

The

# OLD RUN

No. 212 September 2011

Hudswell Clarke  
anniversary



Heritage  
LOTTERY FUNDED

# Old Run

No.212

September 2011

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Old Run Old Run Old Run Old Run Old Run

## Editorial

This issue focuses on the Hudswell Clarke 150th anniversary of the first locomotives to leave this company's engineering works here in Leeds.

The gala weekend was marred by happenings of which most people will now be well aware: and reports of this atrocious event are included. Fortunately normality was restored in a shorter time than originally envisaged.

There may be those who did not see the most excellent exhibition of the history of Hudswell Clarke in the Engine House during the gala weekend in June. This is now featured in this issue of *Old Run*.

My appeal for material for future issues of the journal is again repeated here. Please send your stuff in—and don't wait right until the deadline for the next issue!

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

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## Front cover

Hudswell Clarke 0-6-0T MSC 67 [1369 of 1919] arrives at Balm Road loop at 1115 hours on 19 June 2011 during the Hudswell Clarke 150th anniversary gala weekend (Howard Bishop)

## From the Chairman From the Chairman From the Ch

There are days at Middleton Railway that stay locked in your memory for all the good reasons. However now and again, thankfully not often, bad things happen that equally stay with you. This was the case on the morning of Saturday 18<sup>th</sup> June when we were due to start the Hudswell Clarke Weekend Gala. [See also page 4 and a full report by the Company Secretary to be found on page 15 (Ed.)]

I know a lot of hard work had gone into preparing for the Gala and also preparing a temporary exhibition within the Engine House. All this time and effort was nullified in a split second when we discovered the main running-line had been vandalised and the pickings taken as scrap metal to weigh in.

The very most that they could have hoped to have received for this scrap was around £30. At that time a quick calculation came up with the worst-case-scenario-figure of around £30,000. This was taking into account either hiring in contractors to do the job or counting the cost of lost revenue due to closure, and beyond.

We quickly adopted a "no-charge" policy for the Gala Weekend, and told the sad tale to our visitors. To our amazement our visitors were so supportive we possibly came out of the weekend with more takings than had we been running a normal service. Over the coming weeks we received letters of support, many from unknown people, but the vast majority contained donations to the Railway ranging from a few, to several hundreds of pounds. This certainly lifted

our spirits, and we needed it!! THANK YOU ALL!

Another bit of good fortune came in the way of replacement chairs for the track. The type we required were only used for a short time by the big railway, and finding replacements was going to be almost impossible. Well you can be wrong. By good fortune North Yorkshire Moors Railway were about to "weigh-in" a quantity of these, and they let us purchase them instead.

I must mention now the company that really saved our bacon, Ambertains, the company who rent our facilities to train young people to work on the big railways. They came to our assistance all guns blazing, with 24 strong, capable and willing, young men, with the promise of another 24 from their Barnsley operation at Elsecar should we need them. The guys did the work - and in record time. Therefore, can I officially say here, THANK YOU!!

Just to close, to those of you that have internet access, please go to the following URL and sign-up to this e-petition, it may help us and other railways in the future: <http://epetitions.direct.gov.uk/petitions/406>  
Next quarter I hope to have a much more enjoyable report to write!

*Andrew Gill,*

**Chairman**

***tOR***

# June Gala hit by thieves

See  
also  
page  
15

## July Gala hit by thieves July Gala hit by thieves July

The Middleton Railway was dealt a severe blow at the start of the Hudswell Clarke 150<sup>th</sup> anniversary of the first locomotive to be built by that company in Leeds. Staff who arrived early on Saturday, 18 June 2011, to commence the service, discovered that no less than seven lengths of track on the main line approaching Great Northern curve had been seriously damaged. 220 chairs had been damaged and steel keys stolen, rendering the main line to Moor Road unusable. This appeared to have been done in the very early hours of the same day, as the track was in good order late on the previous day.

Reeling from this blow, management set about arranging a temporary programme of mixed trains to and from the Balm Road branch, together with cab rides in a diesel loco in the Moor Road yard. Although the

police were notified and likely suspects identified, short of supplying the Railway with a crime number they offered no support.

As Chairman Andrew Gill said to visiting reporters from local radio and television stations later that day, the scrap value of the stolen track items were worth approximately £30, whereas new replacement parts and labour to put things right were likely to be in the region of £30,000. The news quickly spread throughout the region and attendances appear to have been little affected. Meanwhile, the sourcing of replacement parts and getting the track re-laid would take several weeks. But school days and birthday parties that had been pre-booked had to be rearranged or cancelled at some loss.

**FOR**

BELOW: A section of the damaged track, and Chairman Andrew Gill being interviewed by BBCTV later on 18 June 20011 ( Both: Howard Bishop)



## Hudswell Clarke—a brief history Hudswell Clarke—a

Our June gala was dedicated to Leeds locomotive builder Hudswell Clarke as a celebration of the 150<sup>th</sup> anniversary this year of their first locomotives emerging from the works.

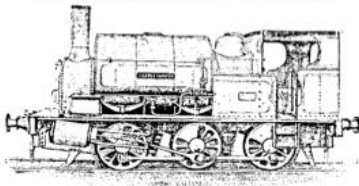
In 1860 much of the Railway Foundry of E.B.Wilson & Co still lay dormant over two years after chancery action had led to the collapse of that firm. Many personnel had moved next door to the new firm Manning Wardle that had risen out of the ashes. A couple of personnel from Kitson, Thompson & Hewitson figured there was still room for another engine makers in Leeds. These two people were chief draughtsman William Shillito Hudswell and works manager John Clarke. They were joined by famous surgeon Dr William Clayton who provided the financial capital to start them up. They bought the practically vacant lot 6 of the Railway Foundry site on which to build a brand new works. Though the works was new it did bear the old name of E.B.Wilson's works, the Railway Foundry. This name was already well known and it made good sense to trade on the good reputation their predecessors had earned.

The company was founded as Hudswell and Clarke in 1860. In 1870 the name was changed to Hudswell, Clarke and Rogers. There was another change in 1881 to Hudswell Clarke and Company. The firm became a limited company in 1899.

The first product built by the new Railway Foundry was not in fact a loco-

**HUDSWELL, CLARKE, & CO.,**  
MAKERS OF GREATLY IMPROVED

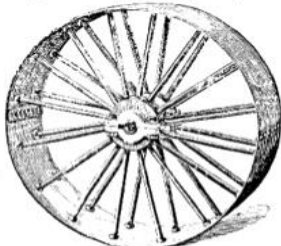
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OVER  
28,000  
IN USE.



OVER  
28,000  
IN USE.

**RAILWAY FOUNDRY, HUNSLET, LEEDS.**

A Hudswell Clarke 1882 advertisement

motive it was a stationary engine outshopped on 16th April 1861 as works number 1, this might have actually been for use within the works. It was on this same date that the first two locomotives, works numbers 2 and 3, left the works. They were 0-6-0 saddle tank locomotives built for the Buckley Railway, a mineral railway in Flint. Hudswell Clarke were keen to advertise that they were willing to produce locomotives to order, their predecessors E.B.Wilson were known for being keen to stick to standard designs. The first two locomotives had left the works just short of two months after the order was placed. In keeping with this flexible approach to orders they were very much 'general

## Hudswell Clarke—a brief history Hudswell Clarke—a brief history

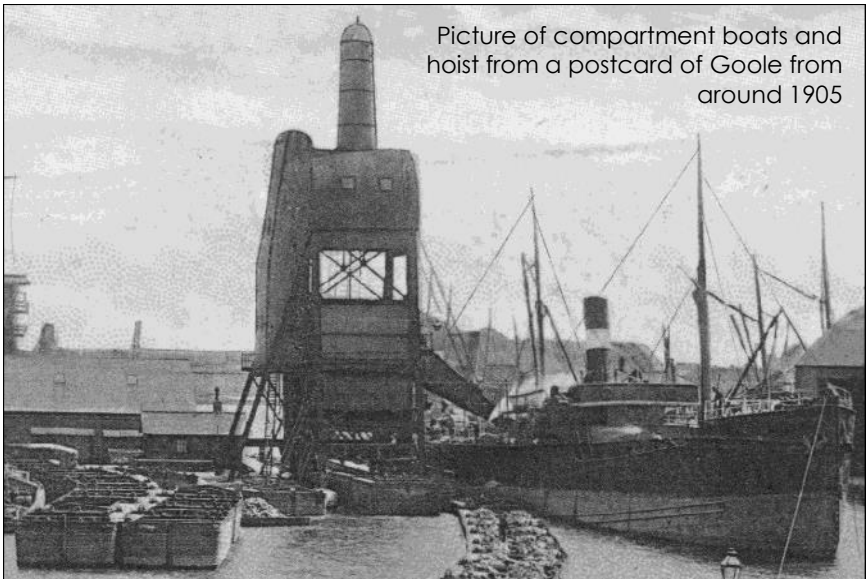
engineers' in the early days. The most significant of this early non-railway work was Rodgers' Patent Pulleys. Joseph Rodgers joined the firm from a small smithy in nearby Beeston; he had worked on designs to make his pulleys virtually indestructible. He became a director in 1866 and in 1870 the company even changed its name to Hudswell Clarke & Rodgers, including this name on locomotive works plates for a time. Pulleys may sound somewhat inconsequential compared to building locomotives, but with countless mills using miles of line shafts to drive rooms full of machinery from a single stationary engine it was big business. Rodgers left the firm in 1883 by which time 30,000 pulleys had been made. Hudswell Clarke continued to make pulleys and 120,000 were made by 1898 making them the world's largest producers of pulleys.

W S Hudswell died in 1882 and J Clarke died in 1890, the Clayton family became more involved in the running of the firm, and the sons of the

financial backer were also taking a more hands-on approach in the engineering side of things. The company's name was changed to Hudswell Clarke & Company, and became a limited company in 1899.

Another early example of non-railway work was the development of the Tom Pudding barges used on the Aire & Calder Navigation, effectively floating trains, a string of compartment boats which could be steered snake like between the mines and the port, here they would be separated, lifted out of the water and tipped in to ocean going vessels. Once the design had been developed however the work ended up in the hands of Goole boat builders before the Navigation realised that it was cheaper to build the boats in their own workshops.

Throughout these early years a steady flow of locomotives was emerging for mainline railways and industrial systems



Picture of compartment boats and hoist from a postcard of Goole from around 1905

## Hudswell Clarke—a brief history Hudswell Clarke—a brief history Hudswell

and the general engineering side of the business declined. These locomotive orders were dominated by saddle tank locos but a number of four- and six-wheel tender locomotives were also produced. Some export work was undertaken but by far the bulk of the work around this time was for the UK market. Like fellow Wilson 'spin off' company Manning Wardle the company gained a lot of work through the construction of Contractors' engines.

Around the turn of the 20th Century there were several massive engineering projects around the country and railways were often used for moving earth and materials. One project that served Hudswell Clarke well was the construction of the Manchester Ship Canal. The company supplied locomotives for use in its construction and went on to supply the bulk of the fleet for the company's own railway system. A design of engine was developed for the MSC, known as the Canal class in Hudswell Clarke's catalogues. Designed for tight curves and steep gradients, many other industrial systems chose to use Canal class locomotives. The Port of London Authority were another major customer of

Hudswell Clarke and this spawned another standard design of engine which would become known as the PLA type. This too found orders from other industrial systems, particularly in colliery work.

Another particularly big contract was with Leeds firm Robert Hudson. Since 1865 the company had been supplying light railway equipment. It's Gildersome works could supply entire industrial light railway systems 'off the shelf' but didn't usually produce locomotives. Hudswell Clarke were chosen to develop a series of 16 standard designs for inclusion in the Hudson catalogues. 188 Hudswell / Hudson locomotives were built under this contract which lasted until 1929. Most notable of these were the 0-6-0WT locomotives supplied to the War Department primarily for use on light railway supply lines in France. Their low centre of gravity making them suitable for use on Hudson prefabricated track sections that were literally laid across muddy fields.

At the end of World War 1 the market was flooded with redundant little steam engines. Hudswell overhauled a number of the Hudson locomotives for resale in to

industry. There were also still some new orders through Hudson, mainly for industrial use in India.

Amongst the locomotives returned from the battlefields in Europe was a German Deutz petrol locomotive that went to Hudswell Clarke who

'Canal class' locomotives pass on a photo charter at the Middleton Railway (yards from where the locomotives were built). MSC No 67 on the left demonstrates the later variant of the design with larger water tanks compared to MSC No 32 Gothenburg on the right. (Photo Kris Ward)





## Hudswell Clarke—a brief history Hudswell Clarke—a brief history H

PLA type' locomotive 1821 of 1948 on the Embsay & Bolton Abbey steam Railway 8/3/08 (Photo Kris Ward)



being our own Mary, two Hudswell Clarke locomotives were built for the LMS in 1934 as part of the trials of diesel shunters alongside our own Hunslet engine 7401.

A number of unusual orders appeared in the 1930s in

were at the time keen to develop their own internal combustion locomotives. The first internal combustion locomotive was works No P251 of 1925, the P prefix denoting a petrol locomotive. Leeds Corporation used it for construction of Gledhow Valley Road which required significant earth works due to the gradients involved. Diesel would soon prove to be the fuel of choice, Hudswell's first diesel locomotive was D557 of 1930, *Junin* built for export to the Junin Railway in Chile. *Junin* survives and is not far from its birthplace at the Army Mills Industrial Museum in Leeds.

As well as a number of early diesel industrials, one example of which

the form of miniature versions of the most prestigious main line locomotives for tourist railways and holiday camps. The first miniature ordered was for the North Bay Railway at Scarborough in 1931, this was on the outside a one third scale replica of the LNER's A3 class locomotive but inside it was powered by a diesel engine. The company went on to produce three of these, three LMS Princess Royals and a Baltic tank.

The second world war led to more diversification at Hudswell Clarke. Like all the local engineering firms they were put to work supplying munitions. Hudswell Clarke received a number of orders through aircraft manufacturer



Neptune, Works Number D565 of 1831 on the North Bay Railway in Scarborough. (Photo Kris Ward)



## Hudswell Clarke—a brief history Hudswell Clarke—a brief history Hudswell



these locomotives had been despatched the company ordered a one-twelfth scale model from the Leeds Model Company for display in the entrance to their offices. This model is now on display in our Engine House.

An important order for diesels

Blackburns, much of which was carried out in the Olympia works on Roundhay Road that Hudswell Clarke rented from Blackburns. Back in the Jack Lane Railway Foundry the company also built a number of the Austerity 0-6-0ST locomotives designed by neighbours Hunslet Engine Co. A significant development for Hudswell Clarke was the production of missile parts, this also provided a great deal of work after the war had finished. Parts for experimental rockets were produced and the firm were also involved in producing the shells for nuclear missiles. Britain was testing a number of nuclear devices in remote parts of Australia and these used shells made at the Railway Foundry.

Aside from the diversion in to missile production, after the war locomotives became the bulk of the business again. Steam engines were still being ordered, the company were particularly proud of the three mighty (despite their meter gauge) 2-8-4T locomotives supplied to the Iraq Petroleum Company in 1951 and 52. After

at the time was the order for a fleet of diesels for the 2'6" gauge Sierra Leone Government Railways, eight 0-8-0 and 24 2-8-2 locomotives were supplied between 1954 and 1961. The first of the 2-8-2 locomotives was tested at nearby Ledston Luck Colliery (this mine having a section of 2'6" surface line) and demonstrated to officials from Sierra Leone.

BELOW: Typical of Hudswell's early narrow gauge internal combustion locos is diesel powered D571 of 1932 seen at Armlay Mills Industrial Museum (Photo Kris Ward)





Hudswell mine locomotive at the West Clare Railway in Ireland 4/4/10 (Photo Kris Ward)

The company supplied large numbers of narrow gauge locos for use underground at coal mines as efforts were made to modernise a number of mines. Several coal mines were relying heavily on underground railway lines as coal faces had extended further away from where the pit-heads had been built. Hudswell Clarke produced some excellent mine engines which were ordered in large numbers both at home and overseas. These locos bear the name Huwood Hudswell, representing a collaboration with Hugh, Wood & Co Ltd, a firm specialising in supplying mining equipment.

One interesting late development of steam locomotive design was works number 1888 of 1958, Elizabeth supplied to Esholt Sewage Works near Leeds. This was designed to run on Wool Grease, a by-product of a part of the works. This engine is preserved at the Leeds Industrial Museum at Armley Mills.

The 1960s brought a downturn across the industry that affected business at Hudswell Clarke. There was more diversification in to non-railway prod-

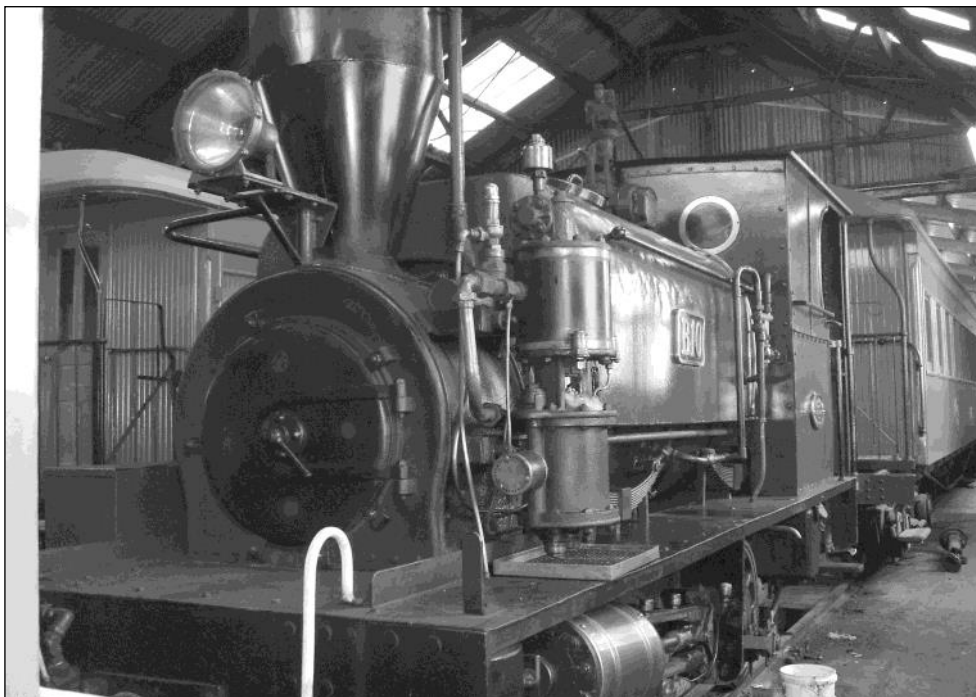
ucts. Hudswell Clarke became heavily involved in producing civil engineering machinery under the Hudswell Clarke Badger name in conjunction with Yates Badger Pipelines. The company had however lost its work for the British Nuclear program as

Britain decided its nuclear deterrent should be American weapons.

Across the road the Hunslet Engine Co had been making the most of the downturn in the markets by effectively mopping up their rivals, in 1972 while the value of the businesses were low Hunslet Engine Co simultaneously acquired Andrew Barclay in Kilmarnock and Hudswell Clarke in Leeds. The Hudswell Clarke name was retained for some time, mainly for after sales service but repeat orders were taken, any further Hudswell Clarke orders were produced in Hunslet's works and the Railway Foundry was soon demolished.

***This article is a synopsis by the Editor of the material prepared by Kris Ward and displayed at the Hudswell Clarke Gala weekend on 18 and 19 June 2011 in the Engines House at Middleton Railway. Because of the extremely high standard of the work, it was felt that it was worthy of a wider audience, and that members would appreciate an opportunity to share in it. The full version of the display is to be found on the MRT website [www.middletonrailway.org.uk](http://www.middletonrailway.org.uk) under Enthusiasts-Leeds' Engine makers-Hudswell Clarke and should not be missed, especially if you did not see it at the June gala weekend. (Ed.)***

# Hudswell Clark—a brief history Hudswell Clarke—a brief history Hudswell



ABOVE: Works No 1524 of 1924 on the Omaru Railway in New Zealand. This locomotive was exported to New Zealand for railway construction work and just like its sisters back home worked on a number of projects during its long life (Photo Ian Ward)

LEFT: D1345 of 1971, the last locomotive completed in Hudswell Clarke's Railway Foundry on display at the Middleton Railway 28/08/10 (Photo Kris Ward)



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FOR



HEADS DOWN! Family Fun weekend saw Andy Hardy and John Linkins at work on their live-steam model railway in the Engine House. Throwing coal into the firebox requires a slightly more delicate approach than on the full-size thing, apparently! (Ian Dobson, 29 May 2011)



Neil Carmichael laying on the new green paint finish to 1310 in the paintshop on 14 August 2011  
(Andrew Johnson)





Pram park at the recent Book Start event at Moor Road (*Sue Gill*)



A study in detail—Manning Wardle 0-6-OST Matthew Murray (*Ian Dobson, 29 May 2011*)

The 2011 Model Railway Exhibition, held on 2 and 3 July, was a challenge. It all started two weeks before, when the main line to Moor Road was vandalised and normal operations were suspended. We filled the other weekend with cab rides in the yard, but for the exhibition we decided to use a Balm Road operating weekend to allow us to try and attract visitors. Andy Hardy obtained agreement to steam another engine to allow us to operate 'driver for a fiver'. For the princely sum of £5 you could drive *Matthew Murray* under supervision in the yard. This raised £225, so this can be classed as a success that will be repeated!

The weekend began on the Thursday morning when a dedicated few turned up at Moor Road to shunt the Engine House and fit the quart of engines into the pint of the secure compound. This was complicated by the fact that a load of replacement chairs were expected on the Friday, so the lowmac wagon needed to be under lock-and-key too! After several attempts we squeezed it all in, and

were left with the floor of the Engine House to clean on the Friday morning.

We managed to scrub the floor just in time for the first exhibitors to arrive at lunchtime on Friday. The passenger train for Balm Road got gradually longer (to keep wagons out of the way mainly!), and all seemed to be going according to plan.

The final exhibitors started arriving at 07:30 on Saturday morning and the exhibition opened at 10:00. A steady stream of visitors came in and, despite the Fire Brigade being called to a minor lineside fire on Balm Road, we all had a great day. We received many favourable comments from visitors, traders and exhibitors alike and, whilst the Sunday was quieter visitor-wise, we still entertained around 400 people over the weekend, and raised a decent sum for the Railway.

Thanks to all those members and friends who helped between Thursday morning and late Sunday night. Planning for the 2012 exhibition has already started!

Ian Dobson

FOR

## CONTINUED FROM FOOT OF PAGE 15

This was confirmed as the right choice on Thursday, when the report from Ambertrain was that all of the track had been repaired, but nothing was said about the three bent bolts, and it was also reported that there were some keys missing elsewhere on the track.

So, on Saturday 9th July we formally inspected the track, which showed that there were three broken chairs – presumably where the bent bolts had been – and the six broken bolts that we knew about, but that none of these were in places where they would have made the track unsafe. We then took a light locomotive up to Park Halt, replaced the other missing keys, and declared everything fit to run, subject to a temporary speed limit. This meant that on Sunday

10<sup>th</sup> July, just three weeks after the worst attack of vandalism that we have ever experienced, the trains started running again. That the track was repaired so quickly is due largely to the efforts of our colleagues at Ambertrain – if we had had to do all the work ourselves it would have taken far longer – and to the good fortune of our colleagues at NYMR having the available components spare, since without that we would have had to purchase complete sleepers with chairs which would have cost us far more. Of course, we still have the few broken bolts and chairs to replace, but these can be done over the winter, and the important thing is that we are back in business.

FOR

# They've stolen some of our track

Tony  
Cowling

## They've stolen some of our track They've stolen some of our track

For a long time, every operating day has started with a "linecheck", in which the locomotive runs light to Park Halt and back again, to ensure that there are no problems with the track. The wisdom of this arrangement was demonstrated at the start of the recent gala: on Saturday 18<sup>th</sup> June the diesel locomotive set off for the linecheck, and returned far too quickly, with the crew bringing the message that "they've stolen some of the track". This was an understatement: from where the concrete sleepers start, all the chairs on one rail had been smashed for two lengths, and the broken-off bits and the keys stolen; the same had happened to both rails on the next two lengths; and the damage continued on the other rail for the next three lengths. We were not going to be running passenger trains to Middleton Park that weekend!

So, the timetable for the gala was hastily re-planned, to run the two train sets alternately down the Balm Road branch, and we started to plan for how we might repair the damage. The simplest method would be to unscrew the nuts that hold the chairs in place, replace the chairs, and tighten everything up again, but there were two big question marks about that. Since the nuts had been in place for years, would they come off without the bolts breaking? And, since chairs of this type normally come already attached to concrete sleepers, we didn't have any of them in stock, so could we find a suitable supply?

By the end of the gala we had three different alternative plans in place, in case we got the answers to either of these questions that we didn't want, but we were already getting offers of help from other heritage railways.

Following these up, by the end of Tuesday we had encouraging answers to both questions: some nuts had been loosened without the bolts breaking, and the North Yorkshire Moors Railway had a quantity of these chairs which were due to be scrapped soon, and if we wanted these they would sort them out for us from the other types that they also had due for scrap, and sell them to us at scrap price, along with a suitable quantity of keys. So we said "yes, please" to their offer, and with the help of some of the trainees from the two courses that Ambertrain were running at Moor Road we continued trying to loosen off the nuts, which was proving to be a slow job.

The following weekend all we could do in the way of running trains was to offer cab rides up and down the yard on a diesel locomotive, since at most we can only use the Balm Road branch for six occasions in the year, and we wanted to use two more of those the following weekend, for the model railway exhibition, leaving the remaining two for the autumn gala. Meanwhile, arrangements were made to collect the chairs and keys from Pickering the following Friday, and by the end of the model railway exhibition these were all loaded onto the Low-mac wagon, ready to start the replacement.

On Monday there were still some 30 to 40 chairs to be loosened, but at least we knew that so far we only had six broken bolts to worry about. By Tuesday all of Ambertrain's trainees were working on our track, with the rails being lifted out and the remaining chairs removed, although it was reported that three bolts had bent badly enough that new chairs would not fit onto them, and it wasn't clear how this problem could be solved. In the light of this uncertainty it seemed unlikely that we would be unable to run passenger trains the following Saturday, so we agreed to aim at restarting on Sunday.

**CONTINUED AT FOOT OF PAGE 14**



# Hudswell Clarke 150



Mary leaves the Balm Road loop and crosses the level crossing with a mixed train at 1116 on 18 June 2011



At 1056 on 19 June 2011, point clamping in progress at the far end of Balm Road branch with the main line in the background clearly shown, Carroll waits to run-round its train



# 10th anniversary gala

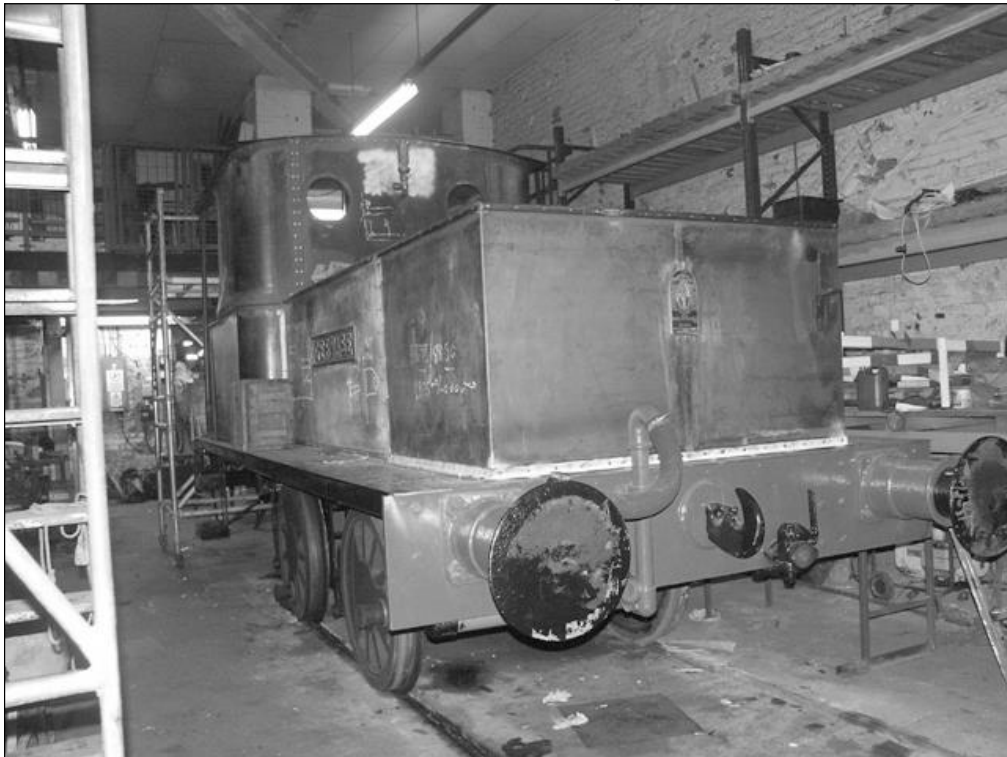


MSC 67 approaches the Balm Road loop from Moor Road at 1316 on 18 June 2011

At 1256 on 19 June 2011 Carroll and Mary stand in the platform at Moor Road after double-heading from the Balm Road branch  
*(All photos Howard Bishop)*



# Alternative Manning Wardle?



Andrew Johnson writes: The other week I had a private tour of the workshop at Elsecar. If you are not aware they have a Manning Wardle that is not a Manning Wardle! It was built by Manning Wardle as 0-4-0ST like Jon Pridmore's, but it was in need of a boiler in the 1930s and was fitted with a vertical boiler, new cylinders tanks by Sentinel. The boiler has some bits from our Sentinel and we have the original Manning Wardle buffers from Gervase



## Erstwhile Middleton stalwart still in action — at Bodiam Station

Long-serving members of the Middleton Railway may recognise the above gentleman, who was discovered on 25 June 2011 by your Editor in the rural idyll that is Bodiam. It could be argued that he has now been put out to grass but in fact he was working as booking clerk and café manager at Bodiam Station on the Kent and East Sussex Railway, and he does make a rare brew of tea. David Ware was the Treasurer at Middleton in the early 1970s whilst working as manager of Lloyds Bank, Leeds University Branch. He clearly recalls shunting the freights between BR and Clayton's with Dr Fred Yoeull. David now lives in Gravesend. He sends his good wishes to everyone at Middleton, and especially to Sheila Young(!) whom we now know as Sheila Bye.



Ian Dobson was caught on camera on a steam engine at the recent Family Weekend! Not only was he on the thing but he was actually steering it and, it seems, really enjoying it! He took the steam roller round the nearby round-about and back into the yard at Middleton where he was overheard to comment that it was his first time ever on a steam road engine and that he thought he could get quite used to it. He then realised the enormity of his words and scuttled back to the safety of his diesel cab before anyone realised it was him near a steamer, 29 May 2011. Too late Ian... You've been caught on camera! (John Knapton)



Our Traffic Manager Andy Hardy assisting with the coaling and watering of Black Five 45407 on the first day of this year's Scarborough Spa Express, 19 July 2011





ABOVE: MSC 67, with Tony Cowling at the helm, reaches the extent of the Balm Road branch, during the Hudswell Clarke anniversary gala on 18 June 2011. The photographer appears to have been suspended high in the air over the mainline railway lines to achieve this shot! But Chris says he was on the road bridge standing on his camera case to see over the parapet, and using a 70-240 lens. Nice one! BELOW: Another shot of MSC 67 on its return, approaching Moor Road level crossing on the same date  
(Chris Nicholson)





A couple of scenes from the Model Railway weekend held at Moor Road on 3 July 2011  
(Chris Nicholson)





### LOCO NOTES

With the loan of Sir Berkeley to Shildon and the protracted return to service of 1310, we've been a bit hand-to-mouth with locos this season but have managed to cover all the required turns with the appropriate motive power.

**1601 MATTHEW MURRAY** *Matthew Murray* has been the first choice loco so far this year and has performed reasonably faultlessly. However, it suffered from a failed mechanical lubricator on 31<sup>st</sup> July and had to be nursed through the rest of the day. On stripping it down, it was found that the ratchet wheel was badly worn, preventing it from being driven by the operating linkage. A new ratchet wheel has now been made (a 'first' for us) and the lubricator now works once more. Whilst the loco was in the works for this, the opportunity was taken to rectify a rather heavy knocking big-end and to sort out various steam leaks which were not, in themselves, serious. Available for traffic.

**No. 67.** Has mainly been undertaking a role of standby locomotive in this, its final year in service before overhaul. However, it has seen quite a bit of service, as well. However, on disposing of the locomotive on 7<sup>th</sup> August, it was noticed that the joint on the slide valve cover was blowing steam. Rectification of this, in itself, ought to be a simple job but removal of the cover is hampered by its closeness to the front buffer beam. At first, we thought that removal of the bufferbeam would be necessary but we found that by removing the front drawhook and much manoeuvring of things that the cover could be persuaded to come off. At the time of writing, the cover has yet to be replaced but this should

happen imminently. Otherwise available for traffic.

**No. 6** In the last *Old Run* we mentioned that a start had been made on machining the various coupling and connecting rod bearings. Well, it has, but pressure of other work has meant that there has been virtually no further progress.

**1210 SIR BERKELEY** *Sir Berkeley* moved to Shildon for the summer season, as planned. Because of the length of the loan and the distance, Shildon have been responsible for the routine maintenance. We have, however, kept in touch, and the loco has been performing well with little work required other than what would be expected. Due back at Middleton in November.

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

**No.1310 (LNER Y7)** It would have been good to report that 1310 was now in traffic but, unfortunately, this is not the case. The final assembly and the need to do other urgent work has led to a rather protracted return to steam. The loco now has a new timber roof covered with canvas in the traditional way. The underside of the roof has received several coats of varnish, as was originally done. The upper part of the cab has been painted cream but should have a 'scumble' finish. This is something that we haven't done before so we await our efforts with interest! Painting of the rest of the loco proceeds apace and it should be fully in Saxony green by the time that you read this. The missing firehole door has failed to turn up and we have had to resort to making a new one, which is now complete and fitted. We have also had to make two new lubrication



## ad happenings Moor Road happenings Moor Road happenings

pots for the rear axleboxes and a couple of missing pieces of pipework associated with the steam brake and whistle. Physically, the loco is now complete but a steam test has been delayed to enable the paintwork to be progressed.

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

**Fowler 42200033** At long last we have re-started work on this loco, albeit on an occasional basis. Work is presently focussed on fitting the vacuum exhauster and associated equipment.

**5003 AUSTIN'S No.1** The painting and other work on *Austin's* is now complete and it looks very smart, indeed; a tribute to those who have undertaken this work. There remains one outstanding task and that is the manufacture and fitting of new cab window frames. The original Peckett arrangement was quite poor and much of the frame had corroded beyond any hope of repair. We are endeavouring to produce new frames that outwardly look the same as the originals but to a much more substantial design but this is not the easiest of tasks.

**D2999** No progress of report and this loco remains on display in the Engine House.

**138C.** 138C has continued to be the regular diesel loco for both shunting and the Saturday passenger services. It is, however, starting to get various little niggles and needs some TLC as soon as another big diesel is operational, again.

**D577 Mary** The owner has continued with his programme of maintenance and repair whilst generally keeping the loco available for traffic. As part of this programme, it has recently had an engine oil change.

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

## CARRIAGE & WAGON NOTES

**Van 1074** Real progress has now started on the conversion of this vehicle and perhaps we should refer to it as coach No. 1074 in future. All the timber paneling has now been removed to give a bare shell. The floor, which was a lightweight concrete material and in poor condition, has also been removed, along with the steam heat pipework. A start has been made on the necessary modifications to the braking system, starting with the overhaul of the existing vacuum brake cylinder and the cleaning, repair and painting of the handbrake column which we intend to fit. There is a lot of steelwork in need of needle-gunning and painting and real progress is being made with this although there is, as yet, much to do. Once the steelwork is cleaned and primed, a start can be made on fitting the heating system and electrical wiring as it will be much easier to do this before the new floor is installed.

**Ballast Brake Van** One of the door catches fell apart during the Spring Gala meaning that, unfortunately, the vehicle could not be used by members of the public. This has now been replaced.

## AROUND MOOR ROAD

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

## In the Workshops

We eventually decided to buy a used Hydrovane compressor with little hours on it (c8000) to replace the old one so, hopefully, it should give us many years of trouble free service. It is slightly smaller than the old Ingersoll Rand compressor, producing 40 cfm of compressed air as compared with the 60 cfm of the old

## Moor Road happenings Moor Road happenings Moor Road

machine. Whether this creates problems in the future remains to be seen but, so far, it hasn't.

The fact that the new compressor is physically smaller than the old one has meant that it will fit in a different place in the workshops. This has enabled us to have a minor move around of our machine tools and other things. The shaper has been moved to a new position where some shelving was and the recently obtained small horizontal milling machine has taken some of the space previously occupied by the compressor. The spot vacated by the shaper has been taken up with a Colchester Bantam lathe previously in storage.

Some modifications to the electrical wiring is also taking place within the workshop, to bring it up to a more acceptable standard.

### Scrap Metal

Like several other Heritage Railways, we have recently suffered at the hands of scrap thieves. At the end of June, 220 rail chairs were found to have been smashed and the broken bits stolen, along with the chair keys. A full report, by Tony Cowling, of this serious incident is to be found on page 15 of this issue of *Old Run*.

### Wash Room

As previously mentioned, the wash-room has now been completely cleared out and is presently in the process of being re-decorated prior to the installation of better volunteer facilities. Final decoration will have to await the removal of the remaining electrical distribution boards as part of the electrical alterations to the workshops.

**FOR**



23 July 2011—Van 1074 is stripped down for conversion to a passenger carriage



8 June 2011—1310 gets its cab roof fitted

(Both: Andrew Johnson)



8 June 2011—Jon Pridmore's loco with cab sides in place (Andrew Johnson)

## 00-gauge Model Rail Sentinel Model



*Model Rail* magazine has commissioned Dapol to design and manufacture a 1/76<sup>th</sup> scale model of the Sentinel steam locomotive. Today model manufacturers can create CAD (computer aided design) from accurate drawings. If these are not available then where a 305mm:1' scale item exists it is feasible to do 3D scanning of the real loco, in this instance Isebrook (S 6515/1926), which is located at Quainton Road.

The chassis on the model is a heavy metal block that incorporates the 5-pole motor and drive train. Straight out of the box on a simple DC test track and the loco crawls along smoothly. The body is removed fairly simply to give access to a standard NEM652 8 pin DCC decoder socket that has a blank in it. Take out the blank and you can plug in any NMRA compatible decoder. Mine has been fitted with a DCC Concepts (of Australia) that has a stay-alive feature that can eliminate many of the electrical stalls that you get with model locos.

Detail is impressive and there are detail variations for the body with differing number of body side grills, injectors and vacuum pipes. The Notes inside the box mentions the surviving locos and details about some of those that were supplied to mainline railways. *Model Rail* magazine is producing a few different batches of the locomotive. The second batch carries Departmental No 54. You could compare this model against the real loco currently in the in the Middleton Railway workshops.

# **PLEASE READ THIS :- ON THINGS LEGAL AND ADMINISTRATIVE \***

## **Medical Questionnaires**

As many of you are aware, under the ROGS regulations we are required to assess the medical fitness of all volunteers who wish to be involved with Safety Critical Operating work. A few months ago the decision was taken to contact all of these volunteers to update our records, and we are now pleased to report that nearly all have filled in and returned their Medical Questionnaires. If you have not yet done so, and still wish to be involved with train operations, please return your form as soon as possible. We would also be grateful if new operating volunteers would make sure they obtain a questionnaire when they start volunteering.

## **Education**

The Education Committee would like to report a good and positive year. Our Victorian Theme Day was very popular with children and we are hoping to repeat this again in the future. We would, however, like to increase our active numbers both for our Committee and also for practical help on our School Days. We usually hold our meetings once a month and our designated School Days are roughly once a month throughout the operating season. If you would like to help us, either by joining the Committee or just helping out with a school visit, please telephone 0845 680 1758 or send an e-mail to:

**[education@middletonrailway.org.uk](mailto:education@middletonrailway.org.uk)**

[\* Apologies to Gilbert and Sullivan!]

## FOR ALL COMPUTER GEEKS

With so much publicity these days done online we have been looking at improving the Middleton Railway's online presence lately. One part of this is the Railway's new page on the photo sharing site Flickr

<http://www.flickr.com/photos/middletonrailway/>

For anyone who already has a Flickr account of their own you can also join the Middleton Railway group and add your own photos to this online gallery of Middleton pictures

<http://www.flickr.com/groups/middletonrailway/>

At present the photo collection just includes photos I've used for the railway's website so more material will be very welcome. You could either upload it to the group page or e-mail it to me at [krisward42@yahoo.co.uk](mailto:krisward42@yahoo.co.uk) and I'll be happy to upload contributions, with proper credit to the author of course.

We can have 200 photos on our own photo gallery at no cost to the Railway, so this could be a valuable way to show the public what we've got and what we do.

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

I was most interested in the picture of 0-4-0T No 561 printed on page 24 of *Old Run* issue No 211.

The same picture appeared on page 11 of the *Trains through the ages* supplement to the June 2011 *Railway Magazine*.

On browsing through my 1974 edition of *The North Eastern Railway* by Cecil J Allen I found the same picture opposite page 145. The picture is captioned "William Wordsell's smallest NER locomotive design, a 15 1/2 ton 0-4-0 dock shunter of 1890. The four-wheel wagons flanking the locomotive have deep wooden buffer beams but no buffers, and seem to lack brake gear.

In the NER book opposite page 208 is an aerial view of Hull's Alexandra Dock, showing rakes of loaded timber-carrying wagons, many with the timber overhanging the next wagon in the rake. The shunting locomotive could use its 4-wheel wagon as a reach wagon to couple to the end of the rake of wagons carrying overhanging timber.

**Derek T Plummer**  
**Horsforth**  
**Leeds**

## LEEDS MODEL RAILWAY CLUB

**The annual exhibition takes place  
at  
Leeds Grammar School on  
Saturday and Sunday  
29 and 30 October 2011**

**Derek Plummer our Exhibitions Officer will be manning a Middleton Railway publicity stall on both days, and asks that any members who can help him in this should please contact him on 0113 2581851**

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

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

Many thanks for the latest *Old Run* with up-to-date news of 1310, and hope she will be in action soon.

If I could comment on the photograph page 24 of LNER 561 at Hull no doubt others may have let you know that this is not in fact a Y7 but a Y8, a smaller version of the Y7, but none have been preserved unfortunately and, yes, they do look very similar.

I enclose a couple of scans of LNER Y7s which I happen to have on file. One is of 1310 at one of the Ravensworth

collieries, the other is 1308 both sold by the LNER at same time and both bought by Pelaw Main Collieries. Contrary to what has been written recently the cab extensions on both locos was done by the colliery company NOT the LNER. Hope this is of interest.

Alan Thompson  
Penshaw  
Co Durham

NCB Durham Div No 6 Area E Group No 63 ex-Y7 Betty Pit Ravensworth Colly 16.7.1958  
[WRE Lewis]



No 64 Ex-NE Y7 1310 at Ann Pit Ravensworth Colly in 1958

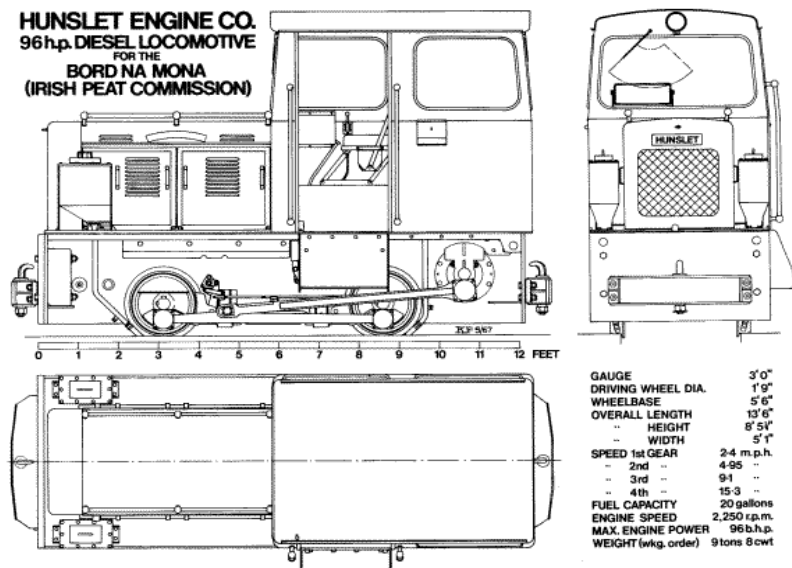


ditor, "I must say....." Dear editor, "I

I suspect that article that I got some of the details about the HE Wagonmaster text was missing a decimal point for empty weight! See attached as this has weight in working order of 9 tons 8 cwt.

Andrew Johnson  
Leeds

[Some of these locos can be found on the Manx Electric Railway in the Isle of Man and used by contractors. The illustration below suggests that the speed in third gear is from 4 to 95 mph!! Wow! Another decimal point. (Ed.)]



The other connection that St Pancras' Station, London, has with Leeds is that the Leeds General Infirmary was designed by Sir George Gilbert Scott at the same time (Grade I listed building).

Andrew Johnson  
Leeds

## LEEDS MODEL RAILWAY CLUB

The annual exhibition takes place at Leeds Grammar School on Saturday and Sunday 29 and 30 October 2011. Derek Plummer our Exhibitions Officer will be manning a Middleton Railway publicity stall on both days, and asks that any members who can help him in this should please contact him on 0113 2581851



We had squatters on the Moor Road station platform! Let's hope the nicotine contamination had no detrimental effects.

(Ian Dobson, 29 May 2011)



## MORE ON THE THEFT INCIDENT on 18 June 2011

For some of the media coverage on the theft incident, see the following websites:

[www.bbc.co.uk/news/uk-england-leeds-13839859](http://www.bbc.co.uk/news/uk-england-leeds-13839859)

and

[www.yorkshireeveningpost.co.uk/news/latest-news/leeds\\_heritage\\_railway\\_hit\\_by\\_metal\\_thief\\_1\\_3500135](http://www.yorkshireeveningpost.co.uk/news/latest-news/leeds_heritage_railway_hit_by_metal_thief_1_3500135)

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

6 Sep 2011  
4 Oct 2011  
1 Nov 2011  
6 Dec 2011

Howard Bishop—Leeds local heroes and Steam in Zimbabwe  
Steve Roberts—Slide show  
Richard Winfield—TBA  
Team Roberts—Christmas quiz—not too difficult!

### 2011 Special events

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

17 & 18 September 2011  
29 & 30 October 2011  
3,4,10,11,17,18, 24 December

Autumn Gala weekend  
Halloween weekend—ghostly goings-on  
Santa trains



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

### SOCIAL EVENINGS

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

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

### Events:

August Bank Holiday 28 and 29 August—Pontefract Steam Rally at farmer Copleys, Pontefract

## A Less Tiny Paradisiacal Meltdown

The above is an Anagram, relative to our Railway

Answers please to: [Davidhector8@aol.com](mailto:Davidhector8@aol.com) who will let us know the results!

**DEADLINE FOR NEXT ISSUE 15 NOVEMBER 2011**



## **The Middleton Railway Trust Limited**

**(Limited by Guarantee and not having a share capital)**

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**Accredited Museum**

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Fraser Croft  
David Guest

Andrew Hardy [Traffic Manager]  
Brian Jenkins  
John Linkins  
Steve Roberts [Chief Mechanical Engineer]  
Geoff Thorne  
Kris Ward

### **Other Officers**

Sheila Bye [Hon. Archivist]  
Sue Gill [Membership Secretary]  
Derek Plummer [Exhibitions Manager]

### **Membership subscription rates from 1 January 2012**

Adult Membership	£17.00
Senior Membership	£12.50
Junior Membership (of M.R.A.)	£12.50
Family Associates of Trust Members (in same household)	£3.00 per person
Life Membership	£300.00

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LEFT: Driver of MSC 67, Andrew Parsley, collects the single-line pass from Carroll's driver John Linkins, authorising MSC 67 to leave the Balm road branch for Moor Road at 1137 on 19 June 2011.

RIGHT: Having seen away MSC 67 from the Balm Road branch towards Moor Road at 1140 on 19 June 2011, Ian Dobson, sporting a pilotman's armband, studies the points and asks himself: "Now what do I do next?"

(Howard Bishop)

