

The

OLD RUN

Journal of the Middleton Railway Trust

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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 the Railway. Items for publication, including images, are acceptable in any format and may be sent via CD, post or email. Opinions expressed by contributors do not necessarily reflect those of the Middleton Railway Trust Ltd. or the Middleton Railway Association.

Front Cover

OLive (BR Drewry Car No. DB998901), carrying out a line check on Sat 30th November. - **Ian Dobson**

On the Platform *Graham Findley*

It is said that one of the true signs of civilization is the ability of human beings to separate themselves from their own waste - and our own degree of civilization can be measured by the success or otherwise of this. The Romans were shining examples of this principle, as the quality and engineering of their sanitation systems testify.

On the railways, coaching stock developed toilets which flushed straight onto the tracks. That in itself represented a high degree of separation, depending upon the speed of the train, unless you happened to be standing in a station - or were working trackside. Most uncivilized! The first railway travellers had to wait until the arrival at the next station before having the opportunity to relieve themselves, as may be seen from the following rather charming letter, the publication of which is said to have helped lead to the introduction of toilets on Indian Railways:-

Beloved Sir, I am arrive by passenger train Ahmedpur station and my belly is too much swelling with jackfruit. I am therefore went to privy. Just I doing the nuisance that guard making whistle blow for train to go off and I am running with lotah in one hand and dhoti in the next when I am fall over and expose all my shocking to man and female women on platform. I am got leaved at Ahmedpur station.

This too much bad, if passenger go to make dung that dam guard not wait train five minutes for him. I am therefore pray your honor to make big fine on that guard for public sake. Otherwise I am making big report to papers.

Yours faithfully, Okhil Chandra Sen

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At the time of writing, we have just finished our first Santa Train Day of the 2013 season and all appears to have gone to plan.

Advance bookings are about 9% down on this time last year, but we were surprised by the number of tickets we sold on the day. It is much harder work selling tickets on the day, but in the end it is more money through the till.

This year has just flown by, that is either a sign we have been very busy, or just plain "old age", or possibly a mixture of both!

The revenue from ticket sales is well up on what we were expecting and we have been pleasantly surprised at the way the public have responded to some of our new marketing innovations, in particular the "kids 4 a quid" weekends.

This idea of selling children's tickets for just one pound appears to have been a big hit with parents (and grandparents), as they seem quite prepared to come along and pay the standard fare for themselves. The last one of these weekends proved to be the most profitable of all the standard timetable weekends.

We have also seen some very good events this year, again created by our younger members and guided by the older ones. Gradually we are getting the mix of young enthusiasm tempered with elderly wisdom just right, to produce good results.

As ever, our loyal band of volunteers have served the Railway well, always coming up with the goods when they are really needed. The number of turns missed on the crewing of trains and Ticket Office can be counted on the fingers of one hand, an excellent record for volunteers.

This year we have had a good intake of new volunteers, mainly under 25 or over 60, but with the odd one in the middle of that age range. Unfortunately not all last the course, but those that do soon begin to reap the rewards.

During this year we have introduced a whole host of new measures aimed at making the Railway a safer and more enjoyable place to work. These include MIC's (Mutual Improvement Classes) which have been very well attended and the quality of these courses has been exceedingly high.

Unfortunately, not everybody participates in these for a variety of reasons, but, fear not, we will be coming after you in other ways to ensure you stay competent in what you do at Middleton Railway.

We already have the 2014 Timetable out and you should receive a copy with this OR. You will notice that in November 2014 we are closing for that month to allow preparations to go ahead for the Santa season. This is purely down to the lack of volunteers available to man the shop and or act as Duty Managers. We have said before that we cannot go on running on an ever decreasing workforce in the shop and ticket office and this has now come home to haunt us.

Despite the latter, we do go from strength to strength overall and I would like to thank each and every volunteer for their efforts during the year, thank you!

Just before finishing, I would like to wish two of our elder members Gerald Egan and Geoff Lee, who have both recently been hospitalised, a speedy recovery, and to you all, a very Happy Christmas and all the best for the New Year.





Historic colour photo comes to light

A few months ago, whilst on duty with Vintage Carriages Trust, I was approached by a gentleman who had been pointed in my direction by another museum member. He produced this wonderful photo of Swansea & Mumbles No 2 as I for one have never seen it!

Thanks to archivist Sheila Bye, we now know more about the occasion. The date is Saturday 16th July, 1960 and the occasion is a visit of the LRTL [Light Rail Transport League] and for this particular trip, the Hunslet diesel, HE1697, was placed on the South end of the car, resulting in this most unusual scenario. All the other photos I have seen with the car have shown the diesel on the Northern, downhill, end. According to the "OLD RUN" of that month, the loco was driven by "Driver Dean" - does anyone know any more about this gentleman? Here's an extract from the Old Run in question:-

"On Saturday July 16th, a special trip was made on the line, with Mumbles No.2 and Hunslet 1697 for a number of LRTL visitors. For the purpose, 1697 was placed in front of the 'car, hauling it up the incline and allowing itself to be pulled down, with Driver Dean at the controls."

Photo reproduced courtesy of Mr. Gerald Knox

- Ian Smith



Track work during the Winter shutdown

The main activity during the winter shutdown will be the start of work on the construction of the running shed, and specifically the construction of the pit that will eventually be inside the shed, so that the length of track concerned is the one immediately outside the old workshop, between there and the water tower. This will also require some reconstruction of the current pit by the water tower.

To help prepare for this, we've done some trackwork in the last couple of weeks, because when the site was remodelled the turnout leading to this particular siding was not laid in to the planned levels. There should have been a steady gradient from the south end of the turnout to the old workshop door, but actually the turnout was laid in level, and then the siding was on a steeper gradient. So in the last few weeks we have cleared all the ash that had been filled in between the rails on this turnout, the siding and part of the line into the security compound, we've lifted the track to the levels that had originally been planned, and have filled in enough of the track between the rails with stone ballast to enable the JCB to be run over it, so that the coaling stage could be replenished.

The formal application for planning permission has now been submitted and the discussions that have taken place with the planners have suggested that there are not likely to be any problems with it. The application also covers the construction of the shelter that will be built for *Picton*, and that is funded by the Heritage Lottery Fund grant. Along with this, we have reached agreement in principle with the Leeds Transport Historical Society (the people who restored the horse tram) to include as part of the building of this shelter, a storage shed for their use which they will fund, and this is covered by the same planning application.

Given all this, other trackwork will consist simply of some ballasting, jacking and packing on the passenger line. This may also include the removal of an old concrete culvert which has been causing problems with the drainage for some time.

- Tony Cowling



The site of the running shed showing where work has started **Andrew Johnson**

The Running Shed Appeal

Work is progressing with the design and construction of a running shed at the Middleton Railway. The proposal is to build an extension to our existing workshop, from brick and steel, very similar to the buildings we have at the moment. The difference with this building is that we shall be able to light up steam locomotives inside it. Locos can be cleaned inside, and the smoke is extracted through a smoke trough. The construction will also give us more space within the secure compound as the south gates are to be moved further southwards.

The project will start very soon with preliminary work and extend through into next year. It is not likely to be completed until the back end of 2014, funding and other issues beyond our control might delay the finish of the project. Fundraising is mainly in the form of the buy

a brick appeal and at the time of going to press, the appeal has already raised a total of £4,811.08, including Gift Aid, plus around £4,000 worth of items in lieu.

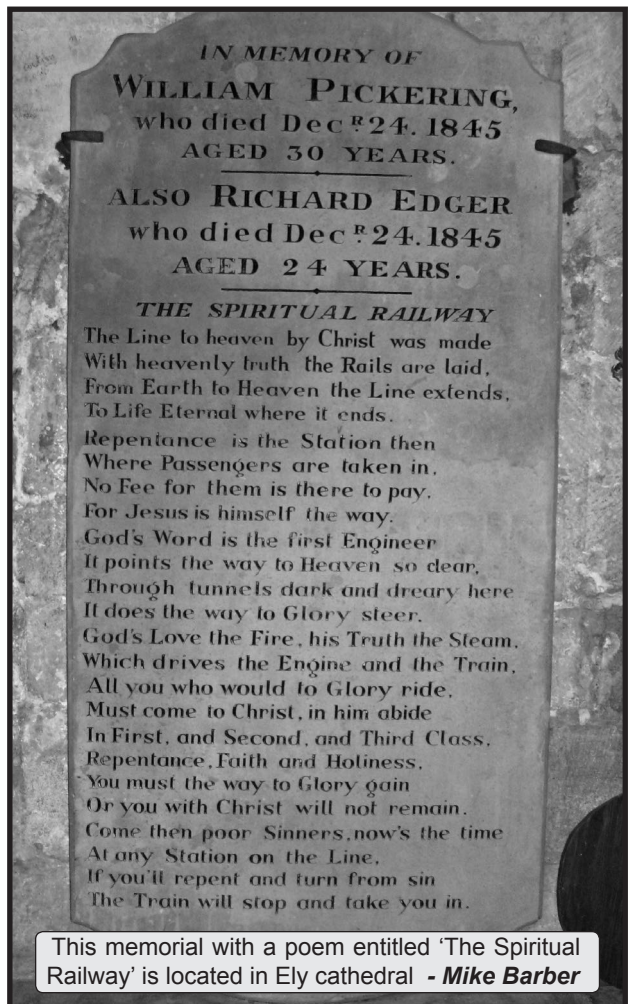
More information is now on the website and I urge you all to donate if you can.

- Mark Calvert

Horse Tram accident

Most of you will be aware of the accident that occurred with the Horse Tram at the August gala. The current situation is that both RAI and HMRI required us (ie MRT and LTHS jointly) to investigate the causes of the accident, and produce a report to be submitted to them. At the moment we are still in the process of getting this report checked by all those named in it, with a view to it finally being submitted some time in December. Thus, we shan't know officially for some time what the responses to it will be from RAI and HMRI.

- Tony Cowling



This memorial with a poem entitled 'The Spiritual Railway' is located in Ely cathedral - **Mike Barber**

Colliery Locos - Part 3

Andy Hardy

For the next part of this series I am briefly going to jump out of chronological order, as my research work on the next locomotive "*Niger*" is still ongoing, hopefully complete in time for the next issue of the Old Run. The next locomotive to arrive after *Niger* at Middleton was the first locomotive to be purchased second-hand.

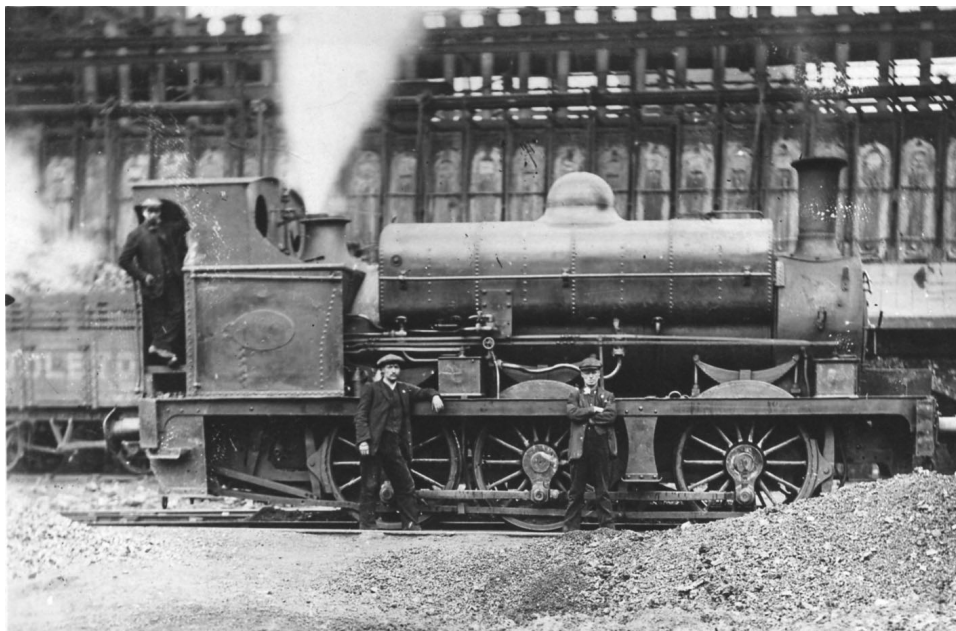
Few details of this engine were previously known and it proved a challenge to research. The railway's publication "*A History of the Middleton Railway Leeds*" contains a list of locomotives that have run on the railway, and states the locomotive was possibly built by the North Eastern Railway c.1900 and rebuilt as an 0-6-0st in 1912, however none of these details were firm.

Looking through sources for NER locomotives, a reference was found in the Ken Hoole book "*A History of*

NER locomotives" stating it was a class 34. The Hoole book states it was a one off locomotive, rebuilt from a tender locomotive in 1873, possibly a Great North of England Railway example built by Robert Stephenson and Co in 1844. The previous number "34" seems to be its earliest NER number and may give rise to the suggestion it was a 34 class. However, no other reference of this class could be found in other books in the library at the NRM.

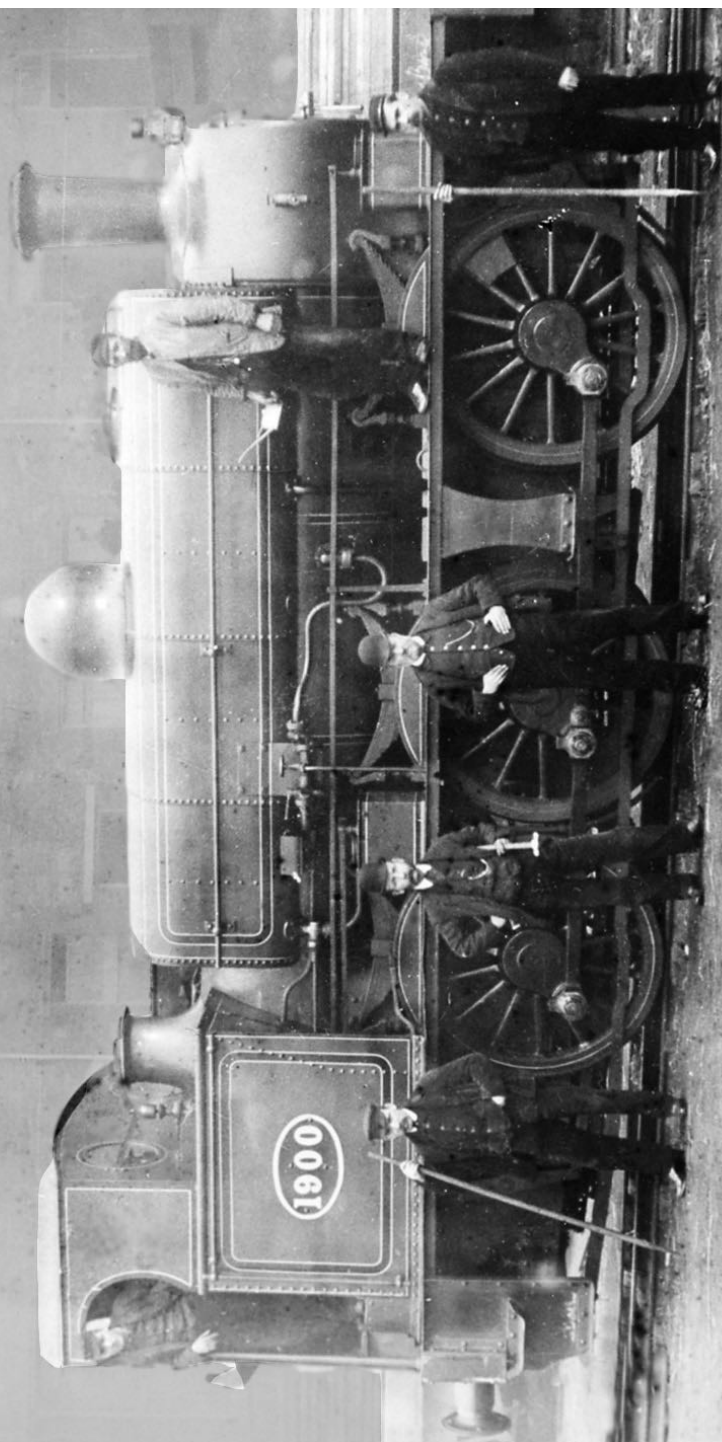
A trip to the Ken Hoole Study Centre allowed access to the original "*NER Records of Locomotives Sold*" book. After looking through this book, a reference to the locomotive was found stating:

<i>Number when sold:</i>	1705
<i>Earlier Numbers:</i>	1900,34
<i>Wheel Arrangement:</i>	0-4-0ST
<i>Class:</i>	34



No.6 at the coal staithe; note the Middleton wagon behind, complete with coal rails.

Carrying its second number of 1900, dating the photo between 1890 and January 1894, the locomotive stands with its crew, shunters and foreman.
The Ken Hoole Study Centre



Colliery Locos - Part 3 (cont)

Sold to and subsequent owners:

Backworth Colliery, Longbotham, Middleton Colliery.

Date Sold: 25/1/94

Price £700

New No. No.6

Scrapped 1920 (in faint pencil)

Remarks Sold by Backworth 1904.

To Middleton c.1912

To Longbotham. To Middleton 1906 (in pencil)

Interestingly there are two dates for it arriving at Middleton, however this book gave some leads that could be followed. Now the other numbers the engine may have carried were known - a search through the "British locomotive Catalogue 1825-1923" by Bertram Baxter found a reference to the locomotive stating:

0-6-0 Built by R. Stephenson & Co. Works no.470 and 500 (not confirmed)

Wheels 4ft 8in,

Cyls 15x24.

Date 1844

Possible YN&B no, 34

NER no. at 1854 34

Duplicate no. In 1890 1900

All of these details correspond with details found in the previous sources, so it seemed likely this was our loco. Two locomotives were ordered at this time, the other being YN&B no.37, this explaining the two works numbers.

Unfortunately none of these sources gave us much detail on the original locomotive prior to its rebuilding. It was very fortunate that my employer, the National Railway Museum, holds the original Robert Stephenson and Co documents.

I made a request to see the original order book from 1844 and started to search for the works numbers listed above. However these works numbers do not correspond with the year 1844. After reading each

hand written entry for that year it was found only two locomotives were ordered for the Great North of England Railway. Although there are some very minor discrepancies I think that these locomotives were the two that became the YN&B railway locomotives and as such, one became the locomotive that eventually came to Middleton.

The order book tells us a few details of these locomotives:

Nos. 438-439 2 Patent Locomotives

15" Dia Cylinders – 24" Stroke

Copper Firebox

6, 4'9" Wheels all combined

Iron Tubes

Link Motion

2 Tenders, 6 Wheels, 1000galls

In addition the "Engines Finished" book tells us that locomotive 438 was delivered on Sept 10th to Darlington, followed by loco 439 on Sept 25th 1844. Unfortunately I have yet to find any drawings for these locomotives in the archives, so can't describe their or reproduce their appearance, although looking at the images of the loco as rebuilt it is easy to see that the locomotive is of the Stephenson "long boiler" type. However we are lucky that a few images of this loco survive, one at Middleton and several of it in NER service, that latter courtesy of the Ken Hoole Study Centre.

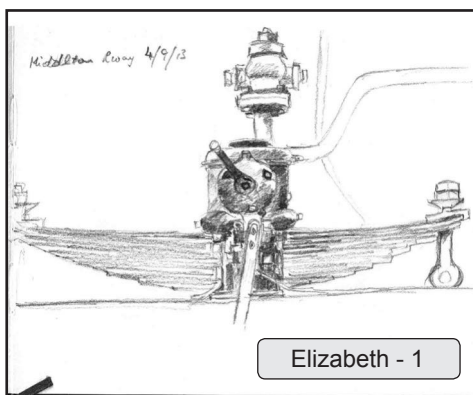
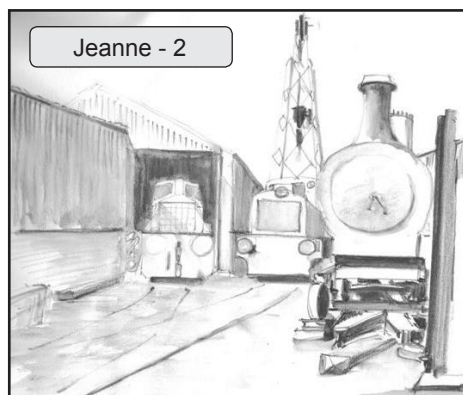
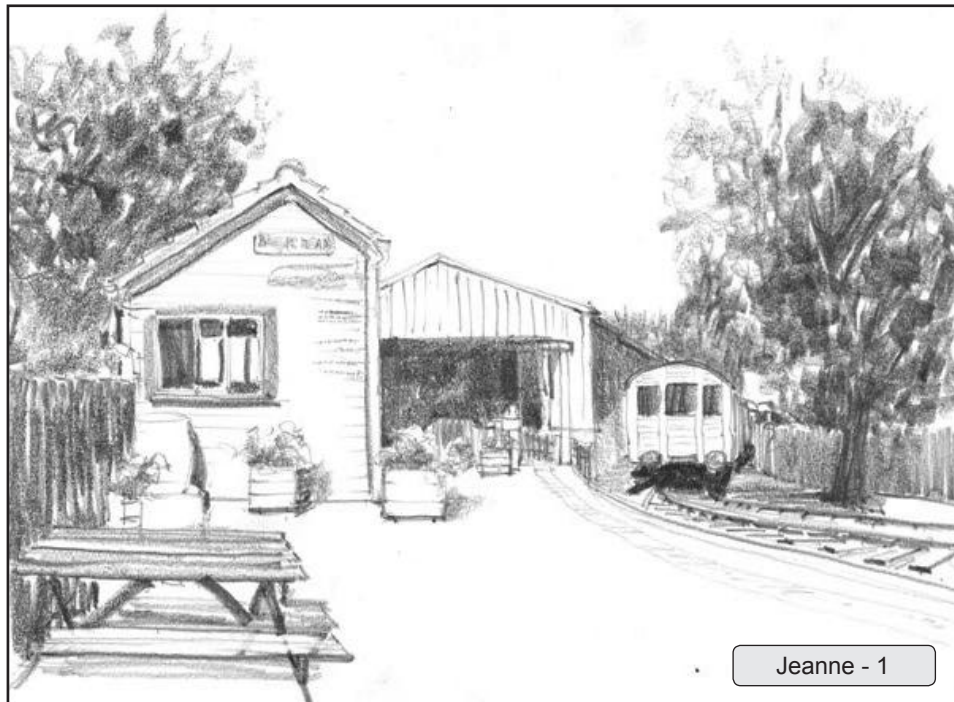
So it seems the locomotive was ordered for the "mainline" railway as a goods engine, rebuilt as a shunter, sold into industry (where the locomotive gained the No.6) and passed around various collieries until ending up in Middleton. I have not found a definitive date, but have had information passed to me that it did not survive very long at Backworth or Longbotham, suggesting the date 1906 may be correct. If the pencil markings in the engines sold book are to be believed, the locomotive was cut up during 1920.

Artistic License

Richard Stead

Besides being a working member of the Middleton Railway, I'm also a member of the Alwoodley Art Club for my sins, and in September I organised a visit for Art Club members to the railway. I thought the locomotives and general layout would offer plenty of scope for subjects for budding artists, and as it turned out, it inspired a number of sketches, some of which are reproduced here. I hope you recognise the subjects!

The railway is considering how to use these drawings, but hasn't quite decided yet at the time of writing. If anyone is interested in a copy of one of these, please enquire at the Ticket Office, or look out for further announcements.



Artistic License (cont)

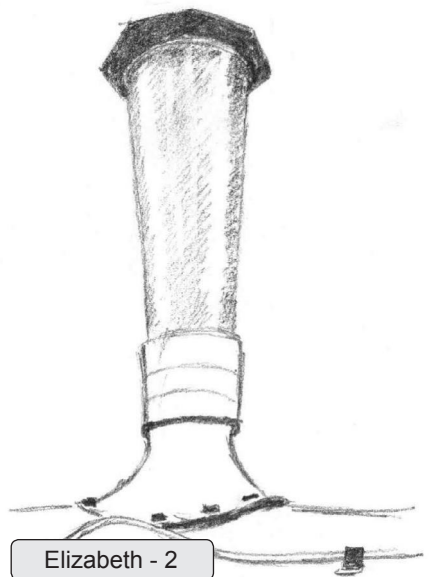
Richard - 1



Richard - 2



Elizabeth



Elizabeth - 3

[illegible]

A black and white photograph of a model railway layout. The scene features a station building on the left with a sign that reads "STATION". A train is stopped at the platform. In the center, a tunnel entrance is visible. To the right, a small building is situated near the tracks. The tracks curve and cross in the foreground.

My Life in Miniature

John Linkins

Before I came to Leeds in 2005 to study at university, my background was not with the full size but in model engineering, more specifically in 3 ½" and 5" gauges. For those of you who are not acquainted with this scale I suggest you avoid it all cost....it's highly addictive as Mark Calvert discovered on a recent trip to the York Model Engineers with myself and Kieran Sparks (though he was perturbed to discover when he got out the bacon it wouldn't fit on the shovel!).

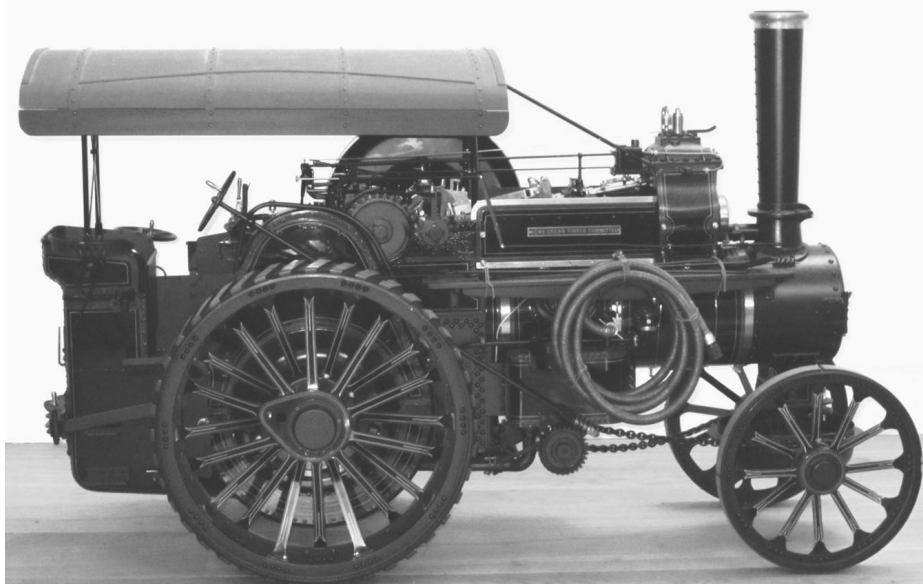
I was considering what to include in the article, and first I feel a Leeds connection coming on! There have been several models of Leeds built products described in the smaller scales, mainly Quarry Hunslets and Fowler traction engines. I do know someone however building a 3 ½" Russell as per the Welsh Highland railway and I intend to get that along for our Hunslet 150 celebrations in 2015. That aside my father knows a very talented engineer who



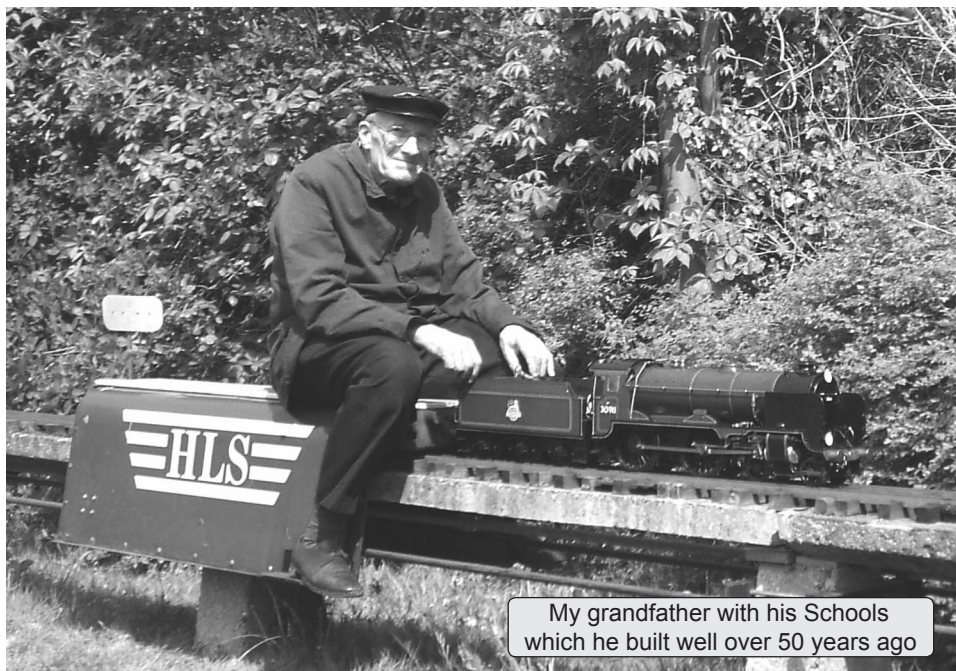
The miniature tool kit

recently built a 2" scale Fowler B7 Road Locomotive utilising many of the Fowler archives now at Reading University. I saw it on show a while back and aside from producing a fantastically detailed model he had made a full set of tools for the loco including spanners, hammers, jacks and even gauge glasses complete with rubbers. This is quite a feat in 1/6th full size as the real thing is only the size of a £2 coin!

The 2" scale Fowler B7 Road Locomotive



My Life in Miniature (cont)



My grandfather with his Schools
which he built well over 50 years ago

My grandfather began model engineering in earnest soon after the end of hostilities in 1945. His father was a stationmaster and my grandfather was living with his parents in the stationmaster's house in Shepherdswell near Dover. Since this point he has gone on to complete at least 4 locos of his own, help several people through their models, my father with his own model of a BR Standard Class 2 and even me when I began a 5" model of a GWR 45xx small prairie (cue booing and hissing). I am sure on a number of occasions this dedication has nearly ended his marriage to my long-suffering grandmother who returned from shopping one day to find him baking freshly painted parts of his loco in her kitchen oven! One loco he produced was a 3 1/2" NER T Class 0-8-0 (similar to the one in service on the NYMR). The loco was built in the mid-60s whereupon other projects and family got in the way and he finally returned to construct the tender in 1995. I vaguely

remember this happening and it last ran in 1999. He had always been keen for me to take on the loco so this summer the box was dusted off and opened up for the first time in 14 years. Now bearing in mind the loco has never been painted I wasn't quite sure what to expect, I wasn't even sure it would move. But sure enough, she rolled along freely and after a few minor repairs and a boiler examination she was back running around the track at my local club. It was, of course, always my intention to bring the loco to Leeds and return it to its spiritual home. Having run it at the York Model Engineers right next to the East Coast mainline I feel that I have achieved this goal. I have attached a picture of the loco at the Leeds club track at Eggborough Power Station....I think it provides a somewhat unique view!

Another event with which I have had some dealings is the International Model Loco Efficiency Competition or IMLEC for short. This contest has been running for

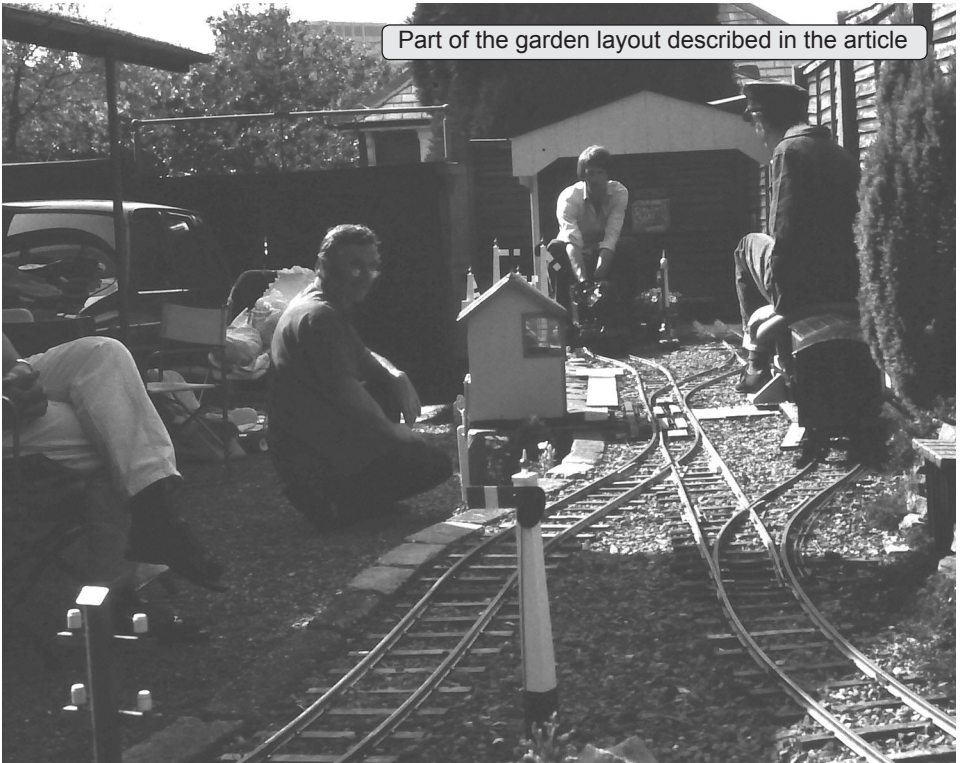
My Life in Miniature (cont)

many years now and is a test of both a driver skills and locos ability. The basic format is that each driver selects a load in number of passengers and riding cars (bear in mind a 5" locomotive run on a raised track normally with sit astride passenger cars) and must complete a non-stop run of approx 30 minutes. Water can be taken on the move by aid of a funnel and water containers (troughs were fitted to a couple of tracks but the results were somewhat damp!) and coal can be taken on in additional bags. The driver and an observer will sit on a dynamometer car which reads drawbar pull, speed, distance travelled etc while the remaining passengers sit back and enjoy the ride.... hopefully! My first experience of this was when my father competed with his loco at the Bristol track in 2003, we had no real idea what the loco would haul continuously

as we had taken 15 passengers before but for no great distance. His load of around 7 adults and various other variables got him an admirable 9th place out of 25 runners. Bear in mind the speed limit is nominally 10mph and the locos are around 1/12th scale the experience can be quite hair-raising...I am confident a Class 2 never attained 120 mph otherwise a certain big blue engine might have some questions to answer to!

I decided to have a go a couple of years later at a track in South Wales. Now this was interesting as I had only ever been an observer before and never driven on the track in question, there were some significantly more experienced competitors out there than me and I had seen a loco at Bristol haul 30 people so I wasn't sure I had much chance! This said; I opted for a slightly larger load than my father had

Part of the garden layout described in the article



My Life in Miniature (cont)

taken with 9 adults. I ran at an average of 8mph with her well notched up and burned just shy of 2lbs of coal.....there was certainly very little left in the box at the end of the run. Remarkably after the first day I was 2nd and 5th overall. I was very pleased with this and suspect I shall not better it without considerable practise. My final story is of a gentleman who has built far more locomotives than I think anyone I have ever met; for himself and for others and even gave up his motorbike for a car so he could take them around the country! Among his models are a 2 ½" gauge model of the RH&DR *Hercules* which being narrow gauge came out really quite big. There were no miniature plans for this so he had to scale it down from the real thing. I think this demonstrates the tenacity of many model engineers who through their own, or others, desires will build almost anything. I have seen an LNER P2, Kings, 9Fs, a K2 Garret and even a Shay some of which have had almost every full size component scaled down from sanding gear to steam reversers,

injectors to water feed pumps. It is also a measure of model engineers madness that they will go to almost any length to achieve 'their' railway. The aforementioned gentleman has only a modest house in a small town yet squeezed into his garden is a railway on which I have spent some of the happiest times of my childhood. With loops, signal boxes, a shed and turntable it seemed to be lacking just one thing..... the great engineering marvel that is, a tunnel. Not to be put off by limited space and not to mention no large hills he simply set about knocking a hole in his garage wall to form a tunnel which feels like it has always been there. Thus you have a complete railway system in not more than an allotment.

Finally, I have come to the conclusion that despite the size difference (no puns required) both model engineers and volunteers on heritage railways have three key things in common: a love of steam, long suffering wives/partners and the knowledge that there is never an obstacle too big for sledge hammer!

Here is one that actually has me in! That is with my Grandad's Black 5 and the lady on the back is my Grandmother.



My Life in Miniature (cont)



The 3 1/2" NER T Class 0-8-0 at the Leeds club track near Eggborough Power Station.



Our friend and his 5" Hunslet

Moor Road Happenings

LOCO NOTES

1601 MATTHEW MURRAY

This locomotive has continued to soldier on with little to report. Will take its part in the Santa season starting imminently.

No. 6

After several abortive attempts to remove the J pipe (which is part of the regulator and located in the dome), it finally succumbed to the combined efforts of not so gentle persuasion and heat. Once the longitudinal stays were jacked apart, the way was clear for a suitably agile person (me!) to gain entry into the boiler and carry out a careful inspection, all of which is necessary to establish the work content of any overhaul. Progress at last!

1210 SIR BERKELEY

In service and used as required. It became a last minute substitute for 1310 at the Embsay & Bolton Abbey railway's gala due to the unavailability of the latter. Some most favourable reports have come back on the locomotive and how it performed whilst there.

It did lose a lot of its smokebox paint, however, so has required the attention of the painters. A new set of firebars has now arrived and will be fitted as part of the winter maintenance. It remains available for traffic as a standby for the Santa services but will then be winterised in readiness for its annual boiler inspection next year.

No.11

A little bit of progress can be reported as some more grinding of the axlebox horn guides has taken place. This is required to get them parallel so that the necessary measurements can be taken to allow final machining of the axleboxes.

No.1310 (NER H)

The last report made comment about the condition of the loco springs and, perhaps inevitably, the front R.H. spring broke completely on the Saturday of our September gala. Removal of all four springs showed that the other three did not give any indication of breakage but all were of different camber (the amount of curvature on the spring leaves) and that the eight spring hangers varied in length from 5" to 7½". Whilst we did not have a drawing of the springs, careful measurement of the frame drawing indicated that the hangers should be 4½" long and it would seem that, over the years, new hangers have been made to suit the varying spring cambers. It has been decided to put everything back to the drawing, as best we can, and four new springs have been ordered, two for the front and two for the back (they are different). At just short of £3,600 this is not a cheap exercise but one felt to be necessary.

The springs are expected just before Christmas. Perhaps they'll come gift wrapped; you never know! New spring hangers will also be made. At the moment the axleboxes are supported on timber packings, allowing it to be moved if required.

The boiler has been washed out and examined by the Boiler Inspector. It awaits a steam test, which will be happening shortly. Attention is also being given to both the steam and hand brakes. The thrust bearing on the handbrake column has disintegrated and requires replacement. The steam brake has always leaked steam quite badly at the brake cylinder and the cylinder has now been removed from the frames for overhaul. This is likely to consist of skimming the cylinder bore, together with the making of a new piston and piston rings to suit the new bore.

Moor Road Happenings (cont)

The loco had been promised to the Embsay & Bolton Abbey Railway for their gala but, because of the broken spring, this did not happen, 'Sir Berkeley' substituting instead.

1544 SLOUGH ESTATES No.3

Continues in regular service and will take its turn on the Santa specials. Two small jobs which have been done have been the fitting of a sloping shovelling plate to the bunker and a protector plate on the timber floorboards under the firehole door.

Sentinel No.54

Work on the engine unit has seen the crankshaft oil seals finally fitted, along with the drive sprockets. All the various glands on the engine and ram pump have been packed with non-asbestos packings. We did have a good quantity of genuine Sentinel packings obtained from BR with the loco in 1961 but, being asbestos, we have had to dispose of these.

Once all the various small jobs had been completed it was decided to try running the engine on compressed air. This was duly done and we were all quite pleased to see the engine unit ticking over slowly but smoothly on a rather restricted supply. A few adjustments were necessary,

especially to the forward reverse operating mechanism but these were easily done. Once we were happy with the engine's operation, the drive chains were recovered from the paraffin bath in which they had been soaking for several months and fitted to the drive sprockets. Those that did this task will tell you that it is not a five minute job to do!

Whilst all this work on the engine unit has been going on, time has been found to undertake another necessary but unconnected job, that of making up two new blast pipes for the double chimney. The existing ones were life expired, having suffered from considerable corrosion due to the acidic exhaust gases. We had obtained two new elbow castings some time ago but these required machining, along with new blast nozzles and blower rings. The end result looks quite pleasing and is a fine tribute to our machinists.

Work on the boiler casing is causing some concern due to the problems mentioned in the last Old Run and little real progress has been made by the contractor. We are realistically faced with two choices; persevere with the existing casing in the hope that the problems can be resolved, or write this off and have a new casing made. The latter option is going to be the more



The Sentinel's new blast pipes **Steve Roberts**

Moor Road Happenings (cont)

costly and the first problem to be solved along that route is finding a contractor who will make one. We are unaware of any of this type of Sentinel boiler having been made in the preservation era although a considerable number of the smaller steam lorry boilers have.

HE 2387 BROOKES No.1

Work on dismantling the frames has now reached the point where nothing else can really be done until they are lifted off the wheels and this is really awaiting the movement of the Sentinel which is currently taking up the space allotted for this. However, despite this, some work continues. By far the largest task is the needle-gunning of the frames to remove the years of grime and paintwork and get back to the base metal. A good deal of progress has been made on this but there is still a lot more to do.

The smokebox door has been removed for attention. This requires a new baffle plate as the original was corroded and burned away at the bottom. This latter is usually caused by air leakage around the door - it should be air tight - allowing the char drawn into the smokebox to continue to burn. The new baffle plate has been made but requires riveting back onto the door.

Fowler 42200033 HARRY

Work continues on bringing this loco up to an acceptable standard as manpower permits. The forward/reverse gear and clutch selector mechanism has been giving considerable problems with the interlocking and despite much head scratching and the manufacture of new bits, it continues to prove troublesome. A shorter but stiffer spring has now been fitted to the plunger mechanism but it has yet to be tried out. The electrical system has also had some attention. The forward/reverse selector lights now work and the

heater no longer operates when the lights are switched on! Attention is currently being focused on sorting out the torque converter and water temperature gauges, which are not giving reliable indications.

Peckett 5003 AUSTIN'S No.1

In regular use and generally sharing duties with 138C, as required.

D2999

The problem of finding a cylinder head gasket supplier was finally overcome, allowing the cylinder heads to be re-fitted and re-assembly of the various bits to continue. Along the way, over the last couple of years, we have managed to mislay a couple of the oil pipes and these have had to be re-manufactured. After a good number of hours of work by our internal combustion experts, we were able to start the engine up for the first time on the 20th November. It didn't, however, run for long as there were problems with oil pressure and fuel delivery, or lack of them! These have now been sorted and the engine now runs without shutting itself down after a minute. The loco has moved under its own power but has yet to be fully tested. The air tanks will also require re-certification before it can be put into service.

138C.

In service and generally shares duties with Austin's No.1. The Vintage Carriages Trust and the Worth Valley Engineer have carried out a formal inspection of the loco with a view to purchasing it for use at Ingrow.

6981

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

7401

Moor Road Happenings (cont)

This loco is now getting more regular operation as the number of drivers passed to operate it slowly increases. There is little to report other than the carrying out of routine maintenance, such as greasing.

D577 Mary, D631 Carroll, and 1786

are all serviceable although not generally used.

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

CARRIAGE & WAGON NOTES

Coach No.1074

Work is progressing steadily on this vehicle. A start has been made on fitting the beading to the east side of the coach and this side is now largely completed. The original intention was to mitre the joints but this proved to be both time consuming and needing quite a bit of skill to achieve a satisfactory finish. An alternative method of jointing has now been evolved using a router and jig and this has proved to be a quick and easy method. The roof has received some attention to repair the two areas that were damaged when the steel framework was being modified. Work has started on fitting the guttering which will hopefully catch the rainwater as it cascades off the roof. The original vehicles only had short timber rain strips to deflect water away from the doors. The next major task will be the manufacture of the external doors. One problem with these that is yet to be resolved is the design of the carriage door locks. The ones fitted to our existing coaches are not really suitable and often cause problems due to the inevitable movement found in a mobile body of timber construction. A design has, however, now been worked out and it is hoped that a prototype can be constructed shortly.

Coaches 1867 & 2084

Both these coaches are in need of attention to their bodywork and this will have to be given priority over the winter. The seats in Brake van 2084 are becoming life-expired and in need of replacement. An improved design of seat has been developed, which will be more robust and address the shortcomings of the existing seats. Again, the intention is to carry out this work over the winter closed season.

CRANES

On crane No.20054, the jib has now been split, enabling the top half to be turned over so that repairs could be carried out. The repairs were agreed with the Inspector and these have now been done. Once the top half of the jib has been cleaned and painted, it can be re-assembled and a load test carried out. The only other outstanding task necessary is the provision of a new load/radius plate to give the driver an indication of the safe working loads.

We have recently been put in touch with the group restoring the sister crane, No.20055. This crane is presently on the Derwent Valley Railway at Murton but it is planned to move it to a private site for restoration. They have a few drawings for these cranes and we are hopeful of obtaining some copies shortly. For reasons now probably lost in time, crane No.20055 was never converted to diesel and remains as built.

Our other Smiths crane (the yellow one) has continued to receive some much needed tender loving care. At present it has a coat of many colours as various bits are cleaned and painted but we are assured that its final colour scheme will continue to be largely yellow.

Steve Roberts

Chief Mechanical Engineer

Middleton 150 years ago *Mike Barber*

More reports mentioning Middleton from around 150 years ago. collected from the archives of the local papers. The stories of drunkenness, fighting and petty theft seem familiar; the main difference with the present day appears to be the severity of the punishment!

INJURING TREES IN MIDDLETON WOOD.—On Monday, at the Court House, David Wood, of Hunslet, was charged with maliciously injuring trees in Middleton Wood, the property of Brandling's trustees. The proceedings were under one of the consolidated statutes of last session, which makes the maliciously damaging trees to the value of £1 in pleasure grounds a felony, and which in other grounds makes the same offence a felony if the damage amounts to £5. In this case the damage proved was upwards of £5, the prisoner having cut about forty saplings for the purpose of getting a quantity of hammer shafts. Mr. Gill, who prosecuted, asked that the man should be committed to the sessions, but on his pleading guilty he was sent to prison for four months.

Leeds
Intelligencer -
Feb 22nd 1862

STABBING IN LEEDS.—At the Town Hall, yesterday, Joseph Bedford, miner, Hunslet, was charged with unlawfully wounding Wm. Ashton, of Middleton. It appeared that the parties were drinking on Saturday night, and began to quarrel. They were on the point of exchanging blows, when the prisoner took a knife out of his pocket and, "quavering round" the prosecutor, he asked him to face that. A struggle ensued, and they fell, the prosecutor being undermost. Whilst they were on the ground the prisoner stabbed Ashton on the head and side of the face. The prosecutor exclaimed, "Thou art stabbing me!" and the prisoner ran home and fastened the door. Ashton followed him, and when he got to the house the prisoner said to him, "I hope it has killed thee." The prosecutor retorted, "I am not killed yet," and soon afterwards the prisoner was taken into custody. Committed for trial.

Leeds
Mercury
- Dec 27th
1862

**ONE MAN BITING OFF ANOTHER'S CHIN.
DISGUSTING CONDUCT.**
Yesterday night, Henry Lewis, blacksmith, Middleton, near Leeds, was taken into custody for having committed the following disgusting act. On Saturday night, he and Richard Orange, a miner, living at Hunslet Carr, were drinking together, and about midnight, as they were going home they quarrelled. Orange threw the prisoner on to the ground, but the latter succeeded in getting uppermost, and actually bit off his antagonist's chin. He then made off, and Orange screamed for assistance. He was found on the ground, his clothes saturated with blood, and medical assistance was procured as speedily as possible. The prisoner was apprehended at Middleton about eight o'clock last night, by Sergeant Wainwright, and admitted the offence.

Leeds Mercury
- Feb 1861

Scouting for Engines

David Hector

David Hector in replica 1940 Scout Leader uniform at this year's War Weekend at Pickering **Ron Morris**



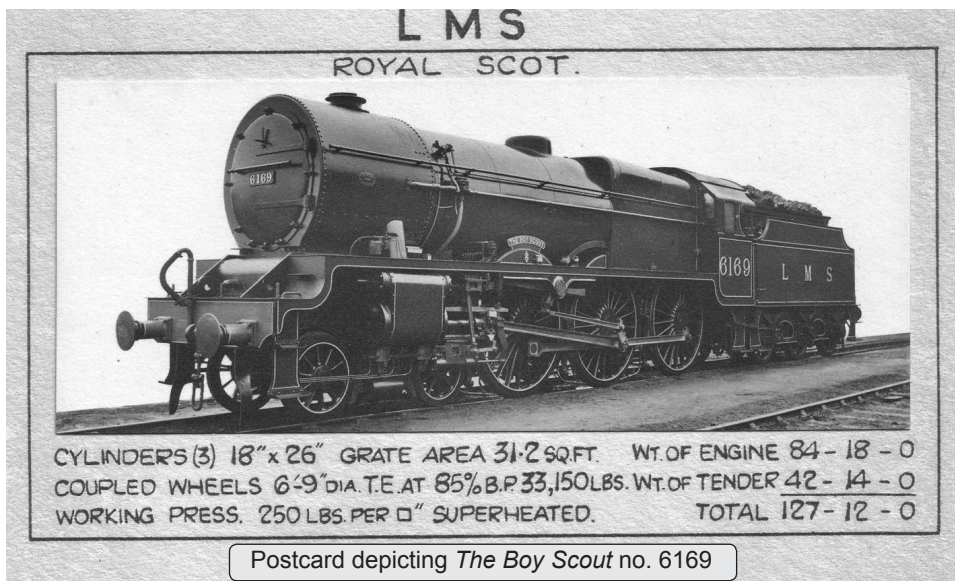
I had the chance to talk to one of the Scout Historians. He told me about the connection between Scouting and the Railways, so on returning home I went to Douglas Gowan's web site - <http://thescoutingpages.org.uk/railway.html> - to research the subject, and the following is reproduced courtesy of Mr. Gowan.

I am also indebted to Colin Walker from Scouting Milestones for his notes on some of these locos and to Andrew Johnson for picture research.

Scouting in the past has had a strong connection

As well as being a volunteer with the Middleton Railway, I also have a keen interest and involvement with the Scout Association. I have recently returned from the Scout HQ at Gilwell Park, where

with the railways and there have been a number of steam locomotives that were given names connected with Scouting. The Chief Scout, Baden-Powell himself has a connection with the railways, as



Scouting for Engines (cont)

his godfather was Robert Stephenson, who, like his father George Stephenson, was a locomotive designer as well as a civil engineer. It was reported that at the naming ceremony for *The Boy Scout*, Henry Fowler referred to B.P. as being

the grandson of Robert, rather than his godson! Baden-Powell takes his first two names from that of his godfather – his full name was Robert Stephenson Smyth Baden-Powell.

THE BOY SCOUT and THE GIRL GUIDE

The London, Midland and Scottish Railway named one of their Royal Scot Class locomotives *The Boy Scout* (opposite). It was built in Derby in May 1930 and carried the number 6169. The engine was officially named by Baden-Powell on the 9th December 1930 at Euston Station, when the Scout's Fleur-de-Lys badge

BR No. 70045 *Lord Rowallan* at Crewe
South MPD in June 1962 **Peter Brumby**

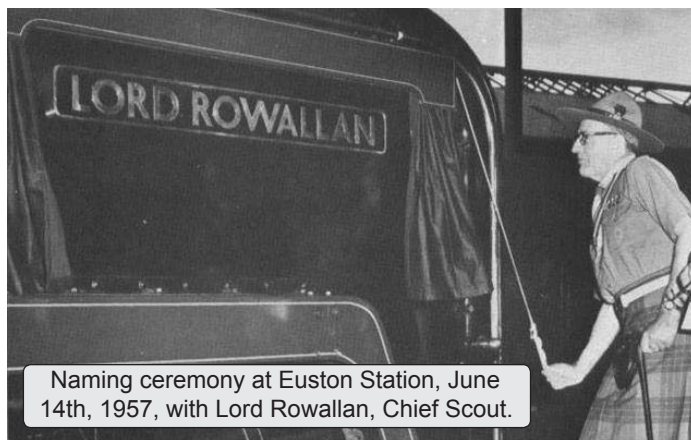


was also fixed to the splashers. In addition, another engine of the same class, no. 6168, was christened *The Girl Guide* by Lady Baden-Powell in a joint ceremony. The locomotives were designed by Sir Henry Fowler and later rebuilt in May 1945 by William Stanier. Number 46169, was finally withdrawn from service in June 1963 and disposed of at the Crewe Works. Sir Henry Fowler was also a former District Commissioner of the Scouts.

LORD ROWALLAN

A locomotive of the Britannia Class (BR Standard Class 7) No. 70045, designed

by Robert A. Riddles CBE, was brought into service in June 1954 unnamed, but three years later was named after the then Chief Scout Lord Rowallan. This locomotive has been immortalised by Hornby and has become one of the representations of the class in their 00 range of models. The loco itself was retired in December 1967.



Naming ceremony at Euston Station, June 14th, 1957, with Lord Rowallan, Chief Scout.

Scouting for Engines (cont)

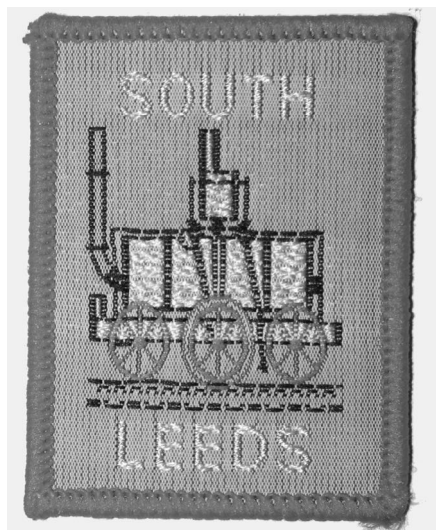


4-6-0 Gilwell Park at Kings Cross in 1939 **Gerald Cary**

GILWELL PARK

The locomotive *Gilwell Park* was a Sandringham Class 4-6-0 locomotive built by the LNER Railway at their Darlington Railway Works in September 1935 and given the number 2846. It was designed

by Nigel Gresley and was one of 73 in its class, the first 48 of which, including *Gilwell Park*, were named after English Country Houses (*Gilwell Park* near Chingford was the International Scout Leader training centre) with the remaining 25 named after football clubs. During 1943 the loco was rebuilt, adding a new boiler with increased pressure, and became a B17/6 class, and given the number 1646 in 1946, which under BR Grouping was renumbered 61646. The locomotive was finally withdrawn from service and scrapped at the Doncaster works in January 1959.



This Scout Badge is held in the MRT archives and shows *Salamanca* on a South Leeds District Badge dated between 1980 and 2000. **Andrew Johnson**

BADEN-POWELL

There were two engines named *Baden-Powell*, which might sound extravagant until you understand that B.P. was at the height of his fame after the Relief of Mafeking in April 1900. He was the commander of the garrison that successfully resisted a siege of 217 days, following which he was promoted to Major General and rapidly became a national hero.

The London, Brighton and South Coast (LB&SCR) railway named one of their 4-4-0, B4 class locos *Baden-Powell*. It

Scouting for Engines (cont)

LB&SCR No. 39 *Baden-Powell*



was built in 1901 and designed by R.J. Billington. The brass name plates were removed sometime before 1915 as, after that date, large numbers were painted on the side of the engines. The LB&SCR was merged in 1923 to form the Southern Railway and the engine was withdrawn from service in 1936.

The Great Western Railway 4-4-0 Atbara Class engine *Baden-Powell* was commissioned in April 1900, whilst

the siege of Mafeking was ongoing. Numbered 3374, it was occasionally used to pull the Royal Train and was also employed to pull a pilot train, preceding Queen Victoria's funeral train; it consisted of nine saloons containing invited guests, and travelled the section between Paddington and Windsor over a route lined with thousands of mourners. The locomotive was eventually withdrawn from service in 1928.

GWR 4-4-0 Atbara Class *Baden-Powell*



Scouting for Engines (cont)

GWR 4-4-0 Atbara class No 3382 *Mafeking* lying severely damaged on its side after the accident at Henley-in-Arden.



MAFEKING

Another Atbara class loco, no. 3382 was named *Mafeking*. However, her career was cut short when in 1911 she was involved in an accident that resulted in her being written off. The accident occurred when the 11:00 pm express summer excursion from Wolverhampton to Weston-super-Mare crashed through the bay buffers at Henley-in-Arden at a speed of approximately 40mph. The locomotive was deemed damaged beyond repair and condemned, although it was not officially withdrawn until September 1911. Fortunately no one was killed in the accident, but the driver, fireman and eleven passengers were injured. The six coach express excursion was scheduled to pass through Henley-

in-Arden station just two minutes after the last local train of the day had terminated there.

Although the express was running late, the local train, a Steam Railmotor from Moor Street, was held back at a previous station to allowed the express to pass ahead. At Henley-in-Arden, Signalman Carter was still expecting the local train first and in

preparation had set the points and signals for the bay platform. When the express excursion arrived it therefore crossed the up line into the bay platform and travelling too fast to stop, the locomotive careered through the buffers at the end of the bay, finally coming to rest on its side partially on the up line just beyond the station. An enquiry determined Signalman Carter was at fault and the head shut at the end of the bay platform was later extended.

Another view of the derailed train being attended by the breakdown crane. **Both photos Warwickshire Railways.com**



Photo Charter!

Images by Daniel Baxter



Sir Berkeley at Embsay *Andy Hardy*

Sir B stands at Bolton Abbey on Sunday 6th October before working back to Embsay. It managed a train of 142 tons that day, an outstanding achievement. **Tim Warner**



The little engine was immaculately turned out and drew quite a few admiring comments from visitors, plus VCT members who saw her. **Ian Smith**



Dear Editor, “I must say...”

Dear Editor....

I have much enjoyed the gourmet cooking articles by Mark Calvert, although I confess I haven't tried any of them yet, lacking the necessary steam locomotive. Can I suggest that Mark put together a few more of these, perhaps with the help of other members and wives, and that they be published as a book for sale on the MRT website and in the shop? The wonderful illustrations would make this a winner, and I'm sure lots of steam loco volunteers all over the country will get one, either on their own account or as a gift.

Coal shovel mixed grill and charred black pudding suggest themselves, while smokebox boiled artichokes with blackened butter sauce will appeal to the more refined palate. If this can go ahead I may be able to get it advertised on the Railway Loco & Historical Society website in the US and that could generate a lot of sales.

Let's keep up the creative spirit!

Brian Ashurst

***The Editor replies:** A little bird tells me that another article in this series might well be published in the future. Watch this space!*

Dear Editor....

I invite your readers to Spot the Error which appears in the photograph of *Matthew Murray* at the bottom of page 16 of the September issue of *The Old Run* (*reproduced below*). Replies please on a shovel, though there won't be a free coal delivery for correct answers!

Regards,

Douglas Lovely



The handle securing the smokebox door on Matthew Murray is set at 45% instead of the vertical. This means the door may not be securely fastened. As a matter of interest I have come across this problem before on No. 67 when the plane of the securing dart was at right angles to the securing handle and it bothers me that the same could have occurred on Matthew Murray.



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An unusual shot from the bridge at Embsay as Sir Berkeley heads No. 68005, an Austerity built by RSH in 1945 *Ian Smith*

