



The Journal of the  
Middleton Railway Trust  
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*No. 6 being 'put to bed' after running the  
first trains this year!*

## **No. 253 JANUARY 2022**

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First, I wish all members of the Middleton Railway Trust and other readers of 'The Old Run' a rewarding and enjoyable 2022. Hopefully the New Year will be the year when we come to an accommodation with Covid and learn to live with it.

The year 2021 ended on a high note with a very successful Santa Special season despite the constraints resulting from the late surge in Covid cases. We were effectively fully booked by late November and there were relatively few cancellations because of Covid, so it was commercially successful. I make no apology for mentioning that without the income from such events the Trust would simply not be able to discharge its charitable activities. However, of equal importance is the pleasure and joy we brought to a lot of children and their families. Feedback on the day was excellent and some visitors even took the trouble to write to us and tell us what a wonderful time they had had on the Railway. This would not have been possible without the hard work of our volunteers: the commercial team who manned the shop and welcomed visitors, who managing bookings, organised and provided refreshments for our visitors, wrapped presents (in addition to the large team of volunteers who spent two evenings on a "mammoth wrapathon"), who cleaned tables and chairs between visitors, and who had the unenviable task of cleaning the toilets several times a day. Then we must not forget the train crews, the maintenance team who provided Santa's train, all those who had helped to decorate the Engine House and

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## **Our Chairman speaks:**

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carry out the myriad other tasks needed to make this event work. And this does not include the stars of the show, Santa and his elves. To all who made such a success of the Santa Specials, a huge thank you.

During the 2021 Santa Special season a deliberate attempt was made to involve young volunteers in the event. Whilst there were some, inevitable, teething problems the experiment went very well. Some of the young volunteers went 'above and beyond'; kneeling to talk to young visitors on their level, going to endless trouble to help wheel chair users and mothers with buggies.

The Trust is rightly proud of the work that John Linkins and his team do to attract and develop young volunteers and it is an important part of our activities. However, we should never forget that the back bone of the Railway's work force is composed of that group often referred to as 'The Pensioners' - well at least it is better than being referred to as The Wrinkleys or worse.

It is working volunteers drawn from this group, with their immense experience, who keep the trains running, who are present weekdays and weekends in the workshop maintaining the rolling stock and ordering or manufacturing parts for the locomotives. In the shop/café/office you will find those who order toys for sale, clean the toilets, clean the shop and display hall, organise stock, prepare notices, develop education packs for school parties, and generally carry out the multitude of administrative tasks required to keep the railway functioning. Young volunteers might be the future but without 'The Pensioners' there would not be much of a present.

And we should never forget that this group have many alternatives to spending their time on the Railway. They have families, grandchildren even, they have other interests from gardening to singing, they travel. They do not have to come to the Railway but they do so because they enjoy coming here. It is important that their contribution is recognised and they are thanked for it. On behalf of Council I do thank all of our 'more mature' volunteers for their huge contribution to the Railway.

Hopefully the coming year will be a normal year with the return of events such as the Model Railway Exhibition, Bluebell Walks and Star Rails. The year will also mark 90 years of diesel locomotives operating on the mainline railways of Britain. The first such locomotive was Leeds designed and built and was trialled on the Midland Main Line which serves the Balm Road branch. It survives as one of the stars of the Trust's Collection, Hunslet Engine Co. 1697 of 1932, "John Alcock". The Trust is organizing a gala on the 10th and 11th September to mark this anniversary. This will feature "John Alcock" plus the Railway's two other pre-war diesel locomotives. All being well they will be joined by the oldest workable standard gauge diesel locomotive in the country, Kerr Stuart 4421 of 1929, which was completed in Leeds and was originally



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## **Our Chairman speaks:**

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fitted with a McLaren Benz diesel. The design of this locomotive heavily influenced that of “John Alcock”.

The next three months will be spent preparing for the re-opening of the Railway on the 2nd April 2022. There is much to do from cleaning coaches, cutting back trackside vegetation and completing the rebuild of Sir Berkeley to spring cleaning the Display Hall and re-stocking the shop. I look forward to seeing many Trust members, young and old, at the Railway helping to prepare for what we hope (Covid permitting) will be a very successful year.

**Charles Milner**

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### **Editorial**

Dear Readers,

I’m writing to apologise for the late arrival of this edition of the Old Run. It all began on 30th September when I woke up, opened my eyes, and discovered I could not see anything out of the right one. Now I am aware that some people have had a problem like this for all or most of their lives, but when it hits at my age it is somewhat terrifying. Particularly so when Sheffield Eye Hospital, reputedly the best in the country, did not know why, or what it might herald. They eventually decided they didn’t know the answer to any of my questions, they merely knew that it was most unlikely to get better and they knew of no treatment for it. They are not even sure whether or not it might spread to the other eye as well, which (for me) is the really terrifying thing. I think Macular Degeneration is much worse and it is not that, so I am grateful for that, but otherwise, I am in the dark! Literally!

Anyway I now know that, if I am to produce any further issues of the Old Run I will need to begin preparations much earlier if I am to meet the publication dates, so please bear with me if I ask for your contributions shortly after the previous edition has been published. Also, if I have allowed some typos to creep in, I hope you will understand and forgive me, although my new proof reader (my husband Tony) will be doing his best to avoid these.

I am somewhat disappointed in my contributors in that I have received virtually no photographs of our wonderful Santa celebrations, despite the recent Santa Specials being one of the best and most appreciated we have ever organised. Janet and others have received fulsome praise for what we managed to do, despite the difficulties of obeying the Covid restrictions, and it was clear from the rush to buy Santa tickets that our visitors were desperately keen to inject some Christmas joy into the season for themselves and their children. Sadly, a few families had to cancel at the last minute when one or more of their members contracted the illness; we do hope that no-one suffered very much and that all are now happily recovered.

**With best wishes for 2022, Editor.**



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## **Rusty Rails? Hang on a minute ...**

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Just rusty rails in the back of a car doesn't mean a lot to most people. However the significance of this discovery of scrap iron wasn't lost on members of the Middleton Life History Group. In early December 2019 after a particularly bad rainfall/frost damage, a small piece of steel track appeared on Town Street Middleton. It was realised that this was a surviving piece of the "incline" from the coal staithes at Middleton to Broom Pit. The railway's history sixth edition says, "The upper part of the incline is now steps and path pedestrian access to the Manor Farm housing estate built across the site. All traces south of Town Street have been effaced". We had found parts of this incline!



When in October this year we heard that the road was going to be resurfaced, a lookout was kept hoping to photograph/measure this track. Unfortunately the re-surfacing team didn't have any respect for our track or any reasonable time scale and it was ripped up before we could do anything. With scrap merchants queuing up in the background our Chairman Julian just managed to rescue some pieces of the track. He loaded them into the back of his car to transport them to the railway, as in the picture on the next page.

**Paul Hebden**

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## **Rusty HISTORICAL Rails!**

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These lengths of rail are now waiting to go on display in our museum, and we are trying to find out more about them, so that we can explain them to our visitors. Otherwise, as Paul says, they will simply look like bits of rusty rail! We think that the longer piece (which is actually two lengths joined together by a fishplate) was probably part of the check rail, because it is rather more worn than the other. The shorter length (with a fishplate at one end) was probably part of the running rail. But the real question is: how old are they?

In the map extract on the next page, the road running across the middle is Town Street, Middleton, and the section marked “Tramway” north of it is the rope-worked incline to which Paul refers, which ran down to Dayhole End at the south end of the site of Broom Pit. This incline was known as “Rope Hill”, and was the subject of a painting entitled “Leeds From Rope Hill”, produced in about 1840 by the artist Alphonse Douseau (or Dousseau - there appears to be some uncertainty about the spelling of his name). This seems to be the only well-known painting that he produced, and there is a print of it on display in our museum. The picture demonstrates a lot of artistic licence, as it shows the railway track bending round in an elegant curve, whereas actually Rope Hill was completely straight from top to bottom.

In the 1800s the Middleton Collieries included a number of pits that were south of Town Street, and the purpose of this incline was to lower wagons of



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## Historical Rails ?

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coal from these down to Broom Pit, so that they could then travel on into the centre of Leeds. By 1890 though, these southerly pits had been closed, except for use as ventilation shafts, and a steam winding engine had been installed at the top of the incline. This was used instead to haul wagons of coal up the incline, and across Town Street using a return sheave for the rope from the winding house, so as to access the staithe that is shown on the map next to the Methodist Church. Occasional wagons could also be worked back into the curved siding next to the winding house, so as to supply the winding engine.



The steam winding engine was replaced by an electric one around the 1930s, but Rope Hill continued in use until 1948. In that year an explosive store was built across the bottom end of its trackbed, and so use of the incline ceased, although some of it survived until the early 1960s, as in the pictures on the following pages.

Given this history, it is highly unlikely that any significant work was done on the railway track after the first World War, or even during the twentieth century. The level crossing was obviously re-laid in 1881, when the whole line was re-gauged from 4' 1" to standard gauge 4' 8 1/2", but we have no idea whether this was done with new components. The work may well have re-used at least some material that had been recovered in 1875, when the track between what is now Moor Road and Broom Pit was rebuilt to run along its present alignment, instead of following the routes of what are now Moor Road and Old Run Road.

On the other hand, the Middleton Estates and Colliery Company probably did



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## Historical Rails ?

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have to purchase some new track, in order to construct what is now known as the Balm Road branch. This was completed some time between the change of gauge and 1895, when the connection between the Midland Railway and the Middleton Railway appears in the Railway Clearing House records. But we do not know which work was done with re-used material and which with new, although we can guess that the finances would probably not have allowed many improvements to be made to the track, not least between then and the start of World War 1 when two locomotives had to be acquired. One of these, known as No. 6, came second-hand (possibly from the North Eastern Railway) in 1900, and the other was *Matthew Murray No.2*, which was purchased as engine no. 1752 from Manning Wardle in 1909.

So it is quite possible that these sections of rail date back at least to 1881, or perhaps 1875, or possibly they are even older. It therefore seems almost certain that they pre-date by some years the adoption of British Standards for railway track, which makes them fairly rare survivors. This because the British Standards Institution was not founded until 1901, and while standards for railway track were then amongst the earliest to be created (for instance, British Standard 1 was for tramway rail), it would then have taken some years for these standards to come into general use. The adoption of new technology did not move as quickly in those days as it does now!

**Tony Cowling**

The picture below shows the winding house for the Rope Hill incline, looking northwards across Town Street Middleton, where the track crossed it.



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## Historical Rail

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The picture on the left below shows the top of the Rope Hill incline, looking south up towards the winding house, which is just beyond where the two tracks converged. The semaphore signal on the right was to warn crew at the bottom of the incline when winding a wagon up to the top was about to start.



The picture on the right above gives the view down Rope Hill incline, towards Leeds. These three pictures are all from the MRT's photo archive, and were probably taken in the early 1960s.

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## **A Brief Biography of Matthew Murray His Famous Foundry, and His Mansion**

**Researched and written by Sheila Bye, our Archivist**

Matthew Murray was born at Newcastle upon Tyne in 1765, to Reynard "Morrow", and his wife Margaret, who lived in Painter Heugh, a steep alleyway, which actually still exists in modernised form.

It can be found via Google Streetview, at the east side of Dean Street, Newcastle, beginning as a paved yard between a 'Brewdog' and a 'Pizza Express', a short distance north of the Dean Street railway bridge. Steps at the rear of the yard continue up the hillside. Rather insulting to the great man's memory, the area at the top of the steps is now a car park, but the adjoining railway bridge is really rather impressive. A 1778 Directory of Newcastle records "Murray Ren." in its list of White-Smiths (i.e. tinsmiths).

At the age of 20, Reynard and Margaret's son Matthew married Mary Thompson in Gateshead, just across the Tyne from Newcastle. Both bride and groom signed their name in good handwriting, so both were obviously quite well-educated persons. Eventually the young Murrays drifted southwards,

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## **Matthew Murray, Famous Foundry, and Mansion**

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spending some time at Darlington, and eventually arriving in Holbeck, Leeds (certainly by April 1791, when their daughter Ann was baptised at Leeds Parish Church).

Murray found employment with a flax mill owner, John Marshall, and devised many improvements in the machinery used at Marshall's. Eventually, Murray went into partnership with a fellow ironworker, David Wood, and they began business at Mill Green, Holbeck in August 1795, after advertising for workers as follows:

**"MECHANICS WANTED. WANTED, A Number of WHITESMITHS, JOINERS, WOOD-TURNERS, and IRON-TURNERS, who will meet with constant Employment, by applying to Messrs. MURRAY and WOOD, Machine-Makers, at Holbeck."**

The business expanded quickly, more land was added, and eventually by February 1796 they were advertising the opening of a:

**"FOUNDRY, in Water-Lane, Leeds, for the Purpose of CASTING IRON, viz. Engine Work of all Kinds, Ballance Wheels, Joints, Bosses and Steps, Crank and Octagon Wheels, Grate Bars, Bearers, Frames and Doors, Steam and Injection Boxes, Wheels, Segments, Tumbling-Shafts, Plummer Blocks, Coupling Boxes and Mill Work in general. -Tapet and Waggon Wheels, Waggon Rails and Tram Wheels, Rasp Barrels and Paper Rolls, Chip Plates, Oil Presses and Blocks, Callender Wheels and Plates, Tenter Posts, Press Tops and Bottoms, Press Ovens, Press and Singeing Plates, Cotton Spinning Plates, Cotton and Worsted Weights, Carding and Scribbling Engine Rims, Chain Wheels and Strap Pulleys, Malt Rollers, Pallisadoes, Weights, Clock and Sash Weights, &c.**

**Those who please to favour them with their Commands, may depend upon them being well executed and on the lowest Terms. N.B. As they cast Twice each Day, any Gentleman may be accommodated with Castings on the shortest Notice, in Cases of Emergency."**

By June 1802, work was in progress on what would become Murray's magnificent circular foundry building. As James Watt Jnr. reported to his father - Murray's Birmingham rival, the building was a "rotundo of about 100 feet in diameter with a magnificent Entrance. The Engine is to stand in the middle and the lower rooms to serve as deposits for Engines & other finished goods. The Upper rooms to be for fitting. It is an excellent building & will not look amiss. It is up to the top of the 2nd storey. I will make a better sketch of it before I leave Leeds than this, but am now much pressed for time."

In September 1875, long after Murray's death, this wonderful building accidentally caught fire, and was so badly damaged that it had to be demolished. At that time the works complex was owned by Messrs. Smith, Beacock & Tannet.



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## Matthew Murray, Famous Foundry, and Mansion

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By 1991, the Round Foundry complex was in a sad state, with multiple small businesses being carried on in what looked like increasingly dangerous conditions. This was when I made my first visit to look around the site and take photos, some of which illustrate this article.

A recent edition of *The Old Run* had an image of Matthew Murray's Round Foundry, as it appeared at some time during the first half of the 19th century, and near the lefthand edge of the engraving was a building shaded by a tree. The building was Matthew Murray's house, apparently known to the 'locals' as "Steam Hall" because of its heating system, probably supplied with steam from the adjoining works. This image is as good as the engraving will provide.



In 1929, Murray-worshipper, Edwin Kilburn Scott, produced a book about his hero, and included a photo of a now long since disappeared house on the north side of Water Lane, which he identified as being Murray's Steam Hall. Unfortunately, he was wrong, and he thereby misled researchers, authors, and other Murray enthusiasts for many years thereafter. Actually, the house

had been occupied for a short time by Matthew Murray Jackson, the great man's grandson, not by the great man himself! The house was obviously not nearly grand enough to have been Murray's mansion! It was also some decades later in building style.

Sadly, Murray's wonderful house had been built close to the western side of his foundry, on what is now the east side of Marshall Street, and it was in the way of his successors' plans for expansion. His daughter and son in law already had a very nice house at the corner of Park Square, Leeds, and for a works owner to live next door to the works as Murray had, presumably, was no longer 'done' - modern owners paid supervisors etc. to keep an eye on their factory and workers.

Almost immediately following the death of Mrs. Murray in 1836, the contents of the house were advertised in *The Leeds Times* (a radical local paper), for sale by public auction on the 5th and 6th of January, 1837. The list included: household furniture, valuable books, plate, prints, pictures, and effects, mahogany and other chairs, hair seated sofa and pillows, mahogany dining, card, and Pembroke tables, bookcase, fire irons, glass, china and earthenware, four poster bed, camp bed, hangings, blankets, a small library of books (c,300 volumes), 8 day clock, and a 'Small but valuable Collection of Prints, Pictures, and Mechanical Drawings; various Mathematical Instruments and Models.

What remained of the house itself was sold in May 1838. Murray's famous central heating system was not mentioned in either sale and presumably had been "re-cycled" in the furnace.

# Matthew Murray, Famous Foundry, and Mansion

The tiny image on the old engraving is all that remains to reveal Steam Hall's grandeur, apart from one other important source - the 31st December 1836 sale notices for the furniture, furnishings, and fittings etc., and for the structural components of the building, on 12th May 1838, all of which were advertised in The Leeds Times.

## Matthew Murray in his prime



*On the left is shown the frontage of what remained of the Round Foundry complex around 1990, viewed from Water Lane, Holbeck.*



*The picture on the left shows the entrance to the foundry premises around 1990, looking southwards from Water Lane. (The white-painted building on the right hand corner was a more recent addition to the block.)*

*On the right can be seen the left hand side of the same 'street' as above but taken from the other end, looking northwards towards Water Lane. (The red brick water tower to the rear of the photo was not part of the foundry complex.)*



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## **John Edwards, RIP**

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We are sorry to announce the death of John Edwards on Wednesday January 26th, at the age of 83. John had been a very active member of the railway during the late 1960s, and in particular he took on the role of Secretary in March 1970. This was as part of the new team which took office following the resignation of Fred Youell as chairman, with the other members of the team being Joe Lee (who died in 2017) as chairman and John Carr as treasurer.

Under the guidance of Noel Brampton (who died in 2009) this team took on two linked major projects: one to register the MRT as a Charity and the other to form it as a Limited Company. Charity Registration was achieved quite quickly, in October 1971, but by this time John's employers (IBM) had moved him to London, which meant that continuing to act as Secretary involved a certain amount of commuting. After several general meetings to put various formalities in place, Company Registration was achieved in April 1974, at which point John became the railway's first Company Secretary, and his family home in Middlesex became the railway's first registered office.

By this time the Railway Inspectorate was taking an increasing interest in the Middleton Railway, in the person of Major Peter Olver, who at that time was the inspecting officer dealing with what was still a fledgling heritage railway movement. It soon became clear that there were advantages in having an officer of our railway who was conveniently placed for being able to call in on Major Olver at his London office from time to time, and particularly in helping to set up some of the early inspection visits. John therefore continued as Secretary until March 1980, by which time relationships with HMRI were well established, and an impending further move of his job even further south made it sensible to hand on the role.

John continued to take an interest in the railway's activities, and this resulted in a sudden burst of activity in February 2006, when he contacted us to enquire about a photograph of a large model steam locomotive. This had come to him from his daughter Kate, who at the time was PA to one of the directors of a major financial company. They were about to move offices in central London, but did not wish to take with them various "decorations", one of which was this model.

We very quickly identified the historic significance of this model, which was the one of Hudswell-Clarke's 2-8-4T "Iraq Petroleum Company No. 3" that had been made for them by the Leeds Model Company. Originally it had been on display in Hudswell-Clarke's offices in Jack Lane, but once they had closed down, the model had evidently been moved round various places, until this strange coincidence gave us the opportunity to bid to acquire it. With John's and Kate's help our efforts were successful, and once we had acquired the model he then accommodated it for some weeks at their home in Winchester. This gave us some welcome breathing space while we made arrangements to transport the model up to Leeds, where it is now on display in our Engine House building.

Clearly we owe a great deal to John Edwards, for which we are very grateful. We extend our condolences to his family and regret that we were unable to locate a photograph of John to accompany this obituary.



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## Some kind comments from happy Santa Visitors

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I just wanted to say thank you for such an amazing Santa event yesterday. The elves were so cheeky and thoughtful and up close with the kids, I feel like they gave us something we've been missing and the Santa was amazing.

Thank you very much for altering our santa train ride – we had a great time – well done everyone.

Thanks for another super santa train ride. We have been coming for the last 10 years and this one was by far the best.

I just wanted to say how much we enjoyed the santa train ride. It was our first time and it was super – well organised and your staff were so friendly.

I was so pleased to see you were running a quiet coach at the beginning of the day. Our son is autistic and we managed to bring him this year on the first train and he had a great time.

Thank you for being so accommodating today – my little boy is autistic and has to sit by doors and the guard was so obliging and he was very happy.

I felt I needed to contact you to say that this is the first time we have been to a santa train at the Middleton Railway and it was the best organised one we have gone to. All your staff were friendly and couldn't do enough for us.

Super time – thanks. It was also good to see you still have Covid-19 in your minds and are cleaning tables etc as an aid to keep us safe.

We attended Middleton Railway yesterday for the 11:30 Santa special. I just want to extend a massive thank you to all of your staff. I am in a wheelchair, and from first entering the building, to leaving after our ride your staff were amazing. I was taken care of, and escorted at all times to make sure I was safe, it was also offered for me to go on the train in my chair, however I chose to walk into the train to save extra work. We visit the Santa train every year, and since my son was born in 2013 we have only missed once and that was last year due to the pandemic. As soon as tickets are released for 2022 my son has asked me to book for us to come again. We will try and visit in the summer, my health and covid allowing and look forward to seeing you all then. We wish you all a very merry Christmas and we hope 2022 is amazing for you all.

*We would like to thank all our visitors for supporting us throughout our Santa Specials, and we are very grateful for the many kind comments we have received, of which the above are just a sample sent by email. Many more were received by telephone/ We always do our best to keep everyone safe and happy, and look forward to welcoming you all again from 2nd April 2022 when we re-open.*

*Meanwhile, take care of yourselves and we look forward to meeting you again soon. With best wishes from all at the Middleton Railway Trust Ltd.*



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## MOOR ROAD HAPPENINGS

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The beginning of January and time to sit back and relax, with little in the way of deadlines and pressure to deliver until the end of March. I only wish that it were true. There are still plenty of jobs that need doing to enable us to re-open services on the 2nd April. We've made a fairly reasonable start, though, and provided that our loyal band of volunteers keep coming through the cold and dark months of the winter, we should be able to meet our intended targets.

### LOCO NOTES

#### No. 6

The last Old Run reported that we had had problems with the safety valves. It is pleasing to report that these have now been sorted but it has been no five minute task. New safety links were made, as mentioned in the last Old Run but we also modified the adjusting link slightly to eliminate sharp corners and provide a better seating for the spring. In a way, that was good but it then meant that the valves could not be set to the required boiler pressure of 165 lb/in<sup>2</sup> as the adjusting screw ran out of thread. This had to be machined to give an increased length, which solved that problem but made the new safety links too short, so a third set had to be made. Each time we modified something it was necessary to conduct a steam test to prove things but after several such tests, a satisfactory conclusion was reached and the valves now work properly and satisfactorily. It's so much better when you have an original drawing to work to and don't have to best guess the dimensions. Fitting the safety links is also a bit like doing a Chinese metal puzzle. You can fit them but all the bits have to be in exactly the right orientation to do it and it has to be done in a certain order. Finally getting the safety valves sorted enabled a formal steam test to be carried out in the presence of the boiler inspector with a satisfactory conclusion. This enabled the loco to be used on the New Year weekend trains.

There are still various 'snagging' jobs to do, which will be carried out over the winter period. The first to be tackled is the rear drawbar, which has just been done. It had been noticed in service that the drawbar was moving quite significantly when hauling the train, resulting in a fore and aft motion being transmitted to the coaches. Attempts to tighten the volute spring to make it more rigid failed as there was insufficient screw thread. This is the drawbar spring that was fitted when the loco came to Middleton and it may well be that it isn't the original and has been replaced with a lighter spring at some time in its earlier life at Swanscombe. Hauling wagons would not present any problem in this respect. The solution has been to fit a rubber drawbar spring arrangement, as commonly used on more modern locos, which should stiffen everything up. We won't know if this is successful, though, until we start running trains again in April.



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## **Moor Road Happenings continued**

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Other work being undertaken is primarily related to the brakes. A vacuum relief valve has been fitted which controls the vacuum being created to 21". This was a bit of an oversight when the vacuum system was being installed and was only realised when we found that we could create more than 21". A pressure reducing valve is also planned to be fitted to control the pressure of steam going to the vacuum ejector. Some of our locos have them but others rely on the driver throttling the steam supply with the shut-off valve. However, we have found that it is difficult to control the steam pressure in this way on this loco as the valve only needs opening a very small amount. Finally, the steam brake cylinder is to receive some attention. It is an unusual arrangement on this loco, quite different to any of our others, as the steam is supplied to the underside of the piston and not the top. This requires a gland to keep it steam tight and this leaks quite badly and we have not been able to sort the problem with the cylinder in situ. We have also noticed that a corner of the mounting flange of the cylinder casting has broken off so this, too, will receive attention.

### **1210 SIR BERKELEY**

The arrival of the new die blocks shortly after the last Old Run went to press enabled the valve gear to be finally re-assembled. The two valves, which were new at the locos last overhaul, were carefully measured up so that the valve timing could be checked. It is impossible to measure this directly on this loco as the clearances are insufficient to both see and feel what is happening with the valves. Checking the valve setting involves slowly moving the loco up and down through one wheel revolution and watching what the valves are doing and measuring the position of the end of the valve from a datum point. This is then referenced back to the valve and its position relative to the steam and exhaust ports using the dimensions previously taken to see if they open at the correct places. Having a computer and CAD makes this much easier than it used to be but it is still an involved process.

The oil pipes from the mechanical lubricator have come in for some attention with them being tidied up and leaking joints soldered up. The pipe runs are not the tidiest of jobs but, unless we essentially replace all the pipework, there is little that we can do to make a really neat and tidy job. The lubricator has now been filled with oil and the various pipe runs primed with oil. This involves the rather boring and relatively hard job of turning the lubricator handwheel a lot of times as it slowly pumps the oil through the pipes. On full feed the lubricator only delivers 0.023 cubic inches of oil per revolution and some of the longer pipes hold as much as 10 cubic inches. The mathematical geniuses will soon work out that this is 435 turns of a rather stiff handwheel to fill these pipes.

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## **Moor Road Happenings continued**

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Painting has continued as time and manpower allow. The wheels have had their final coats of paint and have been lined out in white and yellow. The bunker has been sanded down and another coat of green undercoat has been applied. Hopefully, this will be the last bit of sanding down on the bunker and we will soon be able to start applying the top coats.

Finishing this painting of the wheels allowed the coupling rods to be finally fitted; a rather fiddling job requiring careful adjustment of the bearings by inserting appropriate shims. Once the rods were finally fitted, the loco was carefully moved up and down to check that all was well and that there were no tight spots.

Work on the boiler has been progressing steadily over the last few months. The tubes were finally fitted during October but, on filling the boiler with water, many at the smokebox end were found to be leaking quite badly. It appeared that our tube expanders were reaching the end of the tapered mandrel before the tubes were sufficiently tight and we did not have one of exactly the right size to do the job. A new expander had to be bought to solve the problem and, once this was delivered, the tubes were soon tightened up sufficiently to eliminate the leaks. Once we were satisfied that all the leaks had been sorted, the tube ends in the firebox were beaded over. This is done primarily to prevent the tube ends from being burnt away by the flames from the fire.

We next came to fit the safety valve mounting plate, which we thought was satisfactory but close inspection revealed that this was not the case and there was no real alternative but to condemn it. A new plate was quickly made for us by Israel Newton but, prior to fitting the gunmetal safety valve base, this was subject to a dye penetrant examination for cracks. This revealed three cracks on the base. Whilst each one is not currently a problem and doesn't present any danger, if the cracks continue to grow, there is every possibility that the casting will start to leak so we are currently investigating the possibility of replacing it with a new one. This will not stop the hydraulic test from being carried out but it will delay any steam test.

### **No.11**

Still nothing to positive to report.

### **No.1310 (NER H)**

1310 has been in regular use over the last few months and was in use on the first of the Santa specials before being replaced by Brookes No.1. It has currently been drained and winterised with the intention that it will see use during April before its (extended) 10 year boiler ticket expires, following which it will be retired to the Engine House for an undetermined period. It is, however, in reasonable condition and may be considered for an overhaul in the not too distant future.

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## **Moor Road Happenings continued**

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### **SENTINEL No.54**

The loco was used along with 1310 over the weekend of the 23rd/24th October but has seen little use since then. The loco is using far more water than it should be or indeed, used to in its earlier periods of service. This effectively means that the boiler is not able to supply the demand for steam and boiler pressure soon starts to fall when hauling a train, so much so that it frequently comes to a halt whilst more pressure is raised. It is thought that steam is getting past the engine valves or the piston rings but no time has so far been found to investigate the problem and the loco has simply been on display in the Engine House. It is due a boiler inspection so will be moved into the running shed shortly where this problem will be investigated further.

### **HE 2387 BROOKES No.1**

Available for traffic and has been used as required, handling the majority of the Santa specials. The injectors were becoming less reliable due to the steam and delivery valves leaking. A concerted effort with seat cutters and grinding paste made a big improvement to them but the improvement was short lived and, by the end of the year, they were just as bad as they had been. The fireman's side injector stopped working altogether on one day but this was not because of the valve problem. Stripping it down revealed that the gasket which seals the injector against the boiler had failed internally, allowing boiler water to cross feed into the steam supply and prevent it from working properly. A new gasket soon cured the problem. The injectors have now been removed and quotes are being obtained for them to be fitted with stainless steel valve seats and valves, a modification which should hopefully cure the problem.

The loco is currently stripped down for its annual boiler inspection.

### **Fowler 42200033 HARRY**

The loco has been moved out of the Engine House and is currently stored in the compound. It still needs some dedicated time to sorting out the various problems, but this is proving hard to find at the moment.

### **Peckett 5003 AUSTIN'S No.1**

After much searching of the internet and many telephone calls we eventually managed to find someone who could supply the necessary link belt to drive the compressor. It appears that Brammer link belts were used on pre-World War I Triumph motor cycles and someone who specialised in supplying vintage spares for these had had a few hundred feet of belting of different sizes specially made about 10 years ago and still had some of the size we required in stock. We were lucky because, as the supplier said, 'when it's

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## **Moor Road Happenings continued**

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it's gone; there won't be any more.' We were able to purchase sufficient for our needs, plus a bit more for spare, just in case. However, it still wasn't the end of the saga as, when we actually took delivery of the belt, although it was of the ostensibly correct width, it was somewhat deeper than the original and stood a little proud of the pulleys. This shouldn't have been a problem but it was found that the belt was just fouling the top of the frames when the belt was tensioned and there was evidence that this had happened in the past. Rather than perpetuate this not very good situation it was decided that the best thing to do would be to raise the compressor slightly on its mountings. This required spacers making and some new bolts fitting. Once this was done all seemed to be satisfactory and the loco was declared fit for traffic, once more.

### **D2999**

The defective cylinder head gasket was taken to Dobson Gaskets in Keighley and, after examination, they said that they could machine up a replacement. That was one of the problems solved. The broken push rod proved a bit harder to solve. The original push rods are made from 3/8" diameter 16 gauge tube, a size that is supposedly still available. However, after many enquiries and phone calls we have been unable to find anyone who will supply us with a small amount of tube. If we wanted several hundred lengths, that would have been fine, but even one length seemed to be impossible to obtain. In the end, we decided that there would be little difference in using a piece of 3/8th diameter solid bar and this is what we have done. The good ends of the old pushrod were cut off and welded to the length of bar. At the time of writing, the engine is still awaiting putting back together as we have only just been told that the new head gasket is ready for collection. However, it is hoped that the loco will be back in traffic by the time that you read this.

### **D577 MARY**

Still awaiting workshops space to fix the brake linkage problem.

### **HE 6981**

There has been little further progress on this loco due to pressure of other more urgent work.

### **D631 CARROLL**

Available for traffic but has not been used since September.

### **L.M.S. 7051**

The engine was finally re-assembled during November and it was successfully run up without any problem. An oil change has also been carried out. The air receivers were inspected by the boiler inspector and found to be in good condition. The loco is now back in the Engine House but is available for use, if required.

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## **Moor Road Happenings continued**

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### **D1373 MD&HB No.45**

This loco has been in regular use through this period and has performed satisfactorily. The forward-reverse gear change problem previously mentioned does seem to have improved of late although it has not gone away completely.

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

### **CARRIAGE & WAGON NOTES**

#### **COACH No.2084**

Following the fitting of the refurbished wheelset, the brakes have been adjusted to take up the additional clearance caused by this work. The coach has undergone a 'B' exam (every three months) along with the other two coaches and is now back in traffic and was used on some of the Santa trains.

#### **COACH 1074**

On almost the last day of service in October, it was reported that, during a heavy rainstorm, water was pouring into the passenger compartment over most of its length. On accessing the roof, it didn't take more than a few seconds to ascertain the problem. The roof covering, which dates from British Railways days, had split down the middle for most of its length. The coach was needed for the Santa services so any thought of replacing it was out of the question and a quick repair had to be thought of. The solution decided upon was to cover the split with a wide length of Bostik Flashband tape followed by several coats of Bostik Flexacril flat roof sealant. The repair seemed to go on well but, inevitably, there was no heavy rain to try it under and it was fingers crossed when the Santa services started in December. Fortunately the repair seems to have held up well and there have been no reports of any further leakage. A more permanent repair is planned for the winter.

#### **PMV 2223**

Once the needle-gunning of the west side of the frames and painting with grey primer was completed in December, the coach was shunted into the old workshops so that work on its conversion to a coach could start in earnest. The west side had to be completed first as there is insufficient room to do this in the workshops as the scaffolding platform built on that side gets in the way. The east side has also now been needle-gunned, primed and received a coat of black paint. Work is currently proceeding on painting the rest of the frames gloss black (not bitumastic as reported in the last Old Run). The floor joists have all been cut to length and await fitting. Once these are in place, the electrical and heating systems will be installed. This cannot be done before as they essentially hang off the floor joists. The two stanchions that required re-positioning have both been moved and refitted. A start has been made on removing the roof covering so that the new roof canvas can be fitted.



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# **Moor Road Happenings continued**

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## **PMV 2223 continued**

Unfortunately this has shown that the lowest timber on both sides of the roof is in a poor state and will have to be renewed. Not a massive job but one that we hadn't expected to have to do.

The axleboxes have all been jacked up and the bearings removed for checking. Two of them came out easily but the other two put up a good fight before succumbing. These latter two have received some TLC (filing of burrs and corners) before being replaced. Fortunately all bearings were found to be in good order. Some replacement oiler pads have been on order for several months now and delivery is still awaited.

In the woodworking shop much volunteer time has been spent on cutting and profiling the various parts for the new seats. It is not intended to construct the seats until the coach is well on its way to finishing but there is a lot of work in making the seats and getting on with the various parts now will save time later.

## **PALVAN**

The last Old Run reported that the vacuum brake cylinder on this van had somehow started to work again. This new found status didn't last for long, though, as shortly afterwards reports were coming in that it wasn't working once more. Time is yet to be found to investigate the problem.

## **BALLAST BRAKE**

As this vehicle was required for the Santa specials as the present carrier, it was given a 'B' examination during November. Whilst all was generally satisfactory, it was noted that the vacuum brake cylinder was leaking off faster than we would like so this is yet another job to sort out over the winter months.

## **PLANT AND MACHINERY**

The work on the Permaquip ballast packer is now all but complete. The last things to receive attention included freeing up of the throttle which had decided to seize up, making driving quite difficult. It remains in the old workshops where there is just room for it and the PMV

The JCB tyre was eventually repaired. It turns out that it was not a puncture but a catastrophic failure of the valve. This gives the same results as a puncture but was a lot easier to repair.

The Civil Engineering department have recently invested in two alligators. Not the four legged reptiles but small chain saw branch loppers designed for cutting tree branches up to 4" diameter. These are designed for the home market so are fairly safe pieces of equipment to use, requiring little in the way of training. A trial run with them showed that they were easy to use and did a good and quick job of cutting down anything that would fit in their jaws.

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# Moor Road Happenings continued

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## WORKSHOPS

Our intrepid volunteers in the workshops are now able to look on the bright side, once more. In recent times, several of the sodium floodlights in the roof have given up the ghost and it was becoming quite dark in there when the sun wasn't shining brightly. The problem is that they are rather inaccessible for maintenance as you cannot reach them from a ladder and it requires the scaffold tower to be erected to do so. This in itself is no mean task and, once one light has been attended to it needs dismantling and moving to the next where the process is repeated. We have planned to replace the sodium bulbs with high power LED's but just haven't got around to it. However, we recently had a contractor in to do some overhead work in the Engine House and they brought a small cherry picker to do the job. A few words in their ear and, yes we could borrow it for a while. A quick course in how to drive it and those floodlights suddenly became in easy reach. It didn't take long to change all the lights over to LED's and the workshops is a lot brighter as a result.

All we have to do now is to work out how we can safely clean all the rooflights, which are very much in need of being done.

**Steve Roberts, Mechanical Engineer**

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The Editor apologises for omitting a 50th reason "advised" to passengers as and when delays in their journey have occurred, over the years, as collected by Bill Hampson, so here it is:

Reason for Delay:

50 Rails ahead distorted due to high temperatures!

*Mind you, I don't think excuse 50 occurs very often in the UK! Ed*

**John Alcock**  
will be  
celebrating  
its 90th  
Birthday  
this year.  
I hope we  
all look as  
good when  
we get  
there!



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## **Long forgotten Engine ‘D’ of the Trinidad Gov’t**

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Those who have visited Trinidad and have noticed that little engine incarcerated behind the iron railing at the FORT SAN ANDRES MUSEUM, in front of the old railway station at South Quay, in the capital Port-of-Spain, are to be congratulated. Others may well be excused for **not** noticing her as she sits there quite inconspicuous with her true story muted, her original identity stripped and seemingly confined to a forgotten past.

I can tell you that her true story is quite extraordinary, her remarkable journey and survival is worthy of the best restoration and conservation that any society could offer. The engine, in fact, has a lot more history with the City of San Fernando than Port-of-Spain, but perhaps the waterfront is the best place for her now, both for public exposure and because of her role at the harbour in the closing days of the Trinidad Government Railway in the 1960s. As the last steam engine in Port-of-Spain it was perhaps decided to preserve her because she was small and convenient to place on display as a historic reminder of the now defunct railway system in Trinidad.

New research undertaken by me over the past 7 years has revealed so much more than I, and many others before me, had ever imagined about this engine. Here now is her true story.

One hundred and seven years ago, on January 14th, 1915, a small locomotive arrived in Port-of-Spain by sea from England to work on the Trinidad Government Railways (TGR). Today this engine is on display in the grounds of the Museum at Fort San Andres, just in front of the old railway station in Port-of-Spain, now called “City Gate”.

The Museum Authorities will have you believe this is engine No.42, the last steam locomotive to operate in Trinidad, hauling the final passenger train into Port-of-Spain on 28th December 1968. However, it may come as a surprise to many that this is not engine No. 42 and while this masquerade may be a simple public relations exercise, albeit with the best of intentions, it serves only to confuse the public, and withhold the true and remarkable history of this engine. This engine in the Museum at Fort San Andres is in fact TGR Engine ‘D’ and her own contribution to Trinidad was in no way any less significant than the real No.42.

Engine ‘D’ was built by the Hunslet Engine Company of Leeds, England, in 1914 and exported to Trinidad in December of that year under the threatening clouds of The Great War. She was one of two identical locomotives, lettered ‘D’ and ‘E’, which arrived in Trinidad, weeks apart from each other, in 1915. The locomotive was disassembled into parts, transported in crates, and reassembled in Trinidad once at the end of her Atlantic crossing.

Lettering engines was a peculiarity of the TGR which applied identification letters to all “Tramway” or “light” engines, in contrast to numbers on all “main

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## Long forgotten Engine 'D' of the Trinidad Gov't

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line" locomotives.

### How and why did Engine "D" get to Trinidad?

In 1913 the Trinidad Government Railway took over Trinidad's first railway, The CIPERO TRAMWAY (in the south of the island), as part of the railway's southern expansion towards the town of Siparia.

At the time of the takeover, the Cipero Tramway was operating three operational engines over the tramway between San Fernando and Princes Town. Engine "A" (0-4-0ST HE216/1879) and engine "B" (0-4-0ST HE233/1880) which belonged to the TGR (originally purchased in 1879 for the San Fernando Tramway) and the "Cipero" (0-4-0ST HE634/1896) which belonged to the old Cipero Tramway (EX Tennants Estates). It appears that "Cipero" was then renamed "C" in keeping with the TGR's "lettering" tramway engine sequence. All three locomotives were used for passenger and freight traffic and by 1913 had all become a little old and run down. Soon after the Government Railway took over the tramway, it was decided that new motive power would be required as a service improvement measure. To this end, two new tramway locomotives were ordered through the Crown Agents for the Colonies in early 1914.

The new engines were described as "medium sized engines" and were allocated "D" and "E". The engines were both built by the Hunslet Engine Company of Leeds (works Numbers 1168 & 1169 of 1914) and were identical in design; both locomotives can be described as 0-6-0ST type engines, meaning they had six coupled driving wheels and a 400 gallon capacity "Saddle Tank" clearly visible over her boiler.

Engine D was dispatched from Leeds on 14th December 1914 and arrived safely in Trinidad on 14th January 1915. Following assembly in the workshops in Port-of-Spain, she carried out her first test run on 23rd January 1915. Engine "E" left Leeds on 2nd January 1915 and arrived in the Colony on 23rd January 1915. Her first trial was 1st March following which both locomotives were sent south and entered service on the 'Cipero Local'.

After the Cipero Tramway was taken over by the Government in 1913 the Tramway service, originally known as "The Pick-up" then became known as the 'Cipero Local' and it ran from San Fernando railway Station through Cross Crossing, Corinth, St Madeleine, Friendship, Malgretoute and terminated at Princes Town (via Glenroy Tunnel). The Cipero passenger service which was initiated on 15th March 1859 was discontinued by the TGR on 1st January 1933.

A visitor to Usine Ste. Madeleine (the same sugar Mill which 2-6-2T No.18 'PICTON' HE 1540/1927, served in Trinidad) in 1914 wrote an interesting description of the Cipero Tramway: "*My last expedition from the headquarters of San Fernando was to the rising little settlement called Princes Town, about*

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## Long forgotten Engine 'D' of the Trinidad Gov't

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*seven miles inland, taking on my way the central cane-crushing factory or usine called St. Madeleine's, the largest in the Island. This journey can be made on the Government railway by returning to the junction one station northwards (here, he is describing Marabella Junction), and then changing for the Princes Town branch; the most direct way, however, is by a little tram, commonly called the " Pick-up " which connects the two towns in a comparatively straight line with the further advantage of passing near the usine. In order to give myself time to photograph this factory on the way, I started on foot some time before the " Pick-up " left San Fernando, intending to avail myself of the little train for the latter part of the journey. It was a walk of about three miles through that cultivation of cane which extends the whole way to Princes Town.*

*The people of Trinidad are justly proud of their fine usine, with its seven chimneys, which, however, is not so well adapted for a photograph as many a smaller factory, from the difficulty in obtaining a suitable position, which thus obliged me to go rather too far away. In buying cane from the producer who has not efficient machinery for making high-grade sugar, these central factories have been invaluable to small farmers, who would otherwise be obliged to manufacture an inferior article in a wasteful manner instead of receiving a ready return from their crop. St. Madeleine's is fed by many miles of light railway, which brings the cane from the surrounding district in trucks, such as are seen in the long line beside the factory. The water-carts on the road in front of the canefield suggest that Trinidad is not so well supplied with water as some of the more mountainous islands*

*Close to the factory, however, is a lake which appears to be used as a reservoir, from the number of carts with barrels going to and from it. I now returned, not to a railway station, which indeed the "Pick- up " does not possess, but to the nearest stopping-place of the train in which I now continued my way to Princes Town. This little conveyance is a very primitive affair, a sort of rough steam tramcar, much used by the people of the district, who prefer to pay their few pence rather than walk. Just before reaching the end of the journey, we passed a cane factory which would have made a better picture than the usine, for while its name, " Mal-de-Tous," (Malgretoute) did not sound very promising, a small hill at close quarters gave an advantage which the other building did not possess. Princes Town is one of those thriving little townships which indicate the expansion of settlement, and so must be treated with due respect. It presents, however, very much the appearance of other places so often seen on the frontier of Anglo-Saxon civilization in tropical countries, a number of severely plain wooden houses, sufficient indeed for commercial purposes, but leaving much to be desired. The "Pick-up" had deposited me in the centre of the mercantile area, where I now looked about for some refreshment."*



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## Long forgotten Engine 'D' of the Trinidad Gov't

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Another report about the "Cipero Local" appeared in the Trinidad Guardian newspaper on 18 February 1920. This correspondent provides great details about the working conditions of the service and those who once used it: *"Sir - Kindly grant me space to lay my grievances before the authorities of the Government Railway Department. Time and again there have been complaints of different kinds about the great inconveniences suffered by passengers. At first all were against the Siparia, Tabaquite and Sangre Grande lines, but now it has been extended to the Cipero local. This train, no doubt, appears very small in the eyes of the Authorities, but it is of great importance. Everyone who know something about this insignificant train (as it may appear) will say that it is both useful and important. I do not think that a better timetable could be laid out for this train, but it does not work out well. On Friday last the 6.28 p.m. train never reached San Fernando until 10 p.m. The passengers had to remain in carriages with practically no light and terribly molested by the bites of mosquitos and other disgusting insects between the cane fields of Friendship and the Cedar Hill Estates. This was due to the breakdown of the small engine "C" which is absolutely unfit for this work. The larger engine "E" went to the rescue of these poor people and itself took about twenty minutes rest before moving off. I need not comment on the inconvenience of those passengers who were bound for the Siparia line and are absolute strangers to this district. The situation of these people can well be imagined. On Wednesday morning last (Ash-Wednesday) the 6.33 a.m. never left San Fernando until 8.20 a.m. which was annoying to many of the passengers who hold season tickets and are depending upon the train to take them to their work and back daily. It is rather hard luck to be paying the railway monthly and yet have to pay cab or cab fare sometimes more than three times a month to take you to your work in time. It is quite time that a little more notice be taken of the punctual working of the Cipero Local. I would like to say that I do not for one moment blame the Collector for these frequent unrests for I am not singular in saying that he does his best to facilitate everyone, but who the cap fits let him pull the string. I say that the railway lacks proper management. I read that one of the new engines is fixed up and ready for use. Can it not be sent to work the Cipero Local which is in need of one? Is it because its course is through cane fields and out of sight of the General Manager? I am sure he sees the returns if not the machine which is producing it. I hope he will soon realise that, small as this train appears in his sight, it carries people of great importance which makes it just as important as any of the bigger lines. Those who are asleep let them wake up. I am yours, faithfully, ROSOMBO, San Fernando, February 18th, 1920"*.

Sister engine "E" is reputed to be among the last 18 engines exported by Hunslet in 1915 for 'Civilian' railways before the factory switched over to 'wartime production'. In the 1930s engine 'E' was altered from a saddle tank

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## **Long forgotten Engine ‘D’ of the Trinidad Gov’t**

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engine to a side tank engine as she remained until scrapped in 1954. Today, engine “D” is preserved in Port-of-Spain at the San Andres Fort Museum but sadly, she no longer carries her “D” plates as identification. She has been given the identity of a much larger TGR engine, No.42, which commemorates the engine that hauled the last train to run on the TGR. Once the Cipero Local closed at the end of 1932, both engines (‘D’ & ‘E’) were used for a number of duties across the cane industry before being allocated permanently to Port-of-Spain. Once at the railway headquarters, Engine ‘D’ was mostly used for arranging rolling stock in the vicinity of the railway yards and docks areas of South Quay.

In 1941 Mr. P. Ransome-Wallis visited Trinidad and reported the following which was published in his book “On Railways, At Home and Abroad” ten years later. The author described the island railway system as “a standard gauge which at once gives the impression of being too big for the island!” The article goes on to describe the locomotives and rolling stock where an interesting description of engines ‘D’ and ‘E’ appears as follows: “The sixth class consisted of two little 0-6-0 tanks: most diminutive machines built by Hunslet, in 1914, and used for shunting. They were lettered ‘D’ and ‘E’ and carried no numbers. ‘D’ had for a driver the tallest West Indian I ever saw; he had to keep his head outside the cab roof most of the time but seemed none the less to be enjoying life hugely!”

In her working life at South Quay, engine ‘D’ would have carried a matt black livery but today she is painted in a green livery consistent with that of the TGR’s mainline locomotives.

When photographed in the late 70s, by Roger Darsley, engine ‘D’ still had her original makers plates and was in pristine condition, however, since the 1980s all four plates have been absent, and one can only hope that these have been removed for safekeeping by the museum authorities and may one day re appear, once the locomotive has been placed in a secure enclosed location. The engine is today relatively well cared for although, over the years, several components have gone missing and her frames were badly bent during the move to the museum grounds in the 1980s.

It was a long-established tradition every New Year’s Eve, for engines in the railway yard to sound their whistles at the stroke of midnight. No doubt engine ‘D’ would have been one of the participants in this undertaking which has now been absent since the railways closed well over 50 years ago. I believe that ships still carry on the tradition.

In closing, Engine “D” should be displayed with her correct identity by fitting a set of replica plates. There should be two Hunslet plates and two TGR plates. I have been trying to convince the museum authorities to do this for a number of years now because I believe that the public in Trinidad should be told the true story of this 100 year old locomotive.

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## Long forgotten Engine 'D' of the Trinidad Gov't

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*Locomotive 'D' at the Railway yard in Port of Spain in December 1968 taken by Mr Ruthven Bunting*



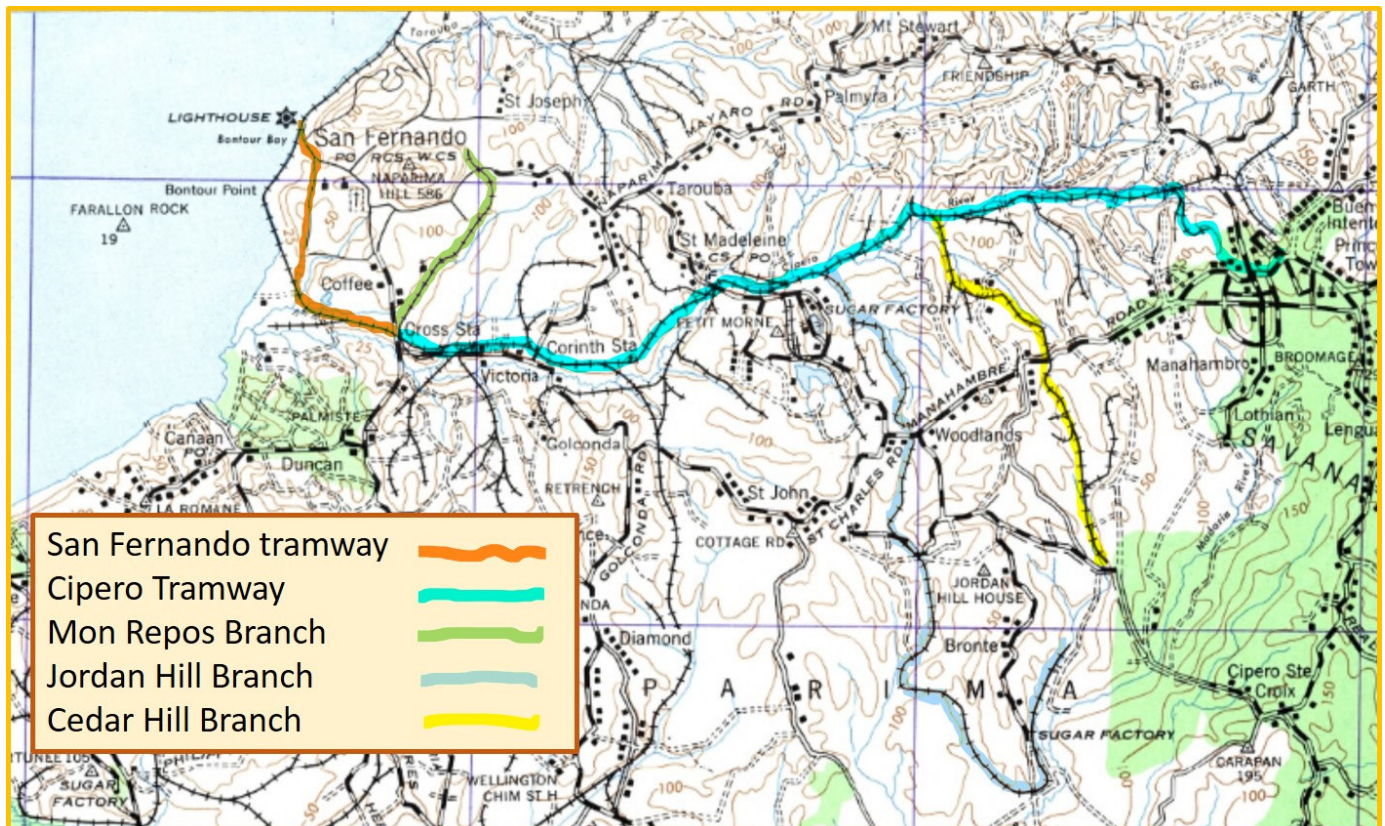
*Locomotive 'D' on display inside the Port of Spain bus terminal in 1970 taken by Roger Darsley*



# Long forgotten Engine 'D' of the Trinidad Gov't



*Locomotive 'D' on display inside the Fort San Andres Museum in 2009 taken by Glen Beadon*



*Map of lines of the Cipero & San Fernando tramways*





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## Glen Beadon and Locomotive '42'



*Glen Beadon in front of locomotive 'D' inside the Fort San Andres Museum in Port-of-Spain in 2012 soon after the last paint job on the engine.*