do, and do that he did do. My mission was to make some nice tasty bhajis without giving the crew food poisoning - this was going to be tougher than I'd first thought!

Eggs. Onions. Flour. Coriander. Cumin Seeds. Oil. Vegetable oil preferably, cylinder or lube oil is not recommended for cooking, I don't know why. The ingredients are pretty much just thrown together and that I did. Wow, it looked delicious, they were going to taste superb.

Unfortunately I was looking at the photograph in the cookbook, not the strange, unappetizing pile of ingredients mashed together in my bowl! Oh well, that'll do I thought, and I wrapped them in foil ready for cooking on the locomotive.

As for the samosas and naan bread, this was the cleaners job. He claimed to have made them himself at home. But the Tesco wrapper has lead me to believe he might have been somewhat economical with the true facts on this one. However, they looked edible, and we were in no position to complain.

So the day finally arrived, the day of curry on a 4' 8 ½" cooker. This day in early summer when we would have curry on a steam locomotive, this was a first for me and Jack, we were at the mercy of our enterprising driver. The fire was lit, steam was up, and the pressure was sufficient. 'Ooerr' the loco groaned as we moved off shed. The line check was completed (it was all there thankfully) and the coaches pulled out onto the platform, a brake check conducted, the efficiency was terrifying.



## Curry from a Tiffin Tin (cont)

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## Curry from a Tiffin Tin (cont)

It was a suitable time for dinner to go on, three hours and counting. A suitable hanging spot was found for the tin, and there it was placed. The bhajis and samosas were to be placed in a suitably hot location - the smoke box.

Cooking should be slow for optimum results, and turned on a regular basis to ensure even cooking. Naan bread was wrapped in foil and wedged in a suitably hot position on the loco, somewhere between the steam injector pipe and and back plate. Serving was easy, the tiffin tin was separated into the sections, dish out rice and curry into three portions, serve with a cup of tea and throw down gullet!

Delicious. The chickpea curry certainly hit the spot. Curry on a steam engine, who'd have thought it possible? The next recipe? Smokebox sausage casserole, though if it's not in the next edition, you may assume it did not go to well.

Just a word of warning - when placing food items in the smoke box, one must make sure, as with all good engineering practice, that they are relatively secure. 6 bhajis and 6 samosas went into that smoke box in the morning, only 3 bhajis and 2 samosas came out....

If you were in Middleton Park that day, I'm very sorry to report, it really did rain samosas!

Jack Auckland and Kris Ward enjoy the fruits of their labour **Mark Calvert**



# Hunslet Rugby

*David Hector*

I was recently browsing the Hunslet Rugby website, which is dedicated to a pictorial history of Hunslet RLFC from 1883 to 1973, and came upon a couple of photos that showed the Middleton Railway line. The old rugby ground was called Parkside, and it was adjacent to the line as it emerges from the motorway tunnel and heads up towards GN curve.

On the opposite page (top) you can see an aerial shot of the area, with the old rugby and cricket grounds next to each other and the greyhound track on the other side of the line.

Our railway runs from the top (Moor Road) to the bottom, towards Park Halt, though it isn't the clearly defined white line, but lies slightly to the right. The row of Poplar trees in the middle of the picture parallel and next to the railway line are still at the side of the railway to this day, just after the points that use to take us into Clayton's Yard. They can be clearly seen in the bottom photo, which shows the industrial developments on Parkside Lane, as well as other modern intrusions such as the M621.

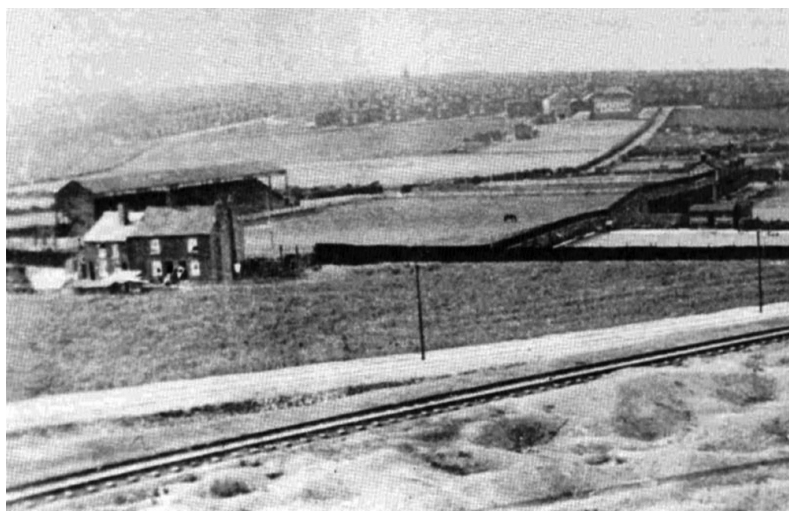
At the top left hand corner is Robinson and Burstall's scrap yard, Just below this

is John Kings Chain Works.

The footpath you can see from the top right hand side going diagonally across photo is the path that runs past the northern entrance to our tunnel, and where it crosses the railway there is a white rectangle on the photo.

The photo on this page (below) was taken in 1925 and shows our track, the rugby ground and the Crescent Cinema just visible in the background. The Crescent Cinema on Dewsbury Road is towards the top on the right hand side of the photo and you can just make out some writing on its gable end. The road to the right of the cinema that leads down to the Rugby Ground with fields on both sides is Parkside Lane. Those fields are now the Industrial Estate. The houses you can see in the top 1/3 of the picture are on the Beeston side of Dewsbury Road and still standing to this day. The farmhouse in the foreground was known as Mother Benson's and was later demolished to build an earth terrace behind the goal posts.

These pictures can be found on [www.hunsletrugby.co.uk](http://www.hunsletrugby.co.uk).





## Hunslet RLFC (cont)

An old aerial shot of Hunslet showing the rugby and cricket grounds and the greyhound track.



A modern picture of the same area, showing the many changes that have taken place.



# Dear Editor, “I must say...”

*Dear Editor....*

Just a line to amplify the report in the last Old Run re the axle-boxes on the passenger coaches. Credit for noting the creaking and groaning (of the coach-wheels, not of the train-crew) goes properly to Andrew Gill, who had come for a ride up to Park Halt, rather than to me, the guard. At Andrew's suggestion, when the coaches had been parked, I felt the axle-boxes, and, sure enough, one was warm.

The rest is history!

**Richard Stead**

*Dear Editor....*

As you may already be aware, the gremlins of “Matthew Murray, An Alternative History” in the last Old Run have struck again! Page 25 states Matthew Murray was born in 1865. This was after he built Salamanca and before his patents described in the article. He then went on to die in 1826 before he was born! I noted it was titled that it was an Alternative History, but this seems a little strange?

A very good read, I especially enjoyed the article on the colliery engines. As a person born in Middleton, but having to attend the doctors in Beeston, and also travelling by tram to Leeds, we used the route through the woods and past the then colliery railway, joining it at the tram crossing and following it to the coal staithes. On several occasions I remember seeing a train on what is now our yard section of the railway line. Because of my age, I do not remember all the details but I do know they were saddle tanks.

Keep up the good work!

**David Hebden**

**The Editor replies:**

*A number of readers pointed out this*

*grievous error, Howard Bishop even wondering if Mr. Murray had added the invention of a time machine to his other accomplishments....*

*Dear Editor....*

John Linkins' article on Matthew Murray mentions the Steam Hall but appears slightly vague as to its location. I recall when Steam Hall was demolished, perhaps in the late 1960s or early 1970s, an article appearing in the newspaper which located Steam Hall in what had become the railway triangle at the west end of Leeds City Station. Although this area has now been altered it is still possible to access the site via a gate from Water Lane but were the premises too far from the Round Foundry to have steam from there? Subsequently the site was earmarked for the Brick Man but this was never built.

Regards,

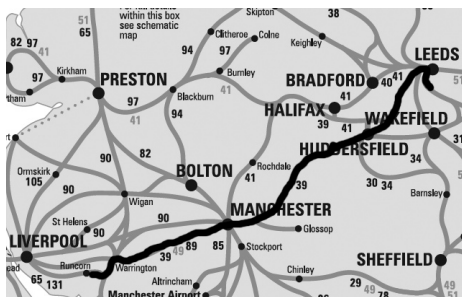
**Colin Dews**

*and Finally....*

*The following is a genuine enquiry received at the station recently.....*

Hi, I was wondering if there is a train that goes from Middleton train station to Runcorn train station in Cheshire?

*Volunteers are sought to work on the route of the proposed extension, as shown below....*





## **The Middleton Railway Trust Limited**

(Limited by Guarantee and not having a share capital)

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Rounding GN curve, NER H Class 1310 takes the steepest part of the line in her stride on the 13th August 2013. **Andrew Johnson**

