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Newly overhauled Manning Wardle 1210 "Sir Berkeley" emerging from the tunnel on the day of its launch event, 15th April.

The Old Run

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The Editor welcomes contributions - photographs, articles, news items and letters - relating to the interests of the Trust and the operation of our and other Railways.

Items for publication, including images (please send in resolutions higher than 1Mb) are acceptable in any format and may be sent via email, post, CD or USB stick.

Opinions expressed by contributors do not necessarily reflect those of the Middleton Railway Trust Ltd. or the Middleton Railway Association.

Our Chairman speaks:

The 2023 season started with the launch of the updated Trust website which includes a number of features which are now essential on any modern website. These include the ability to purchase both train tickets on-line and Trust publications. The updated website has also been configured to make it easier for website visitors familiar with modern websites to navigate. It is intended to be a 'work in progress' and content will be continually updated and altered to try and keep it fresh looking and relevant. Thanks go to Chris Hardy supported by other members of the Trust for redeveloping the Website and thanks also go to Tony Cowling for developing and looking after its predecessor for many years, in addition to all the other work he does for the Trust.

Operationally the season started on a high note with Community Day on the 1st April. In 2023 more Community Groups took part and more visitors attended than has been the case for many years. Hopefully the Railway made some new friends who will speak positively about it to their friends, which will ultimately increase the number of visitors to the Railway. At the same time this event is a practical demonstration of the Railway's commitment to the Community in which it has operated for the last 275 years.

The second major operational event of the year was the relaunch of the Vintage Carriage Trust's loco "*Sir Berkeley*", which is reported in detail elsewhere in this edition of the 'The Old Run'. A lot of effort was made to restore "*Sir Berkeley*" to a condition which would have been recognisable to its Victorian crew, without compromising its ability to haul trains safely on the Middleton Railway and elsewhere. The locomotive is a tribute to all those who worked on its

restoration, but particular thanks go to Neil Carmichael who was responsible for its repainting.

The current year has also seen the publication by the Trust of "*The Middleton Railway, Volume 2: Six Decades of Preservation*" by Ian Smith. This book documents how a group of volunteers took a worn out industrial railway, without even a garden shed as covered accommodation, and developed it to what we see about us today and perhaps even take for granted. It is an extraordinary story and I commend this book to all readers of "*The Old Run*". It can be bought in the shop and online – see the website.

By the end of 2023 this book will have been followed by its companion volume "*The Middleton Railway, Volume 1: The first 200 Years*" which has been written by Sheila Bye. This book will focus on the early history of the Railway and the significant role it played in the development of railways and railway locomotives.

The publication of these two books, like Community Day and the trouble taken to repaint "*Sir Berkeley*" in its Victorian livery, exemplify how the Trust endeavours to meet its social and charitable obligations. The trading activities of the Railway exist to fund these obligations and so whilst it is essential that that these trading activities generate enough income to cover costs, including wear and tear of the assets, they must also generate a sufficient surplus to enable to the Trust to sustain its non-commercial activities.

The tension between the need for the Trust to be a commercially viable operation, which generates a financial surplus, and the need for the Trust to preserve and explain to visitors both the Railway's history and that of the Leeds locomotive building industry, is something with which Council has to grapple continually. This tension is highlighted in the opening paragraphs of this piece. The first announces a modern website whose primary aim to encourage people to come to the Railway and spend money and whose secondary aim is to promote the history of the Railway. Later this is followed by two paragraphs announcing the publication of a pair of books whose primary aim is to educate readers about the history of the Railway with the secondary aim of covering cost of production and a little more.

The same tension is evident in the recent temporary changes made to the café and shop area. These have been made to test some ideas put forward by the commercial team and developed further by a group from Leeds University Business School, and they are aimed at making the cafe and shop area more attractive to visitors, and hence at increasing revenue. If successful they will feed into a planned refurbishment of the café and shop in preparation for the 2024 season, if not successful the status quo ante can be restored. However, if successful they will require that the role filled by the audio-visual display about the Railway in introducing visitors to the Railway and Museum is replicated in a different way – this functionality is not to be lost.

All of this work requires volunteers. Inevitably priority tends to be given to the commercial side of the Trust's activities. With greater numbers of volunteers there is a lot more that could be done both on the commercial side and with regard to community engagement and researching and promoting the history of the Railway and the Leeds locomotive building industry. Not all volunteering needs to be done on the Railway, and there is much that can be done at home; proof reading and

Our Chairman speaks, continued

checking documents, researching images from our collection and the history of items in the collection, placing content on the Trust's social media platforms and website.

If any of you reading this issue of "*The Old Run*", who are not already providing the Railway with some of your time, feel that you can help please contact us and play your part in easing the tension between the various different aspects of the Railways work – commercial and charitable.

Charles W Milner, Chairman

Carole Holdsworth

We are sorry to have to advise members of the death of Carole Holdsworth, the widow of the Trust's former Treasurer Stan Holdsworth, at the end of February. Her funeral was in March, at Rawdon Crematorium. We have been searching for a picture of her, but so far have been unable to find one.

Postage Problems

After the January issue of the Old Run had been posted out, we received various emails complaining that copies had been received either unstamped (and so subject to surcharge), or in one or two cases simply as empty envelopes. We have investigated these as far as we can, and it appears that all of these problems had arisen after the envelopes had been handed over to the Royal Mail depot at Stourton.

When the set of copies comes from the printers, Sue Gill as our membership secretary produces a pile of addressed envelopes, and these are sorted into two sets: one for working members, who will collect their copies from the railway, and the other that needed to be posted out. A group of volunteers then stuff the two sets of copies into their respective envelopes, and stick stamps onto the ones that are to be posted. Great care is taken to keep the two sets of envelopes in separate boxes, so that when the job is finished the "working members" box can be taken down to the shop and left behind the counter, and the other box handed over to Royal Mail. We have no control over what happens to them after that!

We very much hope that these problems will not recur, and will certainly check this issue to make sure that no copies to be posted leave Moor Road without stamps on them. But if any copies have not been properly handled, please let us know, so that we can complain!

More Memories of Sentinel

I have been a member of the Middleton railway since 1973. At that time all work was done outside, wind, rain and occasionally sunshine, as we did not have the luxury of a nice warm workshop. One Saturday afternoon in 1974 I walked into Dartmouth yard with tool box in hand, (at the time tools were in short supply, so you brought your own) and found Jim Lodge, the mechanical engineer, at that time, the man to see for a job. Jim said “Fine looking tool box. I have just the job for you, the grate on the Sentinel wants dropping”.

“Henry de Lacy II” and the Sentinel in Dartmouth Yard, in the 1970s.

© Chris Nicholson

I was taken to the Sentinel, which was sitting in the middle of a row of engines, and given a pile of wood to put under the grate to help drop the grate when the nuts were released.

I started by piling the wood under the grate, and then found a comfortable spot to lie between the sleepers and the ballast, to undo the nuts. Having no oil to ease them, the nuts did not want to move, so with the spanner on the nut and hitting the other end with a hammer, it was a good hour later before the nuts were all free.

A drift was put between the boiler and grate, and with a few taps on the drift, the grate came away from the boiler onto the wooden packings. The packings were removed one by one, and the grate dropped to the floor, it took two of us to put the grate in a wheel barrow and move it to a safe place. By now it was 4.30pm so it was time to pack up my tools, rub my hands on a rag (as we had no washing facilities), say “*Bye*” to the lads, go home, have a bath, a pint or two and Mam's home-made fish and chips and mushy peas. The next day I had to wash down the steering wheel and gear stick in the car, as it was Dad's car and I wanted to be able use it again.

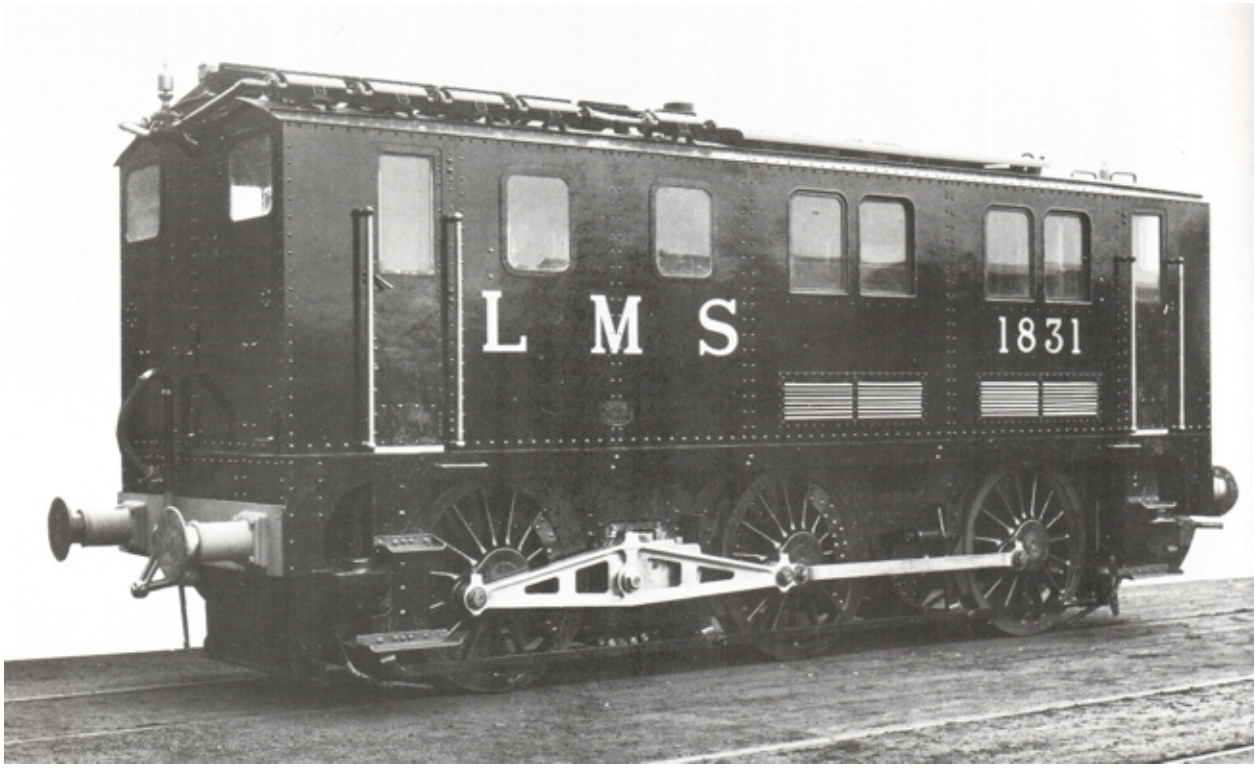
How things have changed now, with warm workshops, hot and cold running water as well as toilets, such luxury which makes working at the railway so much better. Recently I had to work in the carriage shed, looking at the batteries under the carriages, I had forgotten that you still have to kneel on ballast and sleepers; some things never change.

Chris Nicholson

The First LMS Diesel Shunter

Readers who are frequent visitors to the railway shop will be aware that we often receive donations of railway books, to be sold as second-hand. Occasionally one of these will be passed to the museum, with the question "*should this be in the museum collection?*", and the only way to find out is to at least skim-read it. So this is what I did when a copy of a book entitled "*The Midland in the 1930s*" was passed to me with just such a request. I didn't expect to find much of relevance in it, even though our connection to what is now known as the national network was originally to the Midland Railway, and indeed most of the book turned out to be an account of the author's experiences as a commuter on what was by then part of the LMS. But it might have made some mention of the kind of goods traffic that the Middleton Railway would have generated, and since there wasn't an index the only way of finding out was simply to go through the text, although this was not an onerous task as quite a lot of the book consisted of pictures.

The book did contain some material that I found interesting, because it included a description of the first diesel multiple-unit to run on the LMS, about which I hadn't previously known anything. This was a three-car articulated unit, which was described as having been built in "*about 1938*". What really caught my attention, though, was the picture below, to which my immediate reaction was "*what on earth is that?*".



There was no mention of this vehicle in the text, and the caption for it simply said "*In 1932 Derby constructed its first diesel locomotive by rebuilding Johnson class 1 0-6-0T no 1831 and fitting with a Paxman 6-cylinder diesel engine with hydrostatic transmission*". This immediately posed an obvious question,

particularly in view of the planning for our "*90 years of the diesel*" event (which ironically had just been postponed from 2022 to 2023). Part of the rationale for this event had been the belief that our HE 1697 had been the first LMS diesel shunter: but did that title actually belong instead to this strange machine?

Some research was obviously called for, although if I had been a member of the LMS Society I might well have known that issue 2 of the LMS Journal had included a detailed article about this locomotive. But I'm not a member of it, and so I didn't find out about this article until later, by which time (following up the suggestion in the last issue that there might be further articles about early diesel shunters) I had already begun to explore the topic and to draft this article. My starting point was the two standard textbooks on the history of diesel shunters, and these quickly confirmed the basic facts about this machine. It had indeed been constructed at Derby Works by rebuilding a Johnson 1F 0-6-0T, and this picture was a copy of the works photograph of it.

The donor locomotive had been of the same class as the half-cab 41708 which is now preserved at Barrow Hill, having previously worked on both the KWVR and the Midland Railway Centre at Butterley. To be precise, it was one of the last batch of 20 of these locomotives, which had been built by the Vulcan Foundry rather than by Derby Works. At the time of this conversion only two of these had been scrapped, and so in principle almost any one of the 18 that were still in service could have been chosen as the donor. It is possible that 1831 was selected because it had been re-boilered less than three years previously, and so this at least could be re-used on another locomotive: certainly instructions were issued early in the project that all material removed should be recovered for possible re-use.

Some of the impetus for this project had come from concerns within the LMS about the costs of operating shunting engines, and some of it from the local Derby firm of Haslam and Newton, who had their works about a mile north of Derby station. They had started as the Haslam Foundry and Engineering Co, and were well established as hydraulic engineers, making pumps and hydraulic motors: indeed Sir Alfred Haslam (the son of the founder) had been Mayor of Derby from 1890 to 1891. In 1928 they had merged with Newton Brothers, who were electrical engineers, and soon one of their main specialities was manufacturing industrial refrigeration plants. It appears that they had previously supplied equipment to the LMS at Derby, and presumably this must have been successful, because when one of the directors visited Derby Works in the summer of 1931, to arrange a demonstration of a 50HP unit and to suggest that it could be used in a diesel shunter, he found a ready audience in Ernest Lemon, who had just succeeded Sir Henry Fowler as the CME of the LMS

A formal proposal for a project to convert one of these 0-6-0Ts to diesel traction was developed, on the basis that this new technology might reduce the cost of an hour's shunting by about one third, from 11/9d (59p in modern currency) for a steam locomotive to 7/8d (38p). This was a huge potential saving, and so after being considered by various committees in the LMS management structure it was approved, and the order for it signed on 2nd February 1932 by Henry Ivatt, who at that time was the Locomotive Works Superintendent at Derby. By this time Ernest Lemon had been promoted to Vice-President of the LMS, and William Stanier had been headhunted to fill the role of CME, and he actually supervised the conversion work, which indicates its importance.

This work started by removing everything above footplate level, so that the whole boiler assembly could be replaced by the diesel engine and transmission. To make room for these, though, the frames had to be cut and then lengthened by 8 inches between the front and middle axles, where the diesel engine is regarded as being at the rear end of the locomotive, so that in this picture the left-hand axle is regarded as the front one. Also the box-like bodywork was built, with the radiators mounted on the roof, and giving the maximum internal clearance for working on the engine and transmission once they had been fitted. At some stage also, a pair of what we would now call derailing bars (actually lengths of bullhead rail) were fitted below the frames, to avoid any possibility of damage to the transmission unit from possible obstructions between the rails.

The engine and transmission were assembled by Haslam and Newton and then delivered to Derby works as a single unit. The diesel engine was supplied by the Colchester firm of Davey Paxman, who had started as a general engineering firm in 1865 and had soon developed a strong reputation for stationary steam engines. They also built some steam wagons and traction engines, and a few 15" gauge steam railway locomotives: one ("*River Esk*") for the Ravenglass and Eskdale, and nine of the original ten for the Romney, Hythe and Dymchurch, although the last two of these were actually completed by the Yorkshire Engine Company. By the late 1920s, though, their main business was building diesel engines.

This particular diesel engine was a six-cylinder one, of the type that Davey Paxman called VXS. Here, V simply indicated that the cylinder block was vertical rather than horizontal; X identified the design and the size (each cylinder had a 9" bore and a 12" stroke); and the S indicated that it had a welded steel frame rather than a cast-iron one. The engine developed 412 HP (which some books simply quote as 400HP), at 750 rpm: as such it was obviously a lot larger than the 50HP unit that had been used in the original demonstration. Another feature of this engine was that it was fitted with the "spring injection"

device that had been patented in 1924 by Blackstone & Co Ltd of Stamford, This was the forerunner of the pump and injector unit that is used on modern diesel engines, and had quickly become recognised as providing more efficient operation than the previous “air blast” injection systems. The entry for this engine in the Davey Paxman order book specifically identifies the customer for it as “*Haslam and Newton for LMS Railway, Derby*”, and indicates that it was delivered to them on 23rd July 1932.

As an aside, readers familiar with the industrial history of south Leeds will be aware that the Sun Foundry, which had stood at the junction of Dewsbury Road and Jack Lane, was until about 1980 occupied by the firm of Hathorn Davey Sulzer. Since Sulzer were also involved in building diesel engines, such readers might wonder whether the two occurrences of the name Davey meant that there was some link between them and Davey Paxman. Certainly both firms had founding partners called Henry Davey, but as far as we can tell these two people were not related. The Henry Davey who became a partner in Hathorn Davey in 1873 had been born in Devon in 1843 and then apprenticed to an engineering company in Tavistock, before making his career mainly as a consulting engineer: he died in 1928. By contrast, Henry Matthews Davey was born in Colchester in 1828, went into partnership in 1865 with his brother Charles and with James Noah Paxman to form Davey Paxman, retired in 1879 and died in 1889. So these two Henry Daveys were definitely not the same person, and if there was any relationship between them it was purely coincidental.

Returning to locomotive 1831, the hydraulic transmission unit that Haslam and Newton had designed and built consisted of a pump which was driven via a universal joint from the diesel engine, and which was coupled by four pipes to a hydraulic motor (referred to as a ‘transmitter’ in some of the drawings). This was mounted below the pump, with its axis at right-angles to the engine crankshaft, so that the driving axle was parallel to the locomotive axles. Once Haslam and Newton had assembled the engine and transmission, and presumably tested them (but probably not under load), then the whole unit was moved from there (and not from Davey Paxman, as some books suggest) to Derby works, and installed in the frames. There are a couple of pictures in existence of this being done, which suggest that the engine and transmission unit must have been lifted up into the frames from below, and apparently mounted rigidly in them. Then the frames, with the engine and transmission unit in place, were lifted onto the wheelsets in the usual way.

Then the drive from the transmission unit was fitted, and this obviously had to allow for the wheels and axles to move vertically in the hornguides, under the action of the springs. Most of the descriptions refer to this being achieved by the

use of a 'scotch yoke', meaning that the transmitter drive shaft had a crank on each end, and the crankpins ran in vertical slots in the side rod mechanisms, so as to transmit horizontal thrusts to the rods and hence to the wheels. At least, that is how such a mechanism is supposed to work, with the vertical slot accommodating any vertical movement of the wheelsets in the frames, under the action of the springs. What is not clear, though, is whether this mechanism was designed by the LMS or by Haslam and Newton, or where these vertical slots were, or indeed whether this mechanism was actually built as it had been designed. There are apparently no drawings of this component, and the pictures of the locomotive give the impression that each driving crankpin simply ran in a bearing in the middle of the triangular assembly connecting the front and middle sets of wheels. Hence, it is not at all obvious whether there really was any accommodation for these vertical movements, or if so how much.

Final fitting out included the provision of a small reversing mirror for the driver at each end, and eventually, after a trip to London to be demonstrated to the directors of the LMS, the locomotive emerged from the works in November 1932. Initially it was used for shunting duties in the Chaddesden sidings (north-east of Derby station), and around the sidings of the locomotive works and the carriage and wagon works. Unfortunately it needed frequent remedial work: for instance, it was reported that "*on two occasions the gear was considerably damaged by foreign bodies getting into the mechanism through some unexplained reason*". Eventually, on 31st May 1934 (ie after 18 months service) the locomotive was sent to Toton yard for shunting duties, but it was not a success there either, and had to be taken out of service only four days later "*owing to a failure of the pump valve unit*".

One can only speculate on what the causes of these various failures might have been, although knowing that shunting yards did not usually have particularly well-laid track, it does seem likely that there would have been significant vertical movement of the wheelsets under the springs. In this case, if the scotch yoke mechanism was not accommodating enough of this movement, the bearings in the transmission's hydraulic motor would have certainly been experiencing more stress than they would normally have had to stand, and this in turn would inevitably have led to transmission failures.

On 20th August 1934 the locomotive resumed service at Toton, and this time it lasted 11 days before it had to be taken out of service "*owing to the failure of the big end of one of the connecting rods*". It subsequently made several more trips back to the works for repairs, and eventually on 21st March 1936 an order for such repair work stated "*Owing to a defect which has developed in the transmission … it will be necessary for it to be dismantled*". Eventually it was

decided that this defect was sufficiently severe that it was not worth trying to repair it, and so the hydraulic transmission was removed, The rest of the locomotive then sat out of use at Derby until 1939, when it was converted to an unpowered mobile generator plant. This was used variously at Coventry during 1940 and 1941, and then at Crewe, where it was eventually broken up in 1955.

So that is the history of this unusual diesel locomotive, and we now need to return to the original question, namely: which out of this machine and HE 1697 was actually the first LMS diesel shunter? Of course, if one adds the qualification "*successful*" then there is clearly no contest, since there is no way in which LMS 1831 could be regarded as successful. Furthermore, if we look simply at the dates of being put into service then again it is no contest, since HE 1697 was exhibited at the British Industries Fair which took place at Castle Bromwich from 22nd February to 4th March 1932. There it was successfully demonstrated working a train of side-tipping wagons, in conjunction with a demonstration of a Ruston Bucyrus excavator loading the wagons. This was 8 months before LMS 1831 even emerged from Derby works, but of course this demonstration was essentially of industrial usage, and at that stage HE 1697 could not have been described as an LMS locomotive.

Don Townsley's book records that, after returning from Castle Bromwich, HE 1697 carried out a series of test runs at Waterloo Main colliery, shunting "*heavy coal trains*". On the basis of these tests, the Hunslet Engine Company was able to persuade the LMS to give it a week's trial in early August for ordinary shunting work. This was so successful that the trial was extended to ten weeks, from the middle of August to the end of October, when the locomotive returned to Hunslet's works for examination, having operated continuously for 24 hours a day for six days a week over each of the previous six weeks. This was all before LMS 1831 had even left Derby works, and so would certainly qualify HE 1697 as "*the first diesel shunter on the LMS*", even if at that time it was only on loan to the LMS, and was almost certainly not carrying either LMS livery or an LMS running number.

The point where HE 1697 did acquire both of these was when the LMS began formal competitive trials of nine assorted diesel shunters: four from Hunslet, two from Hudswell Clarke, one each from Drewry and from Harland & Wolff, and a diesel electric from Armstrong Whitworth. Before these trials some minor modifications were made to HE 1697, to add a ballast weight behind the front buffer beam, to alter the shape of the cab-side cutouts and fit wooden arm rests, and to fit a whistle in place of the previous air horn. These changes were sufficiently minor that it was easy to make them quickly once the official order had been received on 1st April 1933, and so the locomotive was able to start work at

Hunslet Lane goods yard on 15th May. By this time it had been repainted into LMS livery and had been given the originally allocated running number of 7401, although not long afterwards this was changed to 7051, as part of the general renumbering which the LMS carried out in the early 1930s.

The rest of the story of these trials is told very clearly in various books, and does not need to be repeated here. There is, however, an issue that is at least hinted at in one or two of these books, and this is whether the experience gained from constructing and operating LMS 1831 was a significant factor in the decision by the LMS to stage these trials. The timings described above suggest that this is fairly unlikely, as there were only four months from 1831 entering service in December 1932 to the orders for the trial locomotives being placed at the beginning of April 1933. So unless problems with the transmission of 1831 had begun to emerge even while it was still being erected, there was hardly time for enough experience to be gained to have had much influence, despite the prospect of significant cost savings if the trials were successful.

Since this was all 90+ years ago, we shall probably now never know! But what we certainly do know about the relationships between LMS 1831 and HE 1697 is that while 1831 was the first diesel shunter to be built by the LMS, it was not the first diesel shunter to operate on the LMS, and it was most certainly not the first successful diesel shunter on the LMS. That title very definitely belongs to HE 1697 (LMS 7051), and fully justifies the MRT's decision to name the locomotive "*John Alcock*" early in 1961, in honour of its designer.

Tony Cowling

Sources. The following sources were used in preparing this article.

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The MRT Youth Team

I start this column with the very exciting news that the youth team had been shortlisted for the 'HRA Award For Rising Stars', a new category in the Heritage Railway Associations prestigious annual awards. This national award aims to recognise groups and people who have been in the sector for less than 10 years. We were pleased to see our nomination gain publicity, with it being reported on by media companies such as the Yorkshire Evening Post and RailAdvent.

Unfortunately, we didn't win the award, which went to the General Manager of the West Somerset Railway, but we recognise that getting shortlisted was an achievement in itself. Following this news we were notified that the HRA were very impressed by us and the work we do, and would like to visit us to do a presentation. We were honoured to hear this and we look forward to this being planned for some point in the not too distant future. I would like to finish this by saying a massive thank you to John Linkins on behalf of the team. He has been the backbone of the team since its inception and remains a major driving power in the team. A further thank you goes to all who have helped the team over the years, whether by supervising members or setting up things for them to do.

Last summer a discussion between a few of us resulted in the idea that we should have a headboard for use when we are working on projects, to give us a team identity. A custom metal headboard would be expensive, so it was decided it would be best to make a well-painted wooden one. I took a lead in designing and making the board, and it was laser cut, primed, painted and varnished in an appropriate maroon and metallic silver, ready for the 2023 season. So we now have our very own 'MRT Youth Team' headboard, which was completed in time for our first team workshop day following our nomination. So we took the opportunity to get a team photo with the headboard, and this has been used in several places.

The 4th February saw 11 of the team down at the railway, including a couple of new members. A sterling effort was put in by all and the day saw the majority of the team working on general work and maintenance, whilst other members worked to complete various jobs in the workshop. Ben, Josh and myself spent the morning moving the 2022 collection of ash from underneath the hedges by the running shed. An incredibly laborious job, given the tremendous amount of ash which collects in just one year. Steven, Jack and Oliver worked on lubricating the ground frame while Ned lubricated the turnout slides and rodding, allowing them to be easily operated. The afternoon saw some track maintenance and the needle gunning of the ballast brake van frame amongst other jobs.

One of the most notable days of the past few months saw several of the team helping with the preparation of No.6 and "*Sir Berkeley*" for their steam tests and the painting of "*Slough Estates No.3*"'s boiler. Ned and I started the day by grinding the rust off one side of Slough's boiler before cleaning it with white spirits and painting it with a heatproof sliver paint. This worked miracles, turning a rusting boiler into a gleaming silver boiler. Once painted this was left to dry and we joined the rest of the group preparing "*Sir Berkeley*" and No.6 for their steam

The MRT Youth Team, continued

Ned Lane-Barry cleaning rust off the boiler of Slough Estates No, 3.

© Geordie Brown 2023

tests. We have since returned to complete the rust removal and cleaning of the other side of Slough's boiler.

The cleaning group of Soheil, Jack, Oliver, Colm and John did an amazing job making both locos look superb. I polished up the abundance of brass in "*Sir Berkeley*"'s cab and John taught Ned and me all about gauge glasses, injectors and firing. By the time "*Sir Berkeley*" had built pressure it looked no less than spiffing! Following the steam tests and disposal of the locos the team made use of the rest of the day by painting part of the fence up to the platform, ready for the 2023 season.

Several weekends of work later, the end of March saw some of the team again helping with steaming and

Geordie Brown painting the boiler of Slough Estates No, 3.

© Ned Lane-Barry 2023

testing: this time of both "*Sir Berkeley*" and the Sentinel 68153. For some of the team this was the first time they had ever seen the Sentinel steam. "Sir Berkeley" steamed well, with only a few minor faults found, most of which were quickly rectified. In the afternoon, with John driving, "*Sir Berkeley*" ran all the way up to the park, bearing the youth team headboard. It was great to see it back and running. Following this both locos were put away ready for the start of the season.

Geordie Brown

Return to Service of "*Sir Berkeley*"

On Saturday 15th April we marked the return to service of "*Sir Berkeley*", following completion of its recent overhaul, and focusing on it as representing contractors' locomotives. Ian Smith began by welcoming guests on behalf of the MRT, and in particular Roger Crombleholme, who had originally saved "Sir Berkeley" back in 1964 by purchasing it for preservation. Trevor Engalnd responded as the chairman of the Vintage Carriages Trust, who own the locomotive, particularly thanking the MRT's volunteers who had overhauled "Sir Berkeley" over the last five years.

Then Anthony Coulls, senior curator at the NRM, explained the significance of contractors' locomotives. He began by remembering his teenage years, when he had become interested in the ironstone railways of the Midlands: as he told us "*yes, teenagers do do history*". His interest had been informed by Eric Tonks' "*The Ironstone Railways and Tramways of the Midlands*", and this had alerting him to the existence of the Cranford Quarry system, where "*Sir Berkeley*" had worked. He had then discovered that the loco still existed, owned by VCT, and he described seeing it for the first time in 1998, in "Kermit green" livery, and running without its front coupling rods, which reminded him of the typical state of contractors' engines.

These, he said, were "*pieces of plant, often discarded at the end of their jobs*": a historical equivalent of modern dump trucks. They were miles away from main-line locomotives, but "*doing the business, driving British industry*", as illustrated in the SWA Newton collection of photographs, which show the building of the London extension of the Great Central Railway. Given this history, he described it as "*a rare survivor, a special machine*". This was why, while he had been the VCT's museum mentor, he had suggested to them that at its next overhaul the Logan and Hemmingway livery should came back. He was delighted to see that this had happened: "*Welcome back Sir B, or Logan and Hemmingway number 30: Thank you very much*".

The visitors then made their way to the train, and "*Sir Berkeley*" took its place at the head. The train set off, but as the locomotive has no cab back some of those in the front coach could see the pressure gauge, and were concerned that the crew might run short of steam. They did, and the train came to a stand just below the road bridge. Once the cleaner had taken the single-line token back to Moor Road, assistance arrived in the form of "*Brookes No. 1*", which banked the train up to Park Halt. While it had always been planned that two locomotives would be used during the day, this first train certainly should have been run with just the one locomotive. Despite this, though, the rest of the event was a success - and particularly the buffet lunch!

MW 1210 "*Sir Berkeley*"

Anthony Coulls explaining the significance of contractors' locomotives.

© Ian Dobson, 2023

The guests of honour. From left to right: Anthony Coulls, Roger Crombleholme, Ian Smith and Trevor England,

© Robin Lush, 2023

The Launch Event, 15th April

Returning to Moor Road, double-heading with "Brookes No. 1" .

© Ian Dobson, 2023

Running round an afternoon train at Park Halt.

© Gordon Bell, 2023

You would think that three months of not running trains would give plenty of time to get a few jobs done and be ready for the start of the season, especially as things were generally running smoothly and satisfactorily at the end of December. The reality turned out to be far different with quite a bit of midnight oil spent in those last couple of weeks at the end of March.

LOCO NOTES

No. 6

The last Old Run suggested that we might fit drain cocks to the steam chests to allow any build-up of steam pressure to be eliminated. In the end, this wasn't done as there were just too many jobs requiring doing. What has been done, though, has been to shorten the reach rod. This is the long rod that goes from the reversing lever in the cab to the weighshaft and which controls the valve gear. Besides the problem with the loco being stuck in mid gear, on occasion we had been unable to put the loco into full forward gear. The reverser lever also knocked badly when in full forward gear. This was eventually traced to the valve rod hitting the motion plate as it moved backwards and forwards to operate the slide valves. As has been mentioned before, the valve gear was a replacement set ordered from Robert, Stephenson & Hawthorns shortly before the steam locos at Associated Portland Cement were taken out of service. As such, it was all in good condition and required no work doing and was simply re-fitted as part of the overhaul.

What we can't understand is why the problem never appeared to be present when the loco first came to Middleton. The only possible answer is that the motion bracket was loose and was all re-riveted as part of the overhaul. Perhaps it is this that has tightened everything up. Careful measuring showed that the valve gear would benefit by shortening the distance between the two ends of the reach rod by ½", which was a fairly easy task once the rod had been removed from the loco. It had, however, been fitted before the boiler and cab, so removing it was no longer an easy task. In the event, we were able to manoeuvre it sufficiently to get it out of one of the rear windows of the cab. Once done, it was a fairly easy task to apply sufficient heat to bend the rod, which was already 'J' shaped, and so reduce its effective length. Another thing that became apparent whilst doing this work is that, at some time in its life, the rod had been cut in two and re-welded. Whether this was to shorten it or lengthen it, we don't know. What we do know, though, is that when this was done the rear part was welded on upside down, as the original oiling point is now at the bottom of the rod and a much smaller one has been provided on the opposite side at what is now the top.

The boiler passed its annual visual and in-steam tests during March with no problems being found with it. However, whilst under test, a whiff of steam was noted leaking from the pipe to the sanding valve and when an attempt was made to tighten this, the union nut sheared. This required a new nut to be made and it was inevitable that it turned out to be a non-standard size. For once Google turned out to be our friend, as a search for a suitable sized tap located someone who had one for sale at a very reasonable price. Having phoned to make sure it was not a typing error in the advert, the necessary tap was quickly acquired and a replacement union nut made and fitted.

HL 3860 is currently available for service

1210 SIR BERKELEY

The last Old Run told of the problems that we were encountering in getting the loco ready for service. The boiler was washed out and prepared for the boiler inspector which, not unexpectedly, proved to be satisfactory. A subsequent steam test of the boiler was also satisfactory and the necessary certification issued. However although all was now well with the boiler, the test ended in dismay when it was discovered that there was a slight leak from the vicinity of the cylinder steam chest. Our worst fear was that there was a hole in the cylinder casting allowing the steam to escape, something which we had become used to with the similarly designed Matthew Murray and which is the reason that this loco is now no longer used. However, the top of the cylinder block was covered with a layer of concrete so we could not establish the source of the leak. The concrete is placed in the bottom of the smokebox to give a smooth flat surface and seal any holes that might let air into it and so reduce the vacuum that helps draw the smoke and gases through the boiler tubes. Fortunately, the concrete was fairly new and of a lean mix, so it was not a long job to remove it.

The loco was then steamed once more and, to our relief, the leak was found to be coming from the joint where the main steam pipe connects to the cylinder block. This should be a fairly easy job to replace but, no, this pipe can only be removed if the adjoining elbow is removed first, not an easy task as the fastenings are largely out of sight behind it and only accessible with difficulty. The Victorians certainly knew how to make things difficult. Eventually, everything was put back together and a subsequent test confirmed that all was now satisfactory. We were now nearly there, but the vacuum system had yet to be tried and when it was we initially found several leaks that required rectification. Once this was done we found that we couldn't create the necessary 21" of vacuum, but a check with a test gauge showed that the loco's vacuum gauge was

inaccurate. A new gauge was procured and everything finally pronounced satisfactory.

All that was now left to do was essentially cosmetic, mainly painting. However, the firebox cladding has a rather ornate brass cladding around it. This cladding had suffered over what is probably the last 132 years and was in a poor state. Initially, it was simply planned to put this back on and just say that the dents and holes were part of its history. However, one of our skilled volunteers expressed an interest in repairing it and it was agreed that this could be done. After many hours work this has now been fitted and, although at the time of writing I haven't seen it, I'm told that it is very good work.

No. 11

Still nothing positive to report.

No.1310 (NER H)

After spending the winter months tucked up in the Engine House, the firebars were all replaced and the boiler and tanks filled so that it could be steam tested prior to the star of the season. That started very well with everything working correctly and no fault found. However, after everything had been signed off as satisfactory, the driver's side injector was put on to fill the boiler and failed to pick up. After the usual obvious things had been checked, with no fault found, the injector was removed and taken to the bench where the end cap was removed. Nothing obvious was noted but, when the overflow valve was removed it became obvious that the flap on the combining cone had become disconnected from the cone. This is something that we have previously had on the fireman's side injector so was a known contender for the problem.

All we had to do now was to get the cone out of the injector body. Initial attempts to do this with a spanner and a length of tube over the end proved abortive. We didn't really want to do the obvious and increase the length of the tube for fear of breaking the cone so the injector was liberally sprayed with a releasing agent and left for a couple of days. A subsequent attempt to remove the cone was successful when there was a loud crack and the cone became free. Having got the cone to unscrew, the next task was to actually get it out as the displaced flap was effectively stopping it from being unscrewed. The job was eventually completed with a lot of poking around with small screwdrivers to keep the flap clear and prevent it becoming jammed. It did require both patience and perseverance, though.

There was no sign of the missing pivot pin apart from a small broken bit still left in

situ. Making a new pivot pin wasn't a major task so the injector was soon re-assembled and put back on the loco. It had originally been intended to use 1310 on the next day (1st April) but it was felt prudent to use HE 2387 and steam test 1310 to make sure all was OK. In the event, the crew lit up 1310 instead of 2387 (perhaps they thought it was an April Fool joke and ignored the note left!). However, all was well with the injector and the loco completed the day without problem.

1310 was also planned to be used over the Easter period and completed the Sunday successfully. However, on the penultimate train of the day on Sunday, the fireman's injector steam valve refused to shut off and the fire had to be hastily dropped. The valve has yet to be examined but it is likely that the screw thread has become stripped. This should be repairable and will enable the loco to continue in service for a few more weeks. It did, however, mean that it couldn't be used alongside MW 1210 on the 15th & 16th April.

The last Old Run erroneously said that the loco has to come out of service by the end of May but the reality is that its 'ticket' will take it almost to the end of July so we can hopefully get a few more steamings out of the old girl. It is becoming tired, though. What will happen to it then is undecided. Its boiler is thought to be in good condition, having had major work done to it in 2011 so it could be returned to service quite quickly. A lot will perhaps depend on future coal supplies and costs and the Railway's ability to survive unchanged in the coming years. There are also other locos waiting in the wings that perhaps deserve a return to steam..

SENTINEL No.54

Amazingly, it is now twelve months since the Sentinel was last in steam, having not turned a wheel in anger during that time. A boiler inspection had become due and it made sense to go ahead with this to keep it 'in ticket.' Unsurprisingly, the boiler passed its examination with no problems. However, the associated steam test showed that one of the engine's valves was stuck in the open position, allowing a significant proportion of the steam produced to be vented straight to atmosphere. As work on Sir Berkeley was now essentially at an end, it was decided to shunt the Sentinel into the workshops and make a start on (hopefully!) sorting it out. To date the valve caps have been removed and this will allow access to the valves for grinding in and any other work required.

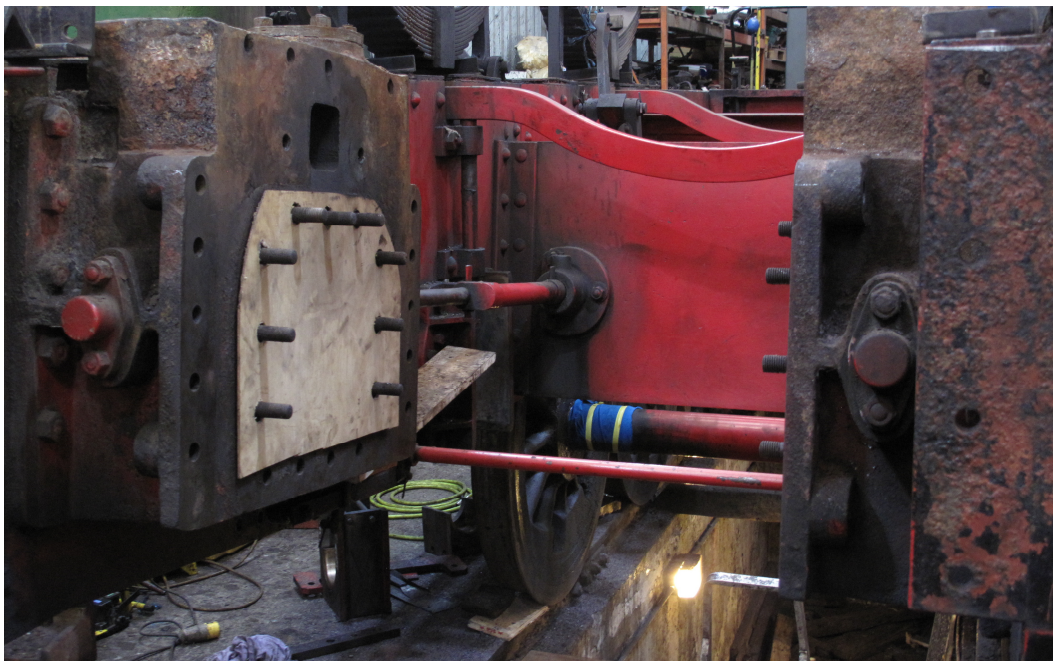
HE 2387 BROOKES No.1

The loco passed its annual boiler inspection during March and is available for

traffic. No time has yet been found to fettle up the injector valves as it has been needed as an available standby.

HC 1544 SLOUGH ESTATES No.3

The major work over the last few months has been on re-conditioning the axleboxes. With our limited facilities this has been a long slow process and is indeed still ongoing. The first task in doing such work is to make sure that the hornguides for each axle are true and parallel with each other. We don't have any fancy equipment for this so a good number of hours were spent in doing this using micrometers and a surface plate (actually, a piece of plate glass as it is much lighter!). Once this was done and we were satisfied with it, the next job was to accurately set up crossbars to represent the three axles. As we have no dimensioned drawings of the frames it was decided to make the datum point exactly half way between the left hand driving axlebox horns and work every other dimension from there. The crossbar representing the middle (driving) axle was carefully set up to be the same distance from the cylinders on each side and hope that Hudswell's had not made a machining error when these were made back in 1924 or that the frames were not square. This does happen from time to time and is usually recorded on the frame drawing - which we do not have.



The front end of the frames, after removal of the frame stretcher casting, which acted as the steam chest. The plywood has been fitted to cover the valve chest.

©Tony Cowling, 2023

A check across diagonals with a tape measure showed that things were reasonable. Once this had been set up and checked and checked again, it was possible to set up steel bars to represent the front and rear axles at the correct centres and parallel to the middle axle bar. Having got everything set up to our satisfaction it was time to start measuring the relative positions of each hornguide and associated axlebox. This showed that there was a lot of clearance between

all the axleboxes and hornguides: indeed, the gaps between the hornguides and axleboxes varied between 0.087" and 0.017". Having established what needed doing it was time to decide how we were going to rectify things. The plan eventually decided was to mill 5mm off each axlebox face and screw on faceplates of equivalent thickness. This would then allow shims to be inserted between each faceplate and its axlebox, as necessary. To fit the faceplates and make everything consistent a jig was made up to allow ten 5/16" diameter holes to be drilled and tapped out to 3/8" BSW for fitting of 3/8" BSW countersunk bolts. The work continues.

A piece of 6mm steel plate has been obtained to replace the badly corroded pieces on the footplate of each side. However, time has not yet been found to measure up the originals and create a drawing for people to work to.

Parts of the frame stretcher casting after removal. The piece nearest the camera had been the front, but the maker's name cast into it (see the picture in OR 257) is now on the under side.

As mentioned in the previous Old Run the cross stretcher that goes under the smokebox and separates the two valve chests was badly cracked. How badly, we did not realise until all the concrete had been chipped out to allow a better view. This also revealed that the casting had been subject to several repairs in time past and some of these had not stood the test of time. We had hoped to get the casting out effectively in one piece, even though cracked, but this proved to be an impossibility and it had to come out in several pieces. It was not helped by the fact that several studs existed through the casting but the studs and associated nuts had long ago corroded away so these could not be found until we unsuccessfully tried to move things and wondered why not. After many days, the casting is now out and awaits measuring up so that a new one can be made.

Whether this will be a new casting or a fabricated one has not yet been decided. I'm sure that cost will be the main factor affecting the decision.

Work has also been ongoing in needle-gunning the frame plates preparatory to them receiving their first coats of paint but, although this task started with some enthusiasm, it seems to have worn off. It will have to be done, though.

Fowler 42200033 HARRY

Available for use but, apart from the occasional shunt has seen little activity. This is a chicken and egg situation as few people are passed to drive it and it is thus left at the north end of the compound where it is therefore inconvenient to use.

Peckett 5003 AUSTIN'S No.1

We have been unable to sort out the compressor unloader valve. It should unload at 90 psi and come back on load at 75 psi but it is continuously opening and closing when it gets up to pressure.

D2999

Has been in regular service when required. Of late, we have had problems with the loco failing to start when the start button was pressed. Whilst originally diagnosed as flat batteries, the problem appears to be in the locomotives start electrical circuit.

D577 MARY

The modified brake pull rods have been welded together and were then subject to magnetic particle inspection (MPI), where no flaws were found. MPI is a process where you apply a strong magnet to the piece being inspected and then spray on a paraffin based liquid that contains small particles of iron filings. If there is a flaw/ crack present this forms north and south poles at either side of the crack and attracts the iron filings, giving a good indication of the flaw. Once this testing had been done it was a relatively easy task to refit and adjust the brake pull rods. The loco is now available for service when required.

HE 6981

Awaiting volunteer time to finish various outstanding jobs. The major job still to be undertaken will be the fitting of a new exhaust silencer as the engine doesn't currently have one.

D631 CARROLL

Available for traffic but has not been used since September last year. The air receivers recently had their periodic inspection by the boiler inspector.

L.M.S. 7051

Available for use, if required.

D1373 MD&HB No.45

Available for use when required and is the preferred locomotive for shunting. It has recently been experiencing occasional loss of power when in use on passenger trains. In order to hopefully eliminate the problem, new fuel filters have been fitted. The new brake blocks recently obtained for the loco have yet to be fitted as there is still a bit of life left in the existing ones.

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

CARRIAGE & WAGON NOTES

The three coaches have continued in service, as required. Periodic exams were carried out during March preparatory to the 2023 operating season.

COACH 1074

This coach had been suffering from a leaking roof due to its roof covering tearing down the middle. As such, it had been patched up to see it through the Santa season. However, a more permanent repair was necessary and a new canvas roof covering was ordered. In March the coach was taken into the old workshops where the old covering was removed. The roof timbers were perhaps not in the best of condition with several loose boards. However, they were deemed to be fit for further service after some attention and the new covering duly fitted.

This is no five minute job, and involves initially placing the covering on the roof and carefully working it into position. Once placed thus, one side then had to be folded over the other side along the roof centreline to expose half of the roof boards. A canvas bedding compound was then spread evenly all over the exposed roof. Once the half of the roof had had the compound applied, the folded canvas was unfolded and laid over the roof. The many creases and air bubbles then had to be smoothed out to get a reasonable looking roof covering.

Once this had been done, the other half could be so treated. The job of doing this took a whole two days to complete.

Once the canvas was fully applied it was time to fit the steel strips that run along the edge of the roof and hold it in place. The ends of the roof are in the form of a half ellipse and timber strips were used to provide the necessary clamping of the canvas. Once the canvas was fully fitted the whole roof required three coats of paint both to protect it and to make it waterproof. The job was done in time for it to be used over the Easter weekend when it was hoped three coaches would be needed.

PMV 2223

The need to bring coach 1074 into the workshops for the work on the roof meant that 2223 had to be moved into the Engine House with little work being done on it. One thing that could be done, though, was finishing off the timber framework on the West side. This could not be done whilst it was in the workshops as we have a scaffolding walkway along this side which made it impossible to fit the bottom pieces of framing. No.2223 is now back in the workshops and work on fitting the exterior panelling will start imminently.

NE BALLAST BRAKE VAN

The overhauled vacuum brake cylinder has been fitted and successfully tested. Some minor touching up and painting of the solebars has also been done but the van really needs a full repaint, something to plan in for the coming year.

AROUND AND ABOUT

RUNNING SHED

As mentioned in the last Old Run, the smoke vents on the running shed have been found to be in poor condition and their replacement is necessary. New vents for this purpose have now arrived on site. They have been made in grade 316 stainless steel so should be resistant to corrosion from the acid gases found in smoke from burning coal. The metal of the new vents is also a bit thicker than the old ones. All we have to do now is work out how to install them. The old vents were installed by working off the roof as the roof pitch is very shallow, but such methods are now frowned upon. We have two choices; to bring in contractors to scaffold up the roof or to hire in a ‘cherry picker’ to work from. The latter will be the cheaper option but will not provide easy access to do the job as we will have to work over the apex of the roof.

The new lighting is now installed and operational in the running shed pit. It

certainly makes a big difference to conditions when working in the pit. We have yet to install protection over the lights to give them a long-term future so, if you are working in the pit, please take care not to break them.

THE WATER CRANE

The necessary modifications to the water crane to increase its height by two feet have now been made and the crane was re-assembled during March. This proved to be a 'fun' job as the centre of gravity of the crane is not in line with the down pipe and, although we could get the water crane to hang vertically, as soon as the end of the pipe was entered into the tower, it would swing round on the crane hook swivel, which made everything out of line and meant that we had to start again, even with ropes attached to control things. If we ever have to do the job again, it would be sensible to add weights to balance things and avoid this problem occurring.

VEHICLE LIFTING JACKS

During March we received an e-mail informing us that a set of vehicle lifting jacks were available for sale following the collapse of Vivarail and the company going into administration. The jacks were duly inspected and an offer of £4,000 put in for them. We didn't expect this to be successful as they are worth considerably more than this and the administrator suggested a figure of £11,000. However, to our surprise, the offer was accepted as they were very much in the way where they were being stored and they were duly delivered on the 22nd March. The jacks comprise a set of four posts which enable a vehicle to be lifted essentially at each corner. They can be controlled either individually, in pairs or in unison. The jacks were made by IME autolift in 2018 and are of 8 tonne capacity each, giving a total capacity of 32 tonnes. They appear to have seen little use judging by their condition.

The use of these jacks will make lifting of locomotives and other rolling stock a much safer operation. At present, if we want to lift a locomotive, we have to support one end on timber sleepers then lift the other end with a jack or jacks. We can only manage a lift of about one foot doing this before having to carefully pack the end being lifted and then transfer the jacks to the other end to lift that up and get everything level. If we need to go higher, and we usually do, then the process has to be repeated all over again. Lifting in this way is quite traditional but does require a lot of effort and, if not done carefully, can be potentially dangerous.

At 32 tonnes, the jacks can be used for lifting most of our rolling stock. Only our big diesels would exceed this weight. However, if the locomotive in question is

Moor Road Happenings, continued

being lifted off its wheels the load would be reduced by a few tons so even these may be liftable. The jacks have a maximum lift of 4'-4" but the practical lifting height is dependent on what point on the loco it is being lifted from. In most cases this is likely to be the buffer beam. In any case, we are unlikely to want to lift anything this high.

The control desk and the four jacks in the north end of the workshop. The jack toes (the parts that actually lift the load) are on the far sides of the pillars, and the jack motors are on the tops of the pillars. There is now not much spare room at this end of the workshop!

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The jacks require a 5 pin 3 phase power supply. As our existing 3 phase power uses only four pins (no neutral wire) we will need to provide the correct supply before they can be used but this is not urgent as we have no immediate plans to lift anything. They will also require inspection and certification as the current one ran out in September 2022.

Steve Roberts

Letter to the Editor

Subject: Ashford to Leeds

Thanks for another interesting and informative Old Run. As a senior member I thought I would accept Richard's invitation to recall sightings of 11001. According to the BR database website, rather than spending only a short time at Stourton, 11001 didn't return to Norwood Junction until 1956. It was withdrawn in 1959, so it spent nearly half its life at Stourton.

Letters to the Editor, continued

In the mid-1950s my regular Sunday afternoon walk was to Holbeck, then past Copley Hill to Farnley Junction, occasionally venturing to Stourton. Sadly my notebooks from that period have long since disappeared. However I also made a note of my cops in my diaries, which have survived, so I have on record that my first sighting of 11001 was on 4/9/55, confirming that it did indeed spend a few years in Leeds. Coincidentally, this was only a few days after my first visit to Ashford on 16/8/55, during a Leeds Boys Railway Club holiday, when we stayed for a week at a camping coach at Martin Mill, and visited 27 loco sheds around London and Kent, together with Ashford and Stratford Works.

Best wishes

Paul Barrett

Editor's Note: The "BR database website" to which Paul refers is at the url <https://www.brdatabase.info/>

Letter to the Editor

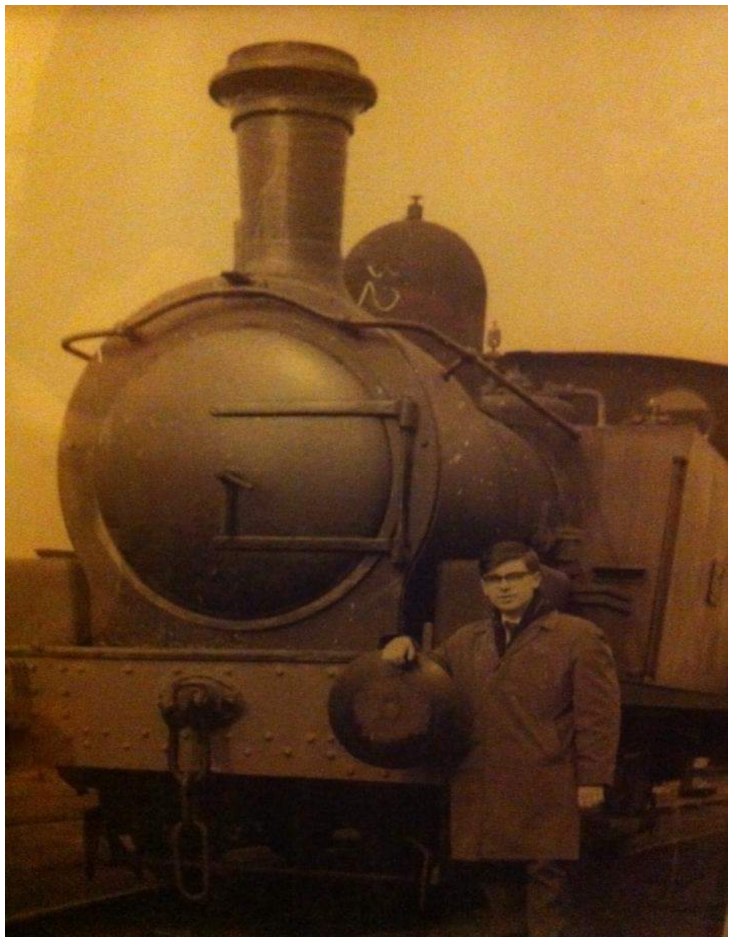
I'm writing to ask whether you'd be able to give my dad a mention in the next edition of The Old Run magazine. He is Paul Barrett and he will be 80 in March. He's been a member at Middleton for well over 50 if not 60 years! He's done various volunteer roles over the years including most recently in the shop/cafe.

Middleton Railway means a great deal to him. Over the years he has taken his children (me & my sister), his grandchildren and now his great grandchildren to Middleton. I've attached a couple of photos over the years… i think the black & White photo of his is a Middleton (but I'm not sure). The other photos are him are from 2022 on a visit with me and his great grandchildren.

I'd be really grateful if you could give him a mention (he has no idea that I've emailed you to ask so it will be a surprise). Thanks so much for your help

Sue Barrett

Letters to the Editor, continued



The editor's assistant replies: as they sometimes say on the radio, "this is not normally a request programme". On the other hand, exceptions can be made, and particularly for somebody who has been as long-standing a member as Paul. Indeed, he may be the only person who knows just how long-standing: we are well aware that our membership records from those early years are not very reliable.

As for this picture, the locomotive is clearly not 1310, which was the only side tank here until MSC 67 arrived, and so it is certainly not a Middleton locomotive. Could it be one of the Manchester Ship Canal "*short tank*" locos? On close examination there appears to be a number "32" chalked on the dome, so could it perhaps be "*Gothenburg*", maybe photographed on a visit to Mode Wheel shed? if so, it is now preserved at the East Lancashire Railway.

Thanks

The last issue carried an appeal for suitable work clothing to dress a mannequin in our LMS brake van as a goods guard. We would like to thank those who offered suitable clothing, and the mannequin is now appropriately dressed.

Michael Garbett

The last issue carried an obituary of Michael Garbett, but at the time we did not have a picture of him available to illustrate it. We can now include this picture, taken some long time ago, which shows him working on NER 1310.

The Middleton Railway Trust Limited

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Getting Children Interested

On a rather drizzly April Wednesday, Richard Stead's grandchildren assist the guard by carrying the tail lamp back to the other end of the train.

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