

The

OLD RUN

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Front Cover

Ian Hodgson runs *Matthew Murray* round it's train at Moor Road on the 31st August 2014.

Andrew Johnson

On the Platform *Graham Findley*

The author Isaac Asimov told the tale of the man who fell off the Empire State Building. As he passed the tenth story, he was heard to mutter, "Well, I've fallen ninety stories and I'm all right so far." Asimov was concerned that people were ignoring the problem of unchecked population growth. He calculated that if the growth in numbers carried on at the present rate, in 140 years the population would have risen to 50 billion. It is population growth that is the elephant in the room when it comes to environmental sustainability but no government, with the exception of China, has so far limited the number of children to which we are legally entitled.

No matter your views on whether human activity is responsible for climate change or not, atmospheric pollution is certainly a matter of concern. I was musing on this whilst firing NER 1310 a few weeks ago, and each time we returned to Moor Road, we added enough coal to keep the bunker topped up. On average we seemed to use about 3 tubs of coal for the round journey - about 90lbs per trip. Multiplied by the number of trips made in the day (8 plus a line check, plus firing up, so say 10) it would mean a total consumption for the day of about 900lbs or 8cwt - that's 400kg for metric readers!

Some locos (like *Sir B*) are more efficient, and some aren't - *Slough Estates* definitely uses more than this. Burning that amount of coal creates pollution of course; but since there are only around 30 to 40 steaming days per year, that can only be a negligible amount - in fact, the MR gets through less than 30 tons of coal per year. Now compare this to the carbon footprint of a football match; thousands of spectators driving many miles to attend the game. But that pales into insignificance if you consider the contribution made to global warming by the Olympics or the recent World Cup. Each of the millions of spectators travelling often thousands of miles and pumping out CO2 emissions like there's no tomorrow....

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From The Chairman

Andrew Gill

I can't really believe I am writing this on August Bank Holiday Monday afternoon with the light on and heating on. Did somebody mention "global warming"!!

Well, the weather may well have put a dampener on things but despite that the sun continue to shine on the Middleton Railway.

I don't think we will break any records this year for overall attendance, but we haven't done too badly so far. The Model Railway exhibition was somewhat hijacked by the men in lycra, but despite our modest protests the cycle race (Tour de Yorkshire) went ahead on our chosen day.

We will however break our children's Party Train record as we are already 100% up on last year for the revenue from these. This is now an important source of revenue and we must get more volunteers involved. At present we have just three people who organise and run these, we need more.

We have had a change in personnel, with our Traffic Manager Andy Hardy moving away to be Traffic Manager on the Kent & East Sussex Railway. This is a permanent salaried position that Andy has been awarded and we should be very proud of the fact that a Middleton trained man has been given this position on a much bigger railway. Andy achieved a great deal whilst at Middleton and was instrumental in helping to produce some memorable events. We wish him every success in his new role and no doubt he will be back to volunteer at Middleton when he needs an "industrial heritage" fix.

Our new Traffic Manager comes out of a very different mould as he is in a way "home grown" having been a volunteer for the past fourteen years, but he is also a professional engineer and railwayman, he is Mark Whitaker, a young man who I have very high regard for and I am sure he will serve the Railway in an exemplary fashion as his volunteering has shown over the years.

My desperate pleas for Duty Managers has borne fruit, two very brave gentleman, Ian Smith and Richard Stead are about to be given their set of Engine House keys having been approved by Council. Many thanks to both of them for rising to the challenge, not an easy job and a lot of responsibility, but very satisfying when it goes well.

The next big event on the horizon is the September Gala followed by the Halloween Event and then the Santa Trains. Don't forget that the Gala is primarily for volunteers to "play with trains" and if you wish to do that then get yourself on the roster. I must add that you will have to be qualified to do whatever you wish to do, so get yourself passed out if need be. The Halloween team will I am sure be looking for helpers, as will the Santa team. If any of these opportunities appeal to you then look out for the next edition of "Turnout" where full details of how to join in will be available. If you do not get "Turnout", please contact the Membership Secretary and an email edition will be arranged.

Finally, don't forget we are not open to the public in November this year in an attempt to lighten the load on volunteers before the run up to Christmas. I have just printed the 2014 Santa booking forms and hope that tomorrow, 26th August, we will see our first Santa booking when the booking line opens for the 2014 Santa Season.





Andy Hardy leaves the Middleton

Andy wrote in July:-

As I am sure many of you are aware, I am leaving (or by the time you have read this - left) the railway for pastures new and a full time job on the Kent and East Sussex Railway as their Operations Assistant. Although I will be very sad to leave, the opportunity for me to work on a heritage line in a role similar to the one I held at Middleton was too good to miss. I have made many friends at Middleton and have in the last six and a half years as Traffic Manager seen the railway grow and develop. I am very proud to have been associated with the railway and to have had the opportunity to represent it on several occasions away from home.

I would like to thank the railway's Council and its membership for the help and

support I have been given in my role at Middleton. Without you my job would have been an awful lot harder and we would not have achieved the success with our operations as we have done. The 250th anniversary gala is one I will never forget. I won't be forgetting Leeds as my new line has an operational Manning Wardle. I will not lose touch with Middleton completely and hope to visit for the occasional footplate turn. If anyone is ever near the KESR please feel free to get in touch as I'm sure we can arrange something for you.

I would like to wish my successor and the railway all the best for the future.

Keep steaming!
Andy Hardy



Annual General Meeting Report

Tony Cowling, Secretary of the MRT writes:-

By comparison with the previous couple of years, the Annual General Meeting this year was relatively uneventful. Ann Roberts presented her first set of accounts as Treasurer, but did not need to say much about them since financially 2013 had been a successful year, due in large part to the encouraging increases in the numbers of visitors and passengers. Consequently, there was not a lot that needed saying about the Council's report either, and for the first time in several years there were no questions from members about any aspects of this report. One error in it was pointed out, however, in that the seats for the new coach have not been manufactured yet. Perhaps the efforts that have previously been put into explaining policies, particularly as regards privately owned locomotives at the railway, means that members now understand why we do some of these things in the way that we do.

The most notable thing about the meeting was that it marked Stan Holdsworth's retirement from the Council. After stepping down as Treasurer last year he had agreed to remain on the Council

for a year to facilitate the handover to Ann, but this handover was completed successfully, and so he has now stepped down altogether. He was not the only one, however, as Geoff Thorne also retired from the Council. In their place two new members of Council were elected, namely David Hector and Richard Pike, and they join the others who were elected to continue in office. We welcome them onto the Council, and hope that they find that contributing to the railway in this way is a rewarding experience.

Perhaps inevitably, the item of business that attracted the most discussion was the review of subscription rates, since the changes from last year in the rules that affect the optimum level of subscriptions needed more explanation than had been possible in the circulated papers. Once these had been explained, the resolution was approved. Finally, the meeting was thrown open for general questions, where the main topic of interest was the plans for development, and in particular progress with the project to build a running shed. This was wrapped up by one of our long-standing members with the comment "the future looks good". Let's hope that he was right!



Ian Dobson's Famous Social Evenings take place every first Tuesday of each month at Moor Road, starting at 7.30pm.

Usual rules apply - all welcome, tea break provided and no membership of any organisation is required to attend. A splendid time is guaranteed for all! The programme for the rest of the year is as follows:

07/10/14	Colin Walker	Scouting on the right lines
04/11/14	Kevin Tattersley	West Yorkshire railways in the 1980s - part 2
02/12/14	Team Dobson	Christmas social quiz - not too difficult!
06/01/15	Andrew Johnson	Sri Lanka 2014

How to Make a Sentinel Funnel Base

Grandma used to cover the front of the fire grate with a copy of an old newspaper in order to 'draw' the fire. This would encourage the air to be drawn through the bottom of the fire which once alight, would provide heat to the side oven of the black range and the 'back boiler'. The latter was a box or pipes towards the rear of the fire which heated the water for domestic purposes.

The Sentinel locomotive at present being restored at Middleton has a vertical boiler

is no exhaust steam.

It has been necessary to replace both the funnel base and the two blast nozzles. Fortunately pair of castings for the nozzle elbows were available from stock. A group of owners of Sentinel locomotives have banded together to have a small batch of funnel base castings produced, thus sharing the production cost.

All of the subsequent operations have been carried out in the workshops at Middleton Railway. The base of the main casting was



first machined to give a surface which was flat and square to the two circular outlets which will eventually support the pipes carrying the exhaust through the cab roof. Next the mounting faces for the two blast nozzle elbows were machined. These faces are not quite at 90° to the base so that the steam

with water pipes running across the fire. At the top of the boiler is a plate which carries the base of the twin funnels - Sentinels had funnels not chimneys! Unlike grandma's black range, to 'draw' the fire a blast nozzle is located in the base of each funnel. This device accelerates the exhaust steam from the engine and directs it up the funnel, thus drawing the products of combustion from the fire in the base of the boiler. Small jets of high pressure steam are also directed up the funnel to draw the fire at times when there

from the nozzles will swirl as it rises in the funnel. In order to service the blast nozzles, an access plate is bolted to the side of the casting at an angle of 12°.

To machine this face the whole casting was mounted on an adjustable angle plate and the face was machined. The next operation was to cut the access slot in this face which at this place was about an inch thick. The final tasks were drilling and tapping. Firstly the holes for the access panel fixing bolts were drilled. Then tapped

holes were marked off and machined for the blast nozzle elbows and the holes to fix the base to the large circular plate which tops the boiler.

The two castings for the blast nozzle elbows had been machined towards the end of 2013. Firstly the castings were held in a large four jaw chuck on the big lathe and the mounting flanges were machined on both the inside and the outside.



This shape is designed to accelerate the exhaust steam and thus 'draw' the fire. In the edges of the nozzles are four small

Next an angle plate was mounted onto the lathe so that the elbows could be bolted to them. The bore of the elbows were cut and threaded at 90° to the base. An annular slot was created around the threaded bore. This slot will eventually be used to supply the 'live' steam to the jets. Next in line were some accurate drilling operations. One was from the flange and the other from the annular slot. These drillings had to meet up without breaking through into the part of the elbow which is used to carry the exhaust steam.

holes through which the live steam will be exhausted in to the funnels. This again to 'draw' the fire in the boiler.

Sentinel locomotives are unique and complex machines. A far cry from grandma's black range and sheets of the Yorkshire Evening Post to get the fire burning brightly!

Two other components were produced to complete this subassembly. Firstly special pipes to carry the live steam into the elbow and secondly the blast nozzles which screw into the elbows. The pipes were turned and drilled from bar and have screw threads for the pipe fittings at each end. The blast nozzles were turned from hexagon bar and as well as being threaded to screw into the elbows have a bore which is curved to a precise shape.



Birthday Special



A splendid birthday cake for a two year old's special day! *Andrew Johnson*

Forthcoming M.I.C.s

Thursday 18th September – Boiler construction and repair, a visual guide. Featuring practical tips for all those knackered old boilers out there...

Tuesday 21st October – Lifting and Craning. Ideas for how to carry out a variety of the less common procedures involved in running a railway safely. Two guest speakers.

November Dates TBC – Present wrapping MIC, including guest cake and tea. Compulsory attendance!

Monday 26th January – 'What to do when things go wrong'. A variety of short presentations on everything from running repairs to accident reporting.

Thursday 19th February –Open MIC night. Come and discuss railway operations and maintenance, featuring a variety of speakers and presentation styles. Entries welcome!

Wednesday 18th March – Shop and Santa. An opportunity to find out about all aspects of our commercial operation, also supporting our busiest time of the year, the Santa Season.

All Mutual Improvement Classes take place in the Engine House from 7.30pm. Please see John Links for further details.

Testing Hunslet 3883

Gruffyth Evans

In 1961, after completion of an Engineering Apprenticeship with BR at Swindon, I was assigned to the Swindon Research and Development Department. The steam era on BR was drawing to a close and the Department, under the leadership of the redoubtable Sam Ell, was actively engaged with work on modern traction and rolling stock. Central to much of the work was road testing using the then new Western Region Dynamometer Car, No. DW150192.

Prior to road testing there was much planning to be done: what was the objective of the tests, what data should we acquire/record, what instruments did we need, were they available or did we need to design and make etc, etc.

Once we had been allocated the loco or vehicle for the tests it had to be fitted with instrumentation and the Dynamometer

Car prepared for recording all the acquired data etc. And after a series of tests the recorded data had to be analysed, and then a report with recommendations prepared and published.

Although in the '60s mainline steam in UK and Europe was yesterday's technology, in some other parts of the world engineers were still attempting to improve steam locomotive efficiency. Indeed, in this country north of Watford, the Hunslet Engine Company was taking a keen interest in these developments. Hunslet developed a catalogue of modifications that could be applied to existing locomotives to improve steam generation efficiency.

To put some 'meat on the bone' we at Swindon somehow became involved and so put in place a test programme to assess and quantify the improvements.

Hunslet provided an 'Austerity' 0-6-0 saddle

Hunslet 3883 *Lord Phil* at Matlock, July 2011 *John Neave*



Testing Hunslet 3883 (cont)



tank for the tests. The loco, Hunslet Works No 3883, had been prepared such that it could be easily modified to progressively incorporate the catalogue of mods. This loco was originally built in 1943 as No. 2868 but then rebuilt by Hunslet in 1962. After many years at the Rutland Railway Museum, 3883 was named *Lord Phil* and currently can be found at Peak Rail in Rowsley, though all the modifications have since been removed.

The test programme devised was a series of running tests at constant continuous steaming rates. This programme needed the loco to run a reasonable distance for each test. A train load for the tests to be meaningful was calculated as the Dynamometer car plus 38 4-wheel vans, plus 2 brake vans. The test programme was to be a series of repeat runs with the loco modified with a 'catalogue mod' between each series.

However, there was a problem to be overcome. 3883 was not fitted with continuous brake equipment and nor

was it reasonably capable of more than 40mph. By the early '60s BR train speeds had increased and track occupancy of main lines had also increased. Hence a test route in the vicinity of Swindon for an unfitted 40mph train was not realistically available. All things considered the most suitable available route was between Yarnton and Moreton-in-Marsh on the Oxford to Worcester line. This gave a test route of 25 miles.

Testing was in the northbound direction only. The test programme was carried out in March/April 1963. During the tests the loco was based at Oxford MPD but made a couple of visits to Swindon Works for modifications etc. The loco was crewed by the same two Oxford enginemen for the whole test series: a Loco Inspector was also present. The locomotive was extensively instrumented and all the data was recorded in the Dynamometer Car. The R&D test crew consisted of eight or so engineers plus a couple of BR chemists from Swindon. These latter two

Testing Hunslet 3883 (cont)

were tasked with analysing gases from the boiler/smokebox. They didn't purvey medications to the test crew!

Although passenger train services to Paddington from Swindon were reasonable, connections to Oxford were poor with the result that we travelled to and fro by road. At the end of each test run, the loco ran round the train to return to Yarnton and then Oxford. At Oxford we had to reconnect the loco to the Dynamometer Car and refill the loco bunker using weighed sacks of coal from a specific colliery. The work was hard and dirty but we were able to enjoy a few 'diversions'!

The loco was fitted with the standard Austerity/WD warning device i.e. a steam hooter. This sounded a tad boring to a couple of us younger chaps of the R&D Dept! When the loco was being modified prior to another test phase it was arranged that a BR standard tri-tone chime whistle

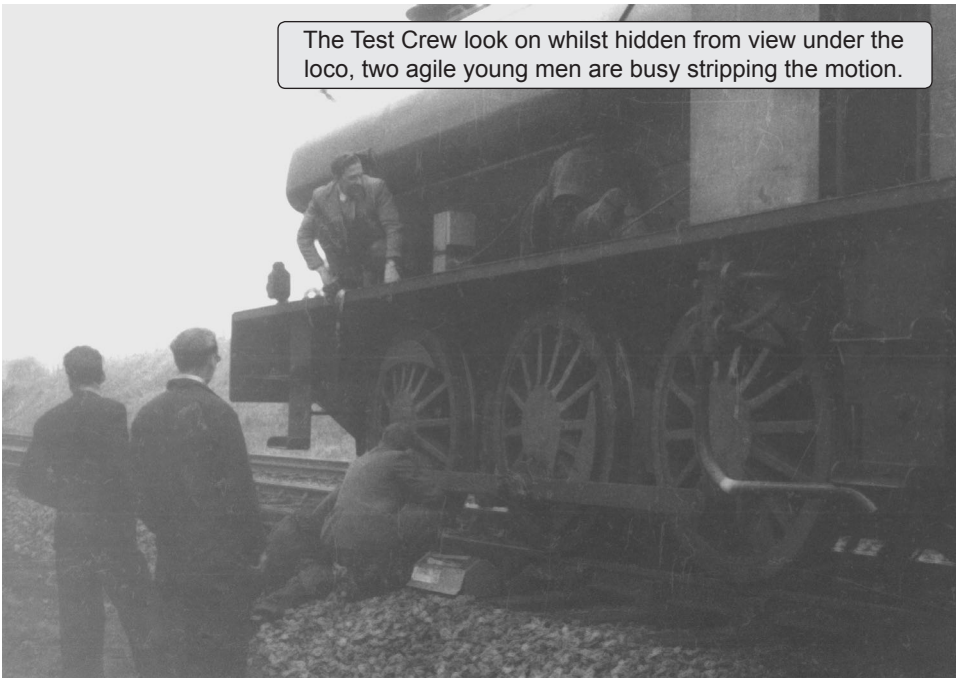
(I happened to know where one was) would replace the hooter. It goes without saying that none of the senior members of the team were party to this additional non-catalogue efficiency enhancing mod!

Early in the next test phase John Alcock, Hunslet's MD, spent a day on the test train. After an hour or so he said to Sam Ell 'What's going on, the engine whistle sounds different!' Sam explained that the steam production modification had altered the steam characteristic which resulted in the whistle sounding different!

Sam then excused himself and headed straight for us. 'You buggars – what have you done - I've just had to explain to Alcock why the whistle sounds different!' Sam was hugely amused by the whole incident, and the hooter was reunited with the loco at the conclusion of the tests.

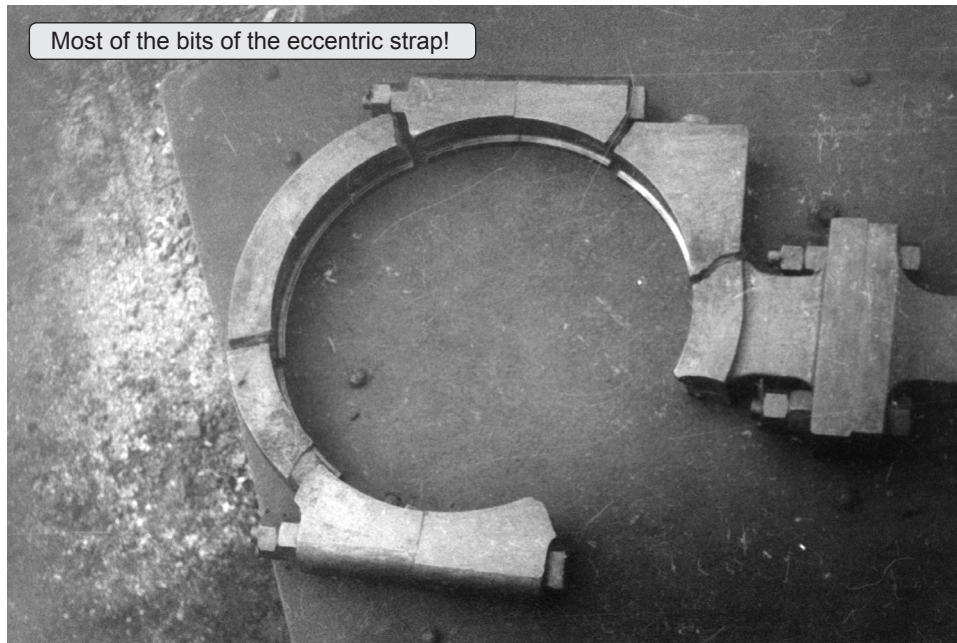
Although the test route was Yarnton to Moreton-in-Marsh we rarely, for various reasons, got as far as Moreton. One day

The Test Crew look on whilst hidden from view under the loco, two agile young men are busy stripping the motion.



Testing Hunslet 3883 (cont)

Most of the bits of the eccentric strap!



we didn't get any further than a mile or so short of Charlbury! We had been going along quite nicely when there was a great big bang and the train stopped rather quickly. An eccentric strap had shattered rendering the loco immobile. After a quick appraisal, members of the train crew set about protecting the train according to the Rule Book (Rule 55?) and one of them trudged off to the nearest lineside 'phone or Signal Box to report that the line was blocked and to request assistance.

We carried a set of basic tools on the Dynamometer Car. To move the loco it was necessary to dismantle part of the valve gear and two of us got under the loco and eventually managed to dismantle/strip enough of the 'gubbins' to allow the loco to be safely pushed by the (hopefully) arriving rescue loco. It had not been an easy job – we were working on sleepers and ballast and the adjacent firebox was full and hot! I have no recollection of the rest of the day but the work that we had done enabled our

train to be moved immediately after the arrival of the rescue loco, thus minimising delays to the timetabled train service.

So what was the outcome of all of our hard work (and fun!)? The test programme demonstrated that improvements could be made to continuous steaming rates but I doubt, at that late stage in the history of steam, that Hunslet got a beneficial return on their investment. BR steam was well on the way to being abolished and by the time of these tests, investment in mainline steam development was zilch.

Some 'Old Run' readers may have a different take on things but my view is that had the Second World War not happened the UK railway would, by 1950, have been significantly pruned and that steam would have become history much earlier than it actually did.

And yes, I still have the chime whistle.....

All photos by the author except on Page 9

Moor Road Happenings

LOCO NOTES

As was reported last time the season has run on a generally positive note with all four steam locos ostensibly available for traffic, although running repairs and maintenance has meant that they are not all available, all of the time. A similar situation exists with our diesel fleet.

A grand shunt was carried out during June to move the Sentinel from the back road of the workshops where it has spent the last couple of years. The primary reason for this was to enable Brookes No.1 to come inside so that it could be lifted off its wheels and allow its overhaul to continue in earnest.

1601 MATTHEW MURRAY

Has operated on a few days during the year but has spent much of it on display in the Engine House. The leaking clack valve seems to have cured itself; for the moment, at least! It is planned to use 1601 throughout September and it recently had a steam test to make sure all was OK.

No. 6

As noted in the last Old Run, Gordon Newton came along to give us some of his wisdom and advice gained from a lifetime in boilerwork. A good number of people were around to have a go at stay and rivet removal and a good start has now been made on this. Much of the left hand side platework has now been cut away and many of the necessary rivets knocked out. In doing this, it has become obvious that the inside of the boiler is in very good condition with virtually no corrosion of the steel plate and it is such a shame that it has suffered so badly from external corrosion. Once all the necessary platework and associated stays have been removed an overhaul specification will be drawn up and tenders invited for the work.

1210 SIR BERKELEY

Sir Berkeley has been in regular service when the weather has been good (and, as some will testify, when it has been not so good!)

No.11

New steel has been acquired to enable the missing hornstays to be replaced and a start has been made on this. The four stays have been machined to size and they are presently being offered up and 'fitted' into place so that the necessary holes can be drilled.

No.1310 (NER H)

1310 has seen regular service throughout the season with little in the way of attention, other than to leaking glands and the inevitable water changes. We have to change the water because the suspended solids in water aren't carried over into the steam and the concentration builds up over time. When this happens, the water starts to foam and droplets of water are carried over into the cylinders with the steam and eventually ejected out of the chimney. The preferred method of dealing with this is by blowing down part of the boiler water each day whilst in steam, but our locos are not fitted with drain valves that are suitable for this. Thus, every six or seven steamings we change the water in the boiler.

1310 was requested by the Mid-Norfolk railway for their gala in June and the loco duly went there on a low loader. Their intention was to use the loco on a shuttle service with two coaches but their plans were thrown awry when they discovered that the overhanging cab roof fouled the corridor connection of the coach! Still, the loco seems to have performed satisfactorily on other duties it was given instead.

1544 SLOUGH ESTATES No.3

'Slough' has been in regular service

Moor Road Happenings (cont)

throughout the season with no problems to report. In recent years we have tended to use the available steam locos turn and turn about but this year we are using them for a period of about a month then resting them. This cuts down on the amount of shunting and allows any maintenance to be done at a more leisurely pace. Thus the locomotive has not seen any use during August and its absence from the trains has caused several people to enquire as to what is wrong with it!

Sentinel No.54

Work has slowed down on the Sentinel because much of the outstanding work cannot be completed until we have the boiler back. All the sandboxes, both old and new, have now been fitted, along with the operating linkages. This has caused a bit of head-scratching as we didn't have any drawings to help us and hadn't initially realised that the operating levers for the rear sandboxes were different from those at the front. The rear ones are the new ones and we initially made them exactly the same as the front ones. These have now been modified so, hopefully, they are now all coupled together as originally intended.

The water tank was filled to check for any leaks. Unfortunately, one was found on the joint between the tank and the water valve manifold, which has necessitated the dismantling of this to effect a repair. This should be a pretty straightforward job but it is only when you come to undertake it that you realise the inter-relationship between everything. The problem was with the joint on the backplate within the tank. Removing this entailed removal of an access plate on the front of the tank as a starter. Then it was found that the backplate was trapped by the suction pipes leading into the tank sump and these could not be removed without removing the manifold, which in turn could not be removed without removing

the tank holding down strap. Not a big problem in itself but to do this would mean lifting the cab to give sufficient clearance! In the end, with much fiddling and a lot of foul language, we managed to avoid all this but whether we can actually put it back together again remains to be seen!

A new boiler top plate has now been cast and machined up along with a new funnel base and the blastpipes previously made. For more details of this work, see page 6. We had expected the boiler to be well on its way to completion by now but this is not the case. Delivery before the end of the year is confidently expected, however. The two major parts of a Sentinel boiler (the outer shell and firebox) are held together with some hundred studs, each of which is capped by a 'blind' nut. Although we have quite a number of these nuts, many of them were in poor condition and we have had to make a whole lot more. This has been an interesting exercise in batch (if not quite mass) production, involving the setting up of the Ward Capstan lathe to produce them. Quite a few volunteers took a turn at doing this so the necessary experience and expertise was shared amongst them.

HE 2387 BROOKES No.1

Once the frames had been shunted into the back of the workshops they were jacked up to allow the axleboxes to be removed for inspection and any necessary repair. The loco has come apart surprisingly easily although some of the spring gear has required assistance from the heating torch and big hammer. The running gear is rather caked in oil and grease and this will have to be cleaned off before any full assessment can be made. At least one spring has been found to have a broken leaf and will have to go away for repair. Some of the spring hanger pin holes are worn quite badly and will require quite a bit of attention to bring them up to a

Moor Road Happenings (cont)

satisfactory standard. For the moment the main thrust of the overhaul is the cleaning down and painting of the frames and wheels. A new plate is being made for the smokebox base to replace the one that had almost completely rotted away.

Fowler 42200033 HARRY

It would have been good to report that this loco was now working satisfactorily but, alas, this is not the case. The arrangement of the new vacuum system interfered with the cooling fan and it was initially hoped that a fan would not be necessary or a small electric fan would suffice instead. However, in service the engine has not been able to operate for long periods without overheating. It was also found that the exhaust drive belt could not be satisfactorily adjusted when it became slack so the whole arrangement has been removed pending a re-think on the drive arrangement.

Peckett 5003 AUSTIN'S No.1

In regular use and generally sharing duties with 138C and D2999 as required. It is, however, starting to suffer from a sluggish governor which occasionally causes the engine to stall when drive is engaged.

D2999

As was expected, on the first warm day in service the engine started to overheat and the radiator covers had to be removed. Since then, the loco has been in regular service although we are having problems with air in the cooling system, emanating from a source yet to be discovered. Air in the system is then finding its way into the circulating pump, causing it to stop circulating the cooling water.

138C & D577 MARY

Both available for traffic. 138C is for sale and, although we have had a few enquiries, nothing has so far come of them.

6981

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

7401

Although not regarded as part of the service fleet, this loco does get occasional use on the Saturday diesel service and is generally performing satisfactorily

D631 Carroll

This loco should have seen service during our diesel gala but a starter motor problem manifested itself. Because the motor is so old, spares are not easily obtainable. We did, however, find a company willing to undertake a full rebuild of the motor (not cheaply!) and this has now been done. Following on from this, the loco was tested to ensure that all was satisfactory with the starter system. However, the driver commented that the clutch travel was quite minimal and the shaft brake was being applied before the clutch was properly disengaged. An attempt was made to adjust this but it was found that the adjusting screws were at the end of their travel making this impossible. We don't have many drawings for our diesels but one that we do have is an arrangement drawing of the clutch so, as part of the head-scratching process this was consulted. This led to the discovery that there should be three small springs keeping the shaft brake tight, none of which existed and that the shaft brake disc was the wrong way round, which was the main reason it couldn't be properly adjusted! The clutch was re-lined about ten years ago and it is obvious that it was put back together in this condition. Rectification of all this should be fairly straightforward but requires the removal of the clutch assembly, which is no five minute task. The loco is presently in the workshop to allow this work to be done.

Sunday 3rd August, and Mike McPeake finds NER H Class No. 1310 is a convenient perch for his cup of tea. *Graham Findley*



The same day finds the Editor watchfully bringing 1310 into the platform at Park Halt *John Roberts*



Moor Road Happenings (cont)

D1345 Grace

The owner of this locomotive has decided that the necessary work required to put it back into service can best be done at his own workshop and the loco duly departed the Railway on 20th July 2014. To enable this to happen, it was shunted out ready for loading and, in the short time it was vulnerable, our friendly neighbours managed to smash two of the cab windows.

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

CARRIAGE & WAGON NOTES

Coach No.1074

Good steady progress is being made with this coach conversion. Hoopsticks have been made and fitted to support the ceiling and the slow and tedious job of fitting this has now been completed. A start has also been made on fitting the internal timber panelling with the brake compartment being largely completed and work progressing on the passenger compartments. This timber is to be varnished but is stained deep mahogany to provide a contrast with the pine ceiling and window surrounds.

The roof has had several coats of sealant applied to the canvas and the guttering. Hopefully, this will make it sufficiently waterproof to hold off the worst of the rain that Mother Nature will throw at us. The drop windows for the doors have been ordered and delivery is expected at the beginning of September. This will enable the doors to be completed.

One of several outstanding tasks is the sourcing of some light fittings. Surprisingly, this is proving quite difficult. We want the fittings to be compatible with the style of the vehicle and, although suitable style fittings are available which meet the aesthetic requirements, they are all

designed to take modern energy saving bulbs, which are not compatible with a 24 volt supply system. At the moment it looks as though we are going to have to obtain new modern fittings and throw away the interior fittings and replace them with the traditional 22mm bayonet fittings.

Although we are still quite a way from completion it is starting to look like the finished product at long last. Besides the work mentioned above, major tasks outstanding include the fitting of a heating system, fitting the windows, laying the floor and the manufacture of the seats, plus the inevitable painting and varnishing.

Coaches 1867 & 2084

These two coaches have continued in service with little maintenance necessary. A couple of the new seats fitted to coach 2084 have come loose and have had to be re-fastened but, otherwise they are standing up well to the worst that our passengers can do!

Some of the brake blocks on coach 1867 are reaching the end of their lives and will require changing before much longer. We do have a good stock of brake blocks so this shouldn't be a problem.

CRANES

The 10 ton Smiths crane recently had its annual inspection. Embarrassingly, the inspector spotted that one of the recently fitted jib ropes was damaged and immediately stopped the crane from being used. It would appear that a strand of the rope has been cut by a grinding disc, probably happening whilst the worm gear guard was being modified to stop it catching on the rope drum. This carelessness has cost us the price of a rope and could have had serious consequences if not spotted. A new rope has now been fitted.

Steve Roberts

Chief Mechanical Engineer

More Scouting Links

David Hector

Following my article Scouting for Engines in TOR 221, I thought that all connections between Scouting and Railway Locomotives had been covered, but it turns out to be not so. The Scout Association does not have a Museum as such, but there are several private collections of Scouting memorabilia and history.

Recently I was very fortunate to visit a collection at Waddecarr Scout Campsite near Preston. Amongst the over 100 exhibits was one coincidentally relating to Scouting's connection with railways. The display included all the locomotive mentioned previously in TOR 221, but also included four others, three of which relate to Baden Powell himself through his education and military career, and one (Rudyard Kipling) to the Scout Association.

CHARTERHOUSE

Baden-Powell attended Charterhouse School during which time he took part in

a number of activities including acting, singing and cadet corps and art. In the woods near the school known as "The Copse" he studied, stalked and tracked animals, birds and his friends and teachers.

The Schools class were a group of 40 steam locomotives designed by Richard Maunsell for the Southern Railway in 1930. It was the last locomotive in Britain to be designed with a 4-4-0 wheel arrangement, and was the most powerful class of 4-4-0 ever produced in Europe.

Because of the use of a "King Arthur" firebox, rather than the square-topped Belpaire firebox used on the Lord Nelsons, the class could be used on lines with a restricted loading gauge.

The locomotives performed well from the beginning but were subject to various minor modifications to improve their performance over the years. The class survived into the early 1960's.



'Schools' No. 30903 *Charterhouse* prepares to leave Waterloo with the 12.54pm semi-fast passenger service for Salisbury circa 1958 *John Scrace*

More Scouting Links (cont)

BR Standard Class 7 4-6-2 No. 70035 *Rudyard Kipling* climbs Grayrigg Bank north of Oxenholme with a goods train on 26th August 1967. *David Rostance*



RUDYARD KIPLING

Sir Robert Baden-Powell, the founder of the Scouting movement, chose Rudyard Kipling's *The Jungle Book* as a source of symbolism and allegorical framework for the youngest members of the Scouting movement. Many references are made to this story in the Cub Scout section, including the "Council Rock" for discussions and planning, and the "Grand Howl" to express a sense of belonging and team spirit.

The BR Standard Class 7, otherwise known as the Britannia Class, was designed by Robert Riddles for use by British Railways for mixed traffic duties. Fifty-five were constructed between 1951 and 1954. The design was a result of the 1948 locomotive exchanges undertaken

in advance of further locomotive classes being constructed. It was based on several previous locomotive designs, incorporating the best practices in locomotive technology as regards labour-saving and lowering maintenance costs and various weight-saving measures also increased the route availability of a Pacific-type locomotive on the British Railways network.

THE HUSSAR & THE ROYAL DRAGOON

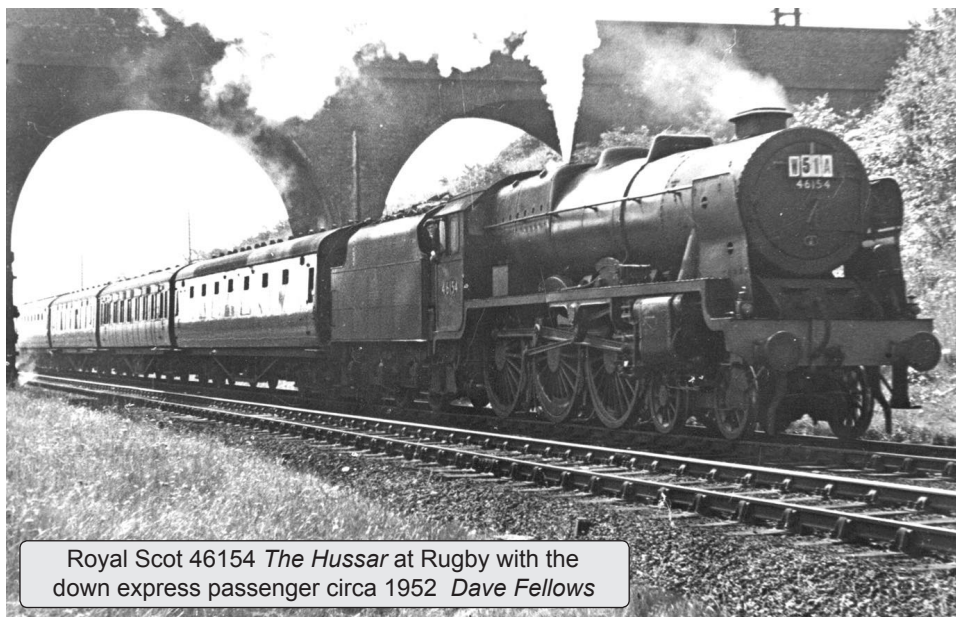
'B-P' joined the 13th Hussars in 1876 as a 2nd lieutenant. He was excused the Sandhurst course because of his high placing in the exam and gazetted straight into the regiment, then stationed in India. From the start he showed an aptitude for and enjoyment of military scouting and irregular warfare. He also developed an

More Scouting Links (cont)



Royal Scot 46153 *The Royal Dragoon* at Camden 1960

More Scouting Links (cont)



Royal Scot 46154 *The Hussar* at Rugby with the down express passenger circa 1952 Dave Fellows

aptitude for pig-sticking, winning the inter-regimental cup in 1883. He was detached for scouting service in Africa, in the Ashanti (1895) and Matabele (1896) campaigns. Both *The Hussar* and *The Royal Dragoon* were examples of the LMS Royal Scot 4-6-0 locos, built at Derby Works in 1930. They were both rebuilt with a taper boiler in 1948. It is worth noting that *The Hussar* took part in the 1948 interchange trials and certainly put in admirable performances on the Waterloo - Exeter route.

'B-P' commanded the 5th Dragoon Guards in India from 25 April 1897 to 8 July 1899, and was to put his experience as Commanding Officer and those gained in South Africa to form the Boy Scout movement. He had at first formed the sons of soldiers serving with the Regiment into groups to teach them self-preservation and leadership, and the scouting knowledge gained in South Africa added to his ambitions.

The following is an extract from Major General Evans' History of the Regiment:

The 5th Dragoon Guards at this time (1899), when they were ordered to make ready to join the contingent which was being organised in India for service in South Africa, were commanded by an officer of outstanding personality and ability. Lieutenant Colonel R S Baden-Powell, "B-P" as he was always called, held strong and slightly unorthodox ideas on the need for flexibility in cavalry tactics and the advantages to be gained from training, not only the junior leader, but also the individual soldier to be self reliant and capable of independent action in accordance with a general principle. Under him, NCOs and men were instructed in "personal tactics" - then regarded as a specialised subject - scouting, and taught to use their brains in taking advantage of natural cover as well as riding knee to knee, and encouraged to use their initiative".

Please note the forthcoming visit and talk at Middleton Railway by the Scouting historian Colin Walker, on the 7th October 2014 at 7.30pm - see page 5.

The *Barber* of Leeds

Photos - Ian Smith



Thursday 3rd July 2014 saw a historic occasion when Thomas Green 441 *Barber* returned for a passing visit to Leeds - the first time since it was built in 1908. It was en route from Alan Keef's works in Ross on Wye to the Great Yorkshire Show in Harrogate. It has now been returned to the South Tynedale Railway in Alston where it is based.

The second Greens 0-6-2 saddle tank, the two foot guage locomotive came about as a result of unusual circumstances. The Harrogate Gas Company was having problems with road maintenance due to damage caused by their road locomotives moving coal from Starbeck to the Ripon Road gas works. They were also receiving complaints from the residents of High Harrogate who objected to the sounds and smells of the engines during the night. After 1890, the North Eastern Railway put a siding in at Bilton on the Harrogate to Ripon line, giving a much shorter run but

on virtually country lanes, and soon letters started to appear in local press from 'Disgusted of Harrogate'.

A standard gauge railway was suggested as a possible solution, but costs ruled that out, so the gas company decided to go for a cheaper alternative, a narrow gauge steam railway. Representatives of the gas



The *Barber* of Leeds (cont)

company board went up to Masham to inspect the reservoir construction line in 1904. They were so impressed by Edward Wilson Dixon that he was asked to prepare plans for an approximate one mile two-foot narrow gauge line from Bilton siding to the gas works at New Park on the Ripon road.

Holmes and King of Liverpool secured the contract to build the new line, which included an 800 yard tunnel on the final approach to New Park. Dixon had used three Green-built locomotives on the reservoir line with some success and chose them again from three quotes from Leeds builders. The locomotive selected was an 0-6-2 saddle tank, Greens works No. 441 of 1908, which was to carry the name *Barber* after Francis Barber, the Chairman of the gas company. Unusually, the name was composed of individual metal letters mounted directly on the saddle tank, rather than on a conventional cast brass plate.

As new, the locomotive was painted in Green's standard livery of lined red and black with frames in brown. Basically it was a slightly 'beefed up' version of Masham with 10 inch x 16 inch cylinders, but with a drop footplate and totally enclosed cab, features which were essential to negotiate the very restricted tunnel at the gas works end of the railway. There was so little room to spare that the cab had to have a small escape door in the back of it to allow for retreat in the event of derailment. The door served another purpose later in life, when it enabled the driver to reach down to the coupler without having to leave the footplate. It was a gamble running a fairly busy line with only one locomotive. Barber took quite a lot of hammer and required two new fireboxes and it was completely rebuilt by the

Hunslet Engine Company in 1921, after the gas company acquired its second locomotive. This was *Spencer*, Hunslet Engine Company works No. 1340 of 1919, which was a cut down version of one of the builder's classic First World War 4-6-0 tanks. Despite its pedigree, it was not popular with the Harrogate drivers proving to be 'a bit light on its feet' and prone to slipping on the grades. *Spencer* lasted in service until about 1943 and it was not cut up until 1946 - if it had lasted a few more years, preservationists would have been fighting over it. Its place was taken by a Peckett 0-6-0 saddle tank, works No. 2050 of 1944, which has since been preserved and, in 2004, was in excellent working order. A 102 horse power Drewry diesel locomotive arrived in 1949 and after the eventual closure of the railway in 1956, it was subsequently acquired by the Rhodesia Chrome Co. Ltd, of Selukwe.

Text courtesy of the South Tynedale Railway's website.



Tip Hills & Cuckoo Steps *John Roberts*

I was fascinated by Andy Hardy's article 'Coal Traffic on the Middleton' in the June edition of *The Old Run*. I was born about 150 yards from the Moor Road level crossings (125 Carr Moor Side – a cottage long swept away by the M1) in 1957 and my mother would leave me outside in the yard for some 'fresh air' (you could do that in those days). After an hour or so, I would be speckled with bits of Hunslet soot. At that time, of course, the Middleton Railway was still operating commercially. So it is in my blood as a result!

It was so interesting to see the compelling pictures of B.R. locomotives operating on Middleton Railway metals. As we know, the Great Northern Hunslet branch from the Thwaite Gate swing bridge up to Ardsley closed in 1967; in its final years it was almost a ghost line. Quite a few of the structures on the line survived until about 1973 if I remember rightly. It was, of course, the coming of the northern section

of the M1 whereby parts of the trackbed were transformed into the land-devouring enemy's favoured mode of transport; the British obsession with road transport. Is it any wonder we have such congestion as a fact of life in our small crowded island?

Around 1970, the restoration of the Middleton Railway was only in its elementary stages and I remember how certain rails would lurch and judder as the weight of the train passed over them. This brought a lump to your throat, especially when you observed how the track wavered into the distance (no long-welded here). I remember that there was one particular length of rail just under the smaller G.N. bridge that really juddered!

The MR at the time had the air of a neglected industrial line (although in reality, it was not neglected at all – a labour of love had been going on since the early 60s). As a 13 year old I remember pondering how this was like a particularly long and



This photo, taken in 1972 of a lineside fire shows the position of the G.N. bridge over the railway, with the Cuckoo Steps in the background *David Hebden*

Tip Hills & Cuckoo Steps (cont)

Dating from 1966, this photo of Parkside looking north towards Leeds includes the slag heaps and the GN bridges. The Middleton line runs from right to left heading down into Leeds and passing through the middle bridge.



interesting siding off the Midland line just below Balm Road bridge, close to where I was Christened at St Mary the Virgin (Hunslet Parish) church back in 1957. A friend of mine remembers 'chumping' (collecting wood) for railway sleepers that "burned like 'ell" on Bonfire Night.

As a youngster, I remember being mesmerised and intrigued by the tip hills at Parkside. You could see them from the Dewsbury Road bus. There was a slag heap running alongside the colliery line and tramway; this was spoil from New Pit which closed in the 1926 General Strike; it never re-opened but was used as a pumping station. There was one main slag heap which had turned a deep orange/maroon colour as it had weathered over the years. When fresh waste from Broom Pit was added, it was a pure iron grey colour. They looked primordial, as if they held arcane secrets, and in a way, the history of the industrial revolution in

England was hidden in those accretions of colliery waste. To a young child's memory, I always associated seeing those dark red tips heaps and the bridges with Saturday afternoons on the bus; the smell of pipe tobacco and beer, and having passed Hathorn Davey's engineering works where my Dad worked; and The Parkfield, my Dad's favourite pub (near the works, just by the stone Midland Railway cutting). Not to forget Grandpa Roberts bringing me a bar of Fry's Chocolate Cream!

The main heap from the 1950's onwards was along Old Run Road to the 'Cuckoo Steps' - it 'steamed' when it rained and the water ran off down deep grooves. There was a sulphurous smell of gas vapours which pervaded the slag heaps. I remember around 1968 going with a group of lads from Cross Flatts Primary School including a quiet, calm lad called Alan McTaggart who lived off Colwyn Road, Beeston, to 'lake' (or play) on the lunar-like landscape of the

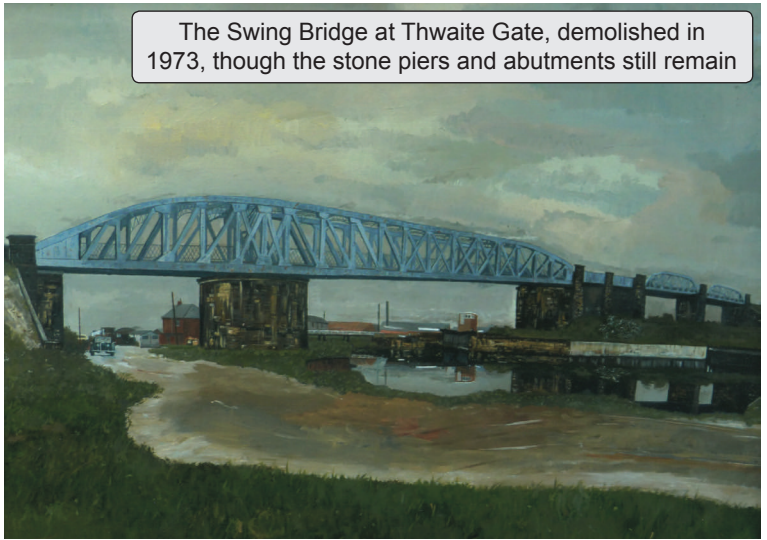
Tip Hills & Cuckoo Steps (cont)

older tip hills. Huge pieces of clinker and crevices; like a cross between an Alpine region and another planet. So much for 'elf and safety; we survived our adventure!

The 'Cuckoo Steps' was the name of the footbridge, built I believe in around 1899,

the tail end of Victorian railway building. The only main line I can think of built as late as this was the Great Central from London Marylebone through Leicester and Rugby to Sheffield, one of the best engineered lines ever built in Britain, though closed in 1969. The footbridge allowed a way across the Great Northern line at Parkside and provided a handy route for people to get over the lines to the Hunslet Rugby League ground on match days. Somewhat like the line it straddled,

The Swing Bridge at Thwaite Gate, demolished in 1973, though the stone piers and abutments still remain



the bridge itself seemed little used. In some ways this seemed appropriate for a branch line which had the atmosphere of a ghost line.

It isn't entirely clear whether these were the official steps with that name – some hold it referred to the bridge further down the line near Clayton's works in deepest Hunslet, just near to where the main Midland St. Pancras route goes under. To add to the mystery there is also talk of the '39 Steps'. As for the name, the most

plausible explanation for this could be the fact that an engine would be required to give 'two shorts and a long' at this point; in other words, a couple of crows to indicate to a signalman (there was the Parkside box here) its readiness to set back up the Middleton branch with its train of empties. Coal trains worked from this point into the colliery yard at Broom Pit until the end



View from the Guards Van going under the G.N. bridge. Tip hills to the left

Tip Hills & Cuckoo Steps (cont)

of the G.N. line. The sound of the engine, whether a B.R. one or one of the Middleton Railway's industrial engines might remind a layperson of a bird noise.

My Dad always referred to them as the Cuckoo Steps, and they seemed to retain that name as a local feature in Hunslet. Certainly, as a child they became engraved on my memory. Dad larked around the area as a boy, and my mother used to take us for walks along the Old Run when I was young. This meant crossing the bridge; I always hoped to see a train, but rarely did.

I vividly remember the G.N. bridges at Parkside; quite dramatic structures. In the mid-60's my mother took us up the Old Run, there were smallholdings with piggeries and allotments near the bridges. My mother remembers visits to Wards Farm at Whitsuntide with her chapel; Hunslet Methodist church used to have Sunday school walks in the summer months. Farmer Ward kept pigs and grew crops. Just at the end of the war, the chapel made a visit to Broom Pit; my mother remembers emerging from the darkness into a bright snow covered landscape. Broom Pit had 3 tank engines, Blenkinsop and Niger being the best known. Niger was a pit heap engine which pushed 2 or 3 wagons up the main heap for tipping. One or two went over the edge into the soft spoil!

My paternal grandfather, John Scott Roberts, was a World War 1 veteran. A P.O.W. (he was captured at Rheims in 1917), he worked in the Canadian Pacific workshops in the 1920's before returning to Blighty, to work as a boilerman, firing the Lancashire boilers at Middleton Broom Colliery – they worked the lifting gear. He retired in the late 1950's, having worked long past normal retirement age.

I worked on British Rail as a secondman and later a driver. Railwayman's lore was that if you saw a signal box or similar

structure freshly painted after years of neglect, it usually meant it was about to be closed or demolished! It was true; I remember Wath Road Junction and Wath North boxes both had this fate (on the Midland line north of Rotherham). Likewise, after B.R. had lifted the track on the G.N. bridges at Parkside, the paint seemed quite fresh on the bridges. Whether this was a maintenance thing to keep them in order until final demolition I do not know!

My grandmother had a grocer's shop on Longroyd Grove. I also remember the two Feltham trams in King's scrapyard in the 1960's as we walked by the old Hunslet Rugby Ground on our way down for Wednesday tea. There is so much fascinating social and local history attached to the Middleton Railway. It would be good to have some similar articles on the BR/MR connection in The Old Run, or maybe re-visit some pictures shown in earlier editions. I'm sure the MRT archive must have some fascinating pictures of the 'Hunslet Branch' There are some, or course, of W.D. 'Austerity' engines backing and leaving Broom Pit section of the MR, but it is surprising generally how few photographs there are in circulation of this area of Leeds.

"Old growth, consolidated, igneated

*Heat creates iron/steel brick creation
sustaining the lumbering passage of very
occasional heavy trains.*

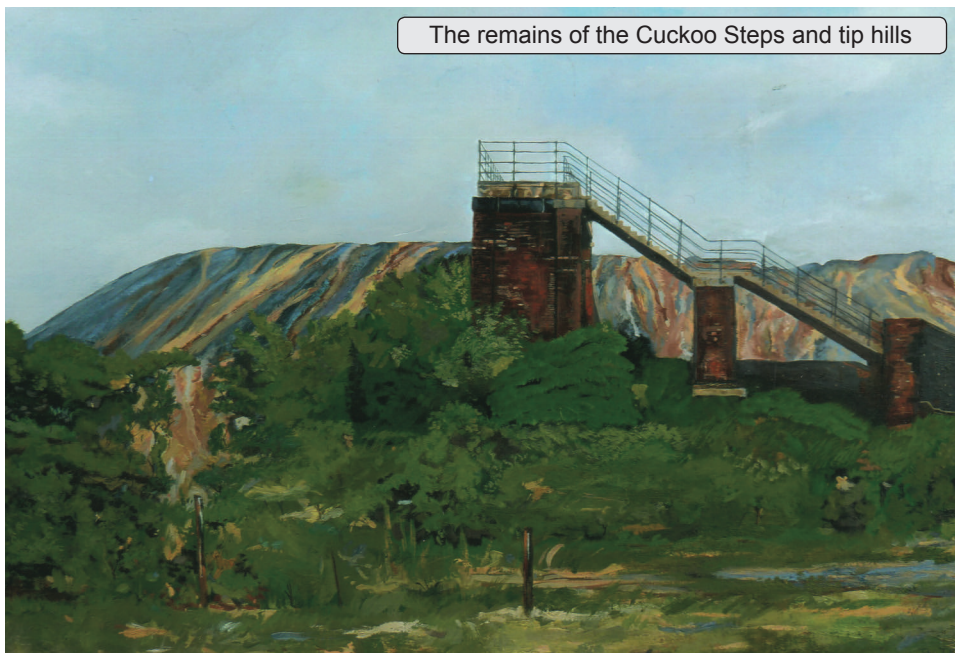
*Blackberry against the brick footbridge -
the brambles and permanent brick with it's
patina of inky soot*

*After three quarters of a century,
Rain, smoke, wind, ice, soot, snow*

Grass breaks through a burnished brick."

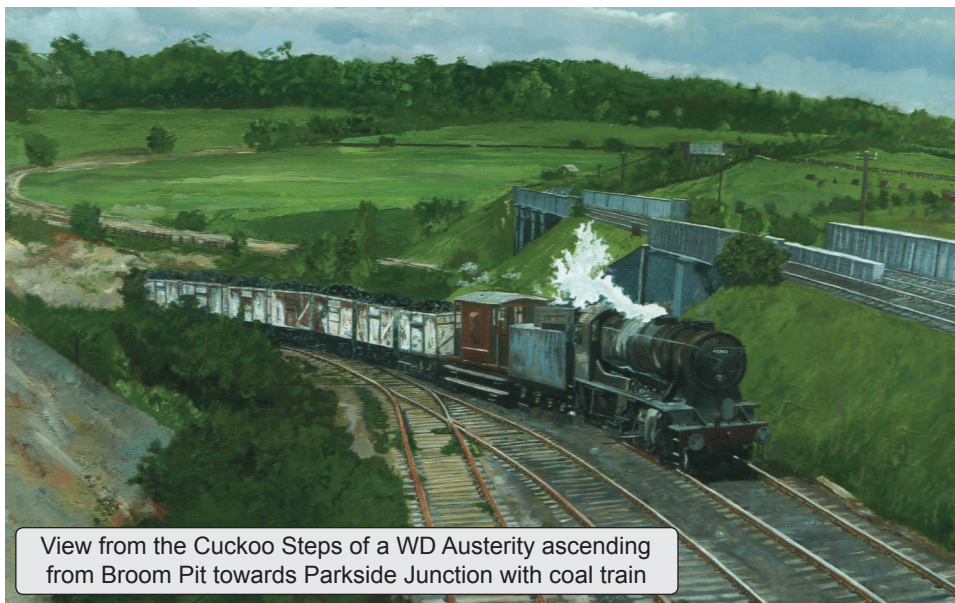
Tip Hills & Cuckoo Steps (cont)

The remains of the Cuckoo Steps and tip hills



Over the last few years I have made a number of oil paintings, which are based on some slide photographs which the MR's former archivist, John Bushell,

kindly loaned me. John sadly died of an illness I understand – a very good man. Prints of these paintings have been used to illustrate this article.



View from the Cuckoo Steps of a WD Austerity ascending from Broom Pit towards Parkside Junction with coal train

Dear Editor, “I must say...”

Dear Editor....

Regarding the picture at the top of page 5 of the latest edition of 'The Old Run' - is the standard tank really well and truly derailed?

If so, perhaps it isn't an idea for a future gala. :-)

Best Wishes
Martin Plumb

The Editor replies: *Thank you to the other correspondents who pointed this out in similar terms - I publish Martin's letter simply as being the first of many!*

The loco appears to have comprehensively split the turnout and is standing off the road on all wheels. It would explain why the driver is looking at it so thoughtfully, perhaps wondering how to explain it in his report.

No doubt It may also be the reason why the picture was taken in the first place of what would otherwise be, at that time, an unexceptional scene.



Dear Editor....

Andrew and I pass a copy of Old Run to an ex BR employee who has commented on the images of BR locomotives on the Middleton Railway.

He was at the time employed at Ardsley deopt and has informed us that the photographs would have been taken about February 1963. 80075, along with 80071 and 80076 were on Ardsley shed for only a short time in 1963.

Regards
Malcolm Johnson



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Richard Pike brings 1310
into a colourful Moor Road on
a damp August Bank Holiday.
Andrew Johnson

