

The

OLD RUN

Journal of the Middleton Railway Trust

No. 218 March 2013



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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 - The new rail assembly for the Moor Road crossing being put together on the platform, on the 27th February.

Andrew Johnson

Editorial

Don't get me wrong, I really am interested in football. I follow the twists and turns of each season, but because I don't support any particular team, it naturally condemns me to derision from most dedicated fans. One of the reasons I rarely go to games is the price - and the uncertainty of what I'll be getting for my money. Forget the eye watering prices charged for Premiership games; even in the lower divisions you'll be paying through the nose.

According to BBC Sport's Price of Football survey in October 2012, the cheapest place to watch football in the Championship is Huddersfield Town. Even there, an afternoon for an adult and two children would see little change from £40. Elsewhere you be nearer the £100 mark and that's without a visit to the club shop!

The real problem is that you never know what will be served up. It could be an edge of the seat, end to end game of cut, thrust, thrills and skills but more likely will be 90 minutes of bottom numbing dullness, occasionally enlivened by human error.

Contrast this with what we have on offer at the Middleton Railway: an award winning museum that features a unique collection of Leeds-built locomotives, a running line that follows (at least in part!) the original alignment of the 1758 railway, and some of the best engineering Britain has ever produced - living, breathing monsters of steam, the dynamic thrust of pistons, the smell of hot oil and coal. A heady combination of awe and nostalgia, and all for little more than the price of a cup of tea at the appallingly named Etihad Stadium. Spread the word!

I am always grateful for any contributions to The Old Run. Deadline for the next issue is the **15th May 2013**. All letters, features, articles and photos may be emailed to: theoldrun@gmail.com

Graham Findley
Editor

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From The Chairman

It is always difficult to muster up enthusiasm in the depths of winter, but having had two days of blue skies, Spring and the new season suddenly seems to be that much closer. I think I am now safe in saying that all those involved in the Santa Trains have fully recovered from what was a record breaking Santa season.

We went into Christmas Eve not having a single seat available on that day, a complete sell out. Our pre-booking operations became almost swamped during the last week as our nearest rivals, Kirklees Light Railway, also ran out of seats. We are very grateful for all the passengers they sent our way, we could have sold all the Christmas Eve seats twice over.

Our own operation could not have taken the hammering it did without the true dedication of all those involved. A special mention must go to Janet Auckland who volunteered to take on the staffing responsibilities and did it perfectly. To all of those who came to help, regular volunteers, parents who volunteer with their children, just for the Santa season, and our brave Santas, and all the train crews, thank you all.

To put this in perspective, we were hoping, fingers crossed, to take overall £22,000 - we exceeded £28,000.

The whole year was a huge success with a record breaking 200th Anniversary event, a record breaking model railway exhibition and then Santa was the icing on the cake. 2013 may not produce the heights of last year's 200th Anniversary, but we have an event in August over the Bank Holiday weekend which will come a close second, a transport extravaganza!! The weekend will see the Leeds Transport Historical Society's horse drawn tram being launched, and hopefully horse drawn on one of the days. This will be the last chance to see it in Leeds as it departs to Crich Tramway Museum on the Tuesday.

Just a reminder to everybody, we have changed the Timetable for this year. On Saturdays we will now run trains from 11:00, the same as Sundays and Bank Holiday Mondays, due to passenger demand.

Trains will run every 40 minutes on all days

from 11:00 until 13:00, there is then a period of one hour before the next departure at 14:00, then continuing every 40 minutes until 16:00, that last train of the Day, Wednesdays in August being the exception when the last train is 15:20.

We will again go into the new season knowing full well we are short of staff in the shop and ticket office. It is not just volunteers to help serve, but volunteers to take on the responsibility of duty manager. This is a key role in the safe and efficient operation of the Railway, without one we cannot run.

As I write this we have only five people who can take on this role, every weekend we need two duty managers, or one doing two turns. This just cannot go on much longer. Our current duty managers become one year older each season, and as one nears his 80th birthday we do need new people coming into the job.

Unfortunately, this is not something that you can pick up in a couple of visits, it will take around six months of fairly regular working in the shop/ticket office. If you do fancy taking on this type of responsibility, and there are many rewards in doing so, please come and talk to myself or Janet Auckland. We have a few "couples" who work in the shop, and one couple is training for one of them to be a duty manager, so there is hope.

One little very sad tale before I finish, the Abbey Light Railway that ran next to Kirkstall Abbey has closed down and by the time you read this will have vanished for ever. The owner, Peter Lowe, died very unexpectedly last October and there was unfortunately nobody to carry things on. A wonderful quirky little railway, enjoyed by many of all ages, as our evening visit there in 2011 proved.

Finally, we re-open this year on Saturday 30th March, the Easter weekend, so please do try to come and visit your railway sometime during the year if you are not a volunteer. Who knows, we may be able to persuade you to become one, but don't let that put you off!!

Andrew Gill
Chairman

Inside Track

A round up of recent events at the Middleton Railway

Mind The Gap...

Many readers will be aware that this winter, the track down the Balm Road branch is in the process of being re-laid between the Moor Rd and Beza Rd crossings. The first job was to take up the old track. This shot taken by

Andrew Johnson shows the track bed after lifting of the track on Saturday 12th January. The desolate view is eerily reminiscent of scenes that were familiar in the sixties on many parts of the national network.



New Heritage Lottery Fund Grant announced!

The Council are pleased to announce that the Heritage Lottery Fund has awarded the Middleton Railway Trust a grant of £69,900 for a project to acquire, conserve and interpret the David Monckton Collection of steam locomotives. This collection consists of "Brookes No. 1" and "Picton", plus an archive of related documents and photographs, and as well as purchasing the collection the grant will cover work on both of the locomotives.

For "Brookes No. 1" this work will

consist of a complete overhaul to return it to operating condition. A particular emphasis in this overhaul will be on training our younger members in the various kinds of work that are involved in such an overhaul, building on our established programme of MICs. This will be supplemented with practical demonstrations from older members of how to carry out the necessary tasks, so as to pass on the skills that the railway has built up over the years.

For "Picton" the grant will pay for the construction by contractors of a two-track shelter, to protect it from the weather. Once this has been built then the locomotive will be prepared and sprayed with preservative, to stabilise its condition and avoid further corrosion of it.

The interpretation part of the project will consist partly of producing a video record of the overhaul of "Brookes No. 1", to explain to visitors what is involved in such an overhaul. The other part will consist of producing audio-visual presentations, in

similar style to the "Tales of Middleton" that play in our introductory gallery, but under the title of "Leeds Locomotive Stories". These



Hunslet 2387 of 1941 *Brookes No. 1* crossing Moor Rd in 2008

will focus on "Brookes No. 1" and "Picton", and they will describe both the histories of the locomotives and their significance as examples of Leeds-built locomotives.



Hunslet no. 1540 *Picton*, a 4ft 8.5in gauge 2-6-2T, built in 1927

Naomi Collett writes:-

You may have seen me on one Loco or another, bumped into me at a Gala, chatted to me in the Engine House or on a Tuesday night social but a couple of the other things I am involved with for the Railway is as a Council member, chairing the Running Shed sub-committee and assisting Derek Plummer at various exhibitions and events where we represent the Railway. We have been discussing Volunteering opportunities at the last couple of Council meetings and there are a few that not everyone may be aware of, so I thought I would take the time to share them with you and see if you are interested in getting involved...

Party Trains

This year we would like to have a team of Volunteers who look after the party trains. The team would ensure that one of the carriages is decorated ready for each Party and that everything is tidied away afterwards. There can be one or two parties booked per day. All of the decorations have locations to be placed within the carriage therefore only one or two Volunteers from the team would be required each time there is a party. Depending on the size of the team, as a Party Train Volunteer, you may only need to decorate the carriage once a month. Liaising with one of the Engine House Duty Managers for dates, we would like the team to contact each other to arrange cover to ensure that every booked party has a decorated carriage.

If you feel this is something you can get involved with, please contact John Linkins via info@middletonrailway.org.uk

Engine House Volunteers

We would like to increase the team of Engine House Volunteers. When you visit the Railway you are greeted by one of the Engine House team. They do a variety of duties in this role - meeting and greeting visitors to the Railway, cash handling via selling tickets, snacks & drinks and selling items from the shop, answering enquires in person or over the telephone, making announcements over the PA system and looking after the Museum part of the Engine



Naomi Collett and Mark Calvert at Railfest

House. Some of the team also progress to be a Duty Manager if they and the Railway are happy to do so. Full training is given for these roles and there is always a minimum of two volunteers from the team per day. If you feel that this is something you would like to get involved with or if you would like further information on the roles, please contact Janet Auckland via info@middletonrailway.org.uk

Exhibition Stand Volunteers

Derek Plummer and I would like to expand the team of Volunteers that we have who travel with our stand to local (and sometime not so local) exhibitions and events. At each event we like to have a team of three attend each day so that there is always a minimum



Derek Plummer adds:-

In 2012, we took our display and sales stand to model railway exhibitions at Bradford (31st March and the 1st of April), Leeds (on the 27th and 28th October), and Wakefield (30th November and the 1st and 2nd of December).

Other events at which the Middleton Railway Trust had a presence were Barrow Hill Fab Four (13th to the 15th April) and Railfest at York, from June the 2nd to the 10th. The three model railway exhibitions resulted in stock sales of £284.00.

of two Middleton Railway Volunteers at the stand at any one time, this is largely because you can easily get into a 5-10 minute conversation with someone who is interested in the Railway and what we do and have for offer.

We interact with anyone who comes to the stand either by answering questions about the Railway and upcoming Events/Galas, selling Middleton goodies or giving out timetables, leaflets and membership forms. This is an excellent way to promote the Railway, where we are based, and to attract new visitors and members. Annually we have 3-4 local Model Railway Exhibitions that we attend - Wakefield, Bradford and Leeds and last year we also attended the Fab4 event at Barrow Hill Round House and Railfest; both of these attracted new members and

visitors and enabled us to further promote our birthday celebrations the 200 Years of Steam event. We would like to attend other railway events and exhibitions and will be able to do this with a larger team. You don't need to have a massive knowledge of the Railway as you will find you will pick up relevant information from the rest of the team.

If this is something that you would like to get involved with, please contact myself via zoedesigns83@gmail.com

A combination TV/DVD unit was obtained by the trust and it's use enabled us to easily show MRT videos to promote video sales and also enable exhibition visitors to find information about our on site activities.

In 2013, we have booked to attend Bradford Model Railway Exhibition at the Bradford Academy on May the 4th and 5th, and expect to be invited to Leeds and Wakefield later in the year.

I gratefully acknowledge the help in manning our stand, but would welcome more members to assist at future events. If you would like to help, please let me know your name, address and telephone number.

Contact:

Derek Plummer - 0113 258 1851





The unaccustomed winter sunshine allowed Sir Berkely, with Daniel Baxter in charge, to operate on New Year's Day under clear skies.



This year we aim to design, plan and build a Running Shed for the Railway. For those of you who may not know what this involves, it will house any two of our working Steam Engines to enable the crews (Driver, Fireman and Cleaner) to prepare an Engine inside ready for the days' trains. By being prepared inside, it prevents components on the Engines freezing in bad weather, prevents the crews from getting wet (and grumpy!) in bad weather before the first train has run, and keeps the Engines cleaner and protected from the elements.

The Running Shed will also result in there being more space in the compound between the Workshop and the Engine House to enable movements and work to start earlier and not have to wait until the day's working Engine is on the train.

There is a sub-committee of six working members to design, plan and oversee the building of the Running Shed, however we would like help from all Members. When the Railway re-opens for this year we will

announce a Saturday when everyone is invited to see the designs and plans for the Running Shed. Any comments and suggestions about the plans will be very welcome.



Any donations towards the Running Shed will be happily received and to make it easier we would like to announce the 'Buy a Brick' campaign. For £2.50 you can buy a brick for the construction of the Running Shed. You can do this by sending a cheque or postal order made out to 'Middleton Railway Trust Ltd' to Buy

a Brick, Middleton Railway Trust Ltd, The Station, Moor Road, Hunslet, LEEDS, LS10 2JQ or by coming into the Railway when we re-open from the 30th March and donating in the Engine House.

Additionally if you think that you know a company who may wish to provide sponsorship or sponsorship in-kind or if you would like to get involved during the construction period please contact me via mrtrunningshed@gmail.com

Buy a Brick Appeal

If you would like to sponsor the Middleton Railway's Running Shed appeal, please complete this form, cut it out (or photocopy it) and send to:- *Buy a Brick, Middleton Railway Trust Ltd, The Station, Moor Road, LEEDS, LS10 2JQ.*

Cheques should be made payable to Middleton Railway Trust Ltd.

If you are a UK tax payer and wish to 'Gift Aid' your donation, please tick the box.

Name	Address	Email or Phone No.	No. of Bricks (£2.50 each)	Total Donation	Gift Aid?

How long have you been a member of the Middleton Railway? _____ Months _____ Years

The 5 ton Smiths Crane *Steve Roberts*

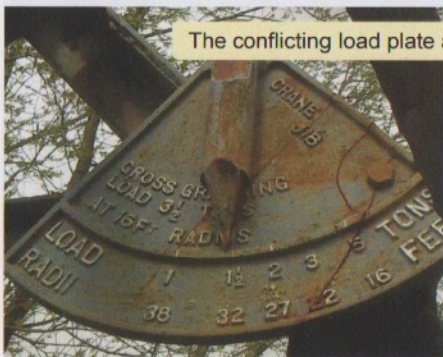


The crane arriving on the 9th Oct 2012. *David Hebden*

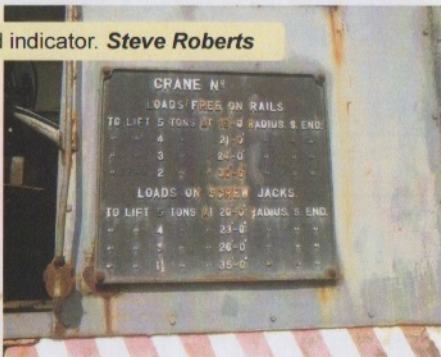
For the beginning of this saga, we need to go back almost twelve months, to last March. Our 10T Thomas Smith (Rodley) crane is getting in need of some tender loving care and, without a crane for any length of time, we would have serious problems, so the decision had been taken to overhaul the out of use Booths 5 ton crane, which required jib repairs, a complete new cab structure and complete refurbishment of the drive system - a fair bit of work. It also needed new lifting and luffing ropes.

We had literally just started on this work when, that same afternoon, I got a telephone

call from a friend on the Kent & East Sussex Railway. It was broadly along the line of 'Did we want a 5 ton crane in full working order and in good condition? If we did, it was ours for the taking.' It was seemingly surplus to requirements and was to be scrapped but my friend considered that its mechanical condition did not warrant this action. My immediate reaction was to say no but, the idea of not having to do all the necessary work on the Booths crane appealed to me. I was shortly going on holiday to Kent so I thought that I would take a look, in any case. Perusal of the K&ESR website soon found the crane amongst their stocklist (wagon



The conflicting load plate and indicator. *Steve Roberts*



No.109). It was, so it stated, originally a steam crane, made by Smith Rodley in 1935 (works no. 12019) and subsequently converted to diesel power. It was ex William McAlpine in 1971 and fitted with a 45 foot long jib, just what we wanted for lifting 60 foot long rails and an advantage over the 35 foot jib of our Booths crane.

On the day of my inspection, I was taken to see the crane at Wittersham Road yard, where it was stored. It looked rather forlorn, hard up against a buffer stop and behind a long line of wagons. The ignition key was inserted, turned and the engine immediately roared into life. I enquired as to when it last ran, to be told that it was a fair while ago. Had the batteries been charged was the next question, to be met with a negative response. I was impressed. I couldn't travel with the crane, but the lifting, luffing and slewing motions were all operated. The mechanical condition was, indeed, very good, although the cab was starting to suffer from the inevitable tin-worm.

A Sophisticated Machine

Looking around the crane, it was obvious that it was far less basic than both our existing cranes. It was fitted with wheel springs, spring buffers and outriggers amongst other things and obviously designed to travel to and from site in a freight train.

A report was prepared for Council and it was agreed that we would acquire the crane. For various reasons, this didn't happen until October 2012. I went down to Kent to see it loaded onto Allely's low loader. My initial concern was that the batteries would be flat and it wouldn't start, as nothing had been done to it since my visit in April. My friend was full of confidence; "It will start; it always does" he said. And he wasn't wrong! Once the crane had been shunted out from the undergrowth and the jib could be lowered it was obvious that it was not 45 foot long. However, my friend said that he thought that there was a 10 foot extension for this jib at Rolvenden, which would bring it up to 45 foot. A quick check of measurements confirmed this but it would have to be moved to where it could be loaded and this was not possible there and then, so we will have to go back for it!

Once at Moor Road it was time to get to work. The first job was to get the travelling gears into mesh so that the crane could move itself. One was a fairly easy task but the second one is still defying the combined brute force of several volunteers and two 10 ton jacks! Next was an initial inspection by our crane inspector. He was unfamiliar with this type of crane and concerned that it didn't have a safe load indicator (SLI). Whilst he couldn't find any legislation requiring it to be fitted, he couldn't find anything that said it didn't need one! That problem was eventually resolved by contacting the Railway Inspectorate who confirmed that, if it was not an original fitment, it wasn't necessary. The Crane Inspector also required the jib to be needle-gunned at the top to remove scale build up, something that couldn't be seen at the time of the original inspection. We also deemed it a good idea to dismantle and examine the lifting brake as, being a band brake, they are prone to fatigue failure.

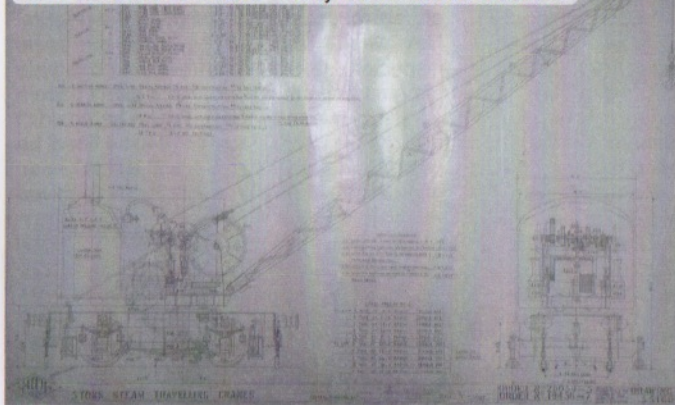
Crane of Mystery?

Whilst all this was going on, things didn't seem to be quite right! We were becoming more and more convinced that the crane that we had acquired was not the crane we thought we had acquired! The first questions came when it was realised that the rating plate on the cab side was different from the load/radius indicator on the jib. The small number plate on the frame also said 20054 and not 12019. The crane had definitely started life as a steam crane - the eccentrics were still on the drive shaft. Perhaps Smith's had given it a new number when it was converted to diesel? We didn't know enough about their numbering system to make a conclusion. The structure was also of welded construction, which didn't seem to fit well with a 1935 build date but, perhaps this had been renewed as part of the diesel conversion. Then, when the axlebox covers were removed, the date stamped on both axles was 1953. Again, these could have been replaced but that wouldn't leave much as original!

Time for more research. It was discovered that the West Yorkshire Archives had a large collection of Thomas Smith documents. We were also put in touch with Charles Sharp,

The 5 ton Smiths Crane (cont)

The General Arrangement Drawing of Crane 20054 as first built with a boiler and cylinders. **Steve Roberts**



who had spent most of his career at Smiths. Charles was able to tell us a lot about the methods and organisation at Smiths and that a works number of 20054 would date from the early 1950's. That fitted in a lot better than 1935. Could the KESR have got 1953 mixed with 1935? But what was Crane 12019? Charles also told us that the diesel engine should have a plate affixed to the radiator with a number. It did - X83569 - which related to its conversion. Charles and I visited W.Y. Archives. Initial results were disappointing. Most of the information available was related to excavators and of no use to us. There were some 600 microfilms with perhaps 100 negatives on each one but no reader available to look at them and, even worse, they were uncatalogued! There were lots of other files and the amount of material was considerable, necessitating several visits. The first breakthrough was to discover an order book that told us that the diesel conversion unit, consisting of a Perkins P4 diesel engine and Brockhouse torque converter, was one of six bought for stock in late 1967.

Then came some more interesting information, this time from the Industrial Railway Society. Their somewhat limited records did show Crane no.20054 as being one of two supplied to Associated British Ports at Goole in 1953. Their records

also questioned the identity of the crane at KESR with a note as follows:-

"There is some doubt about the identity of this crane. It has been reported that Smith 12019 was written off in an accident at Wittersham Road in 1990 and replaced by 4wD Smith 20054. Confirmation is required."

More visits to W.Y. Archives, this time to look at bundles of drawings. Things

weren't looking hopeful but, with just about a dozen drawings left to examine we turned up a general arrangement drawing for two cranes, nos. 19456/7 but also marked up as 20054/5. A bit of success, at last! All we have to do now is repeat the process to find information on cranes 19456 & 7 if we want to find out more details of its construction!

How Long is a Jib?

The General Arrangement drawing told us a bit more, but not a lot. It was obvious that the original jib and the present jib were not the same. The crane had originally been supplied with a 40 foot jib and the ratings given matched those on the cab rating plate. Where the present jib came from is conjecture but it is possible that it was the one originally fitted to 12019. We don't know. It would also seem that the jib radius/load indicator relates to the full 45 foot jib.

Research is still ongoing. Further confusion has been added to the mystery by the discovery of bits stamped 20056! As for the crane, it is presently getting a long overdue bit of TLC with the removal of years of dirt and grease and a fresh coat of grey paint. It is taking much longer than expected but the length of the jib prevents it being moved inside and all work is having to be done out in the open and the very long spell of wet weather is not proving helpful.

Colliery Locos

Andy Hardy

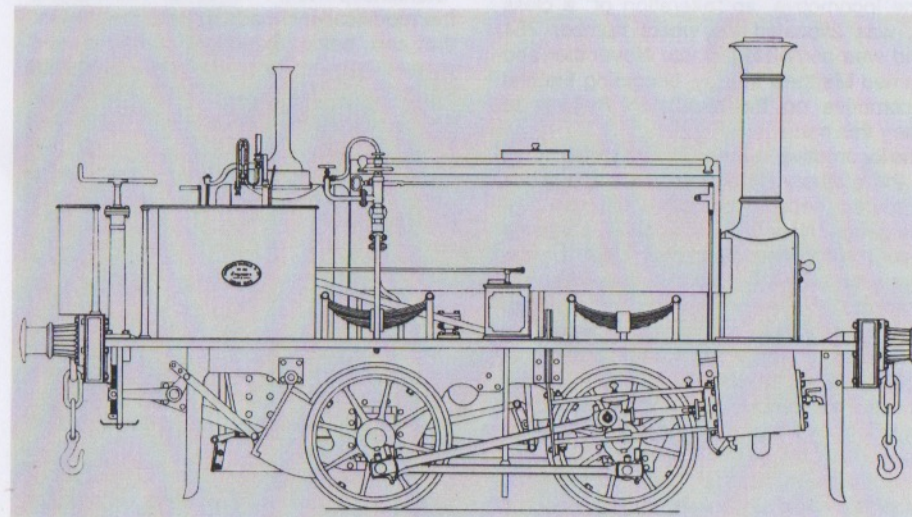
Many regular readers of the Old Run will be well versed in the interesting development of the Middleton Railway, particularly the railway's very early history and then the later preservation period. However the years between the Blenkinsop era and the last days of the colliery seem to be a little bit of a grey area. Not liking to leave a story half finished, a delve into the archives of various museums and collections was required.

I hope over the next few issues of the Old Run to explore the history of the locomotives that ran on the Middleton colliery railway in a mini series of articles. To start off, let's look at the first two steam locomotives to return to the railway following the demise of the original Blenkinsop engines.

Blenkinsop

After the last of the original Blenkinsop/Murray locomotives were retired, a period of non-steam working on the Middleton Railway ensued, but the decision was made in 1886 to once again employ steam traction on the line. By this time several locomotive manufacturers had sprung up in Leeds and the firm of Manning Wardle & Co was chosen to supply a new locomotive. A narrow gauge

(the railway was still 4'1" gauge) version of a Class E was ordered under order no 2910. This engine gained the works number 220. The E Class locomotives were a small 0-4-0 saddle tank with 9in x 14in cylinders. Wheels were 2'9" with a wheelbase of 4'9". The boiler had a 2'3" diameter and a heating surface of 240 sq ft. Overall the standard locomotives were just over 15ft long and weighed just less than 11 tons. A total of 125 Class E locomotives were built, with 100 being standard gauge, the other 25 being narrow gauge like Blenkinsop. Blenkinsop differed slightly to the standard Class E locomotives as it had 9 1/4in x 14in cylinders. Having looked through the Manning Wardle order book, this seems to have been quite common, with another source saying that 35 were built with these size cylinders. Blenkinsop was completed in November 1866 and tried in steam on the 14th of that month before being delivered down the road to Middleton on the 29th of November. Unfortunately it seems the Manning Wardle comments sheet for this loco seems to have been lost over the years and further details of the life of this engine are scarce. A later copy of the Manning



Drawing of a Manning Wardle Class E, similar to the 1866 loco 'Blenkinsop'. **Fred W Harman**

Colliery Locos (cont)

Wardle order book shows the dates of the locomotives delivery, but where the details are normally written it states "Cut up for scrap". Presumably this happened before or at the time of the 1881 re-gauging of the railway as there is no record or mention of the locomotive being re-gauged along with Matthew Murray as we will see later in this article. The engine must have had a hard working life, of at most 15 years, to warrant its scrapping rather than rebuilding and re-gauging for future use. It is unlikely that any images of this locomotive survive; however the image below courtesy of the Industrial Railway Society gives an idea what a standard gauge H class would like.

Matthew Murray No.1

In 1869 it was realised another locomotive would be needed for working the colliery and thus another Manning Wardle with 12" cylinders was ordered as order no 3770. The locomotive, an "alteration of" a class H, was allocated the works number 284 and was completed in late November and named Matthew Murray, becoming the first locomotive on the Middleton Railway to carry this name.

The locomotive "remarks" sheet states: "This is the ordinary class H with the alterations rendered necessary by the difference in the gauge. New boiler (complete) reversing lever, shaft and brackets, coke boxes, footplating, boiler brackets, buffer beams, brackets for reversing handle and quadrant plates, pump plate, spring details, expansion brackets, frames, axles, steam funnel (cast iron same as old class K fluted). The axle boxes, hornblocks, wheels, crank pins, coupling and connecting rods, crosshead, eccentrics, and all the motion are the same as our present class H. Safety valves same as class K old style. We commenced our present style of crosshead and small end of connecting rod with this engine."



John Blenkinsop

It seems that this locomotive was the first to use a new design of crosshead etc, and as such it was worthy of not only mention in the locomotive's own records, but also the master order book. The engine worked in this form until 1881 when the railway was re-gauged from 4'1" to standard gauge, possibly due to the building of a connection with the Midland Railway for the transhipment of traffic.

Again the remarks sheet tells us: "This engine has been altered to a 4'-8

1/2" gauge in 1881. New boiler brackets, brakeshaft brackets, reversing shaft, pump plate, front buffer beam were required. All same as class. Also axles expansion angle irons on frames. Buffers were put on each beam to correspond with class O order no 14410 engine no 797. The weather screen was carried back and supported on two pillars similar to engine no 743."

It's interesting to note here that engine no 797 above, was the colliery's next loco, "Blenkinsop No.2". Also of interest are the modifications made to help the drivers, the cab being extended overhead and



Matthew Murray's grave

backwards and held up by pillars, rather than just the simple weatherboard (as seen on Sir Berkeley today).

In October 1885 the locomotive gained a new boiler and tubes along with new main steam pipe under order no. 23776. In 1881 the locomotive received a right hand injector, in place of the axle driven pump located between the locomotives frames. In 1895 the remarks sheet shows: "Canopy altered (inclosed)" This gave the engine a cab, albeit small, with front, back and sides, together with a roof to keep the inclement weather out.

New slide valves and eccentrics were supplied by Manning Wardle in 1898 and in 1900 the engine underwent further work:

"This engine when repaired under order no. 46573 had a new Best Yorkshire iron boiler, copper firebox and smokebox complete with circular smokebox door. June 11th 1900."

The locomotive later received new larger buffers and also Hopkinsons Large Size Gauge Glasses, but after 1904 I can find no further records for the locomotive. So far no date for the scrapping or selling of the locomotive has come to light, but the fact the locomotive received new parts in 1904 suggest it was still operational. The

next Matthew Murray (No.2), was ordered on June 8th 1908, making it likely that the engine met its fate sometime between 1905 and early 1908.

The Manning Wardle order book also tells us a few interesting things. After receiving an order to build a locomotive, the company usually took about 2 months to deliver, but prior to delivery would steam the locomotive at the Boyne Engine works before being "sent away". However, in the case of this engine, the order book states the locomotive was sent away on the 7th December but was not actually tried in steam until the 9th December where the book states only "At Middleton". Perhaps the closeness of the railway and the works allowed Manning Wardle to free up space at the works and try the locomotive in steam on the railway, whilst possibly keeping an eye on the new crosshead design.

As far as I am aware, only one image of Matthew Murray survives, showing the engine after it's 1895 canopy modifications and giving the locomotive crews something resembling a full cab. Unfortunately the original image was very washed out. The image below has been edited to try and bring out some of the details.



Manning Wardle works no. 3370 of 1869 Matthew Murray No. 1.

High Speed Two is coming ...

Kris Ward:- The detailed HS2 plans for the Leeds extension have now been published. The new Leeds high speed station approaches are close to the abandoned Middleton Railway alignment into Leeds centre. The line parallels the existing mainline past the end of the Balm Road branch. The mainline will be slightly realigned so I expect we will lose our mainline connection. I just suggested that my friends at Freightliner have a look at where the line is in relation to Midland Road depot.

The map illustrates the selected site compared to the Middleton route and other historical bits and pieces of interest. If it does all happen, I wouldn't have thought it would affect us. It would just be interesting to note how close the new station is to the former Leeds terminus of the Middleton Railway, and possibly worthy

of some plaque at the new station, which would be nice publicity for us.

Of course the realignment of the exiting main line could sever our connection. However, it could also mean the engineers might like to use our Balm Road branch to get road / rail equipment on site. Wonder if we could get some spot hire work for a shunter, would be nice to have a Hunslet built contractors engine worked in to the project somehow. The realignment work would almost certainly be one of the first bits to be done and might have to be planned around the line through Methley being a vital diversionary route during Transpennine route electrification work. It may be 20 years before HS2 is due to open but work might start sooner than you think. Presumably there will have to be archaeological surveys done on the site before work starts, that could be interesting.

... to a line near you!

Kris Ward & Sheila Bye

Looking at old maps the actual station site occupies lots of small mills and works and a Quaker burial ground.

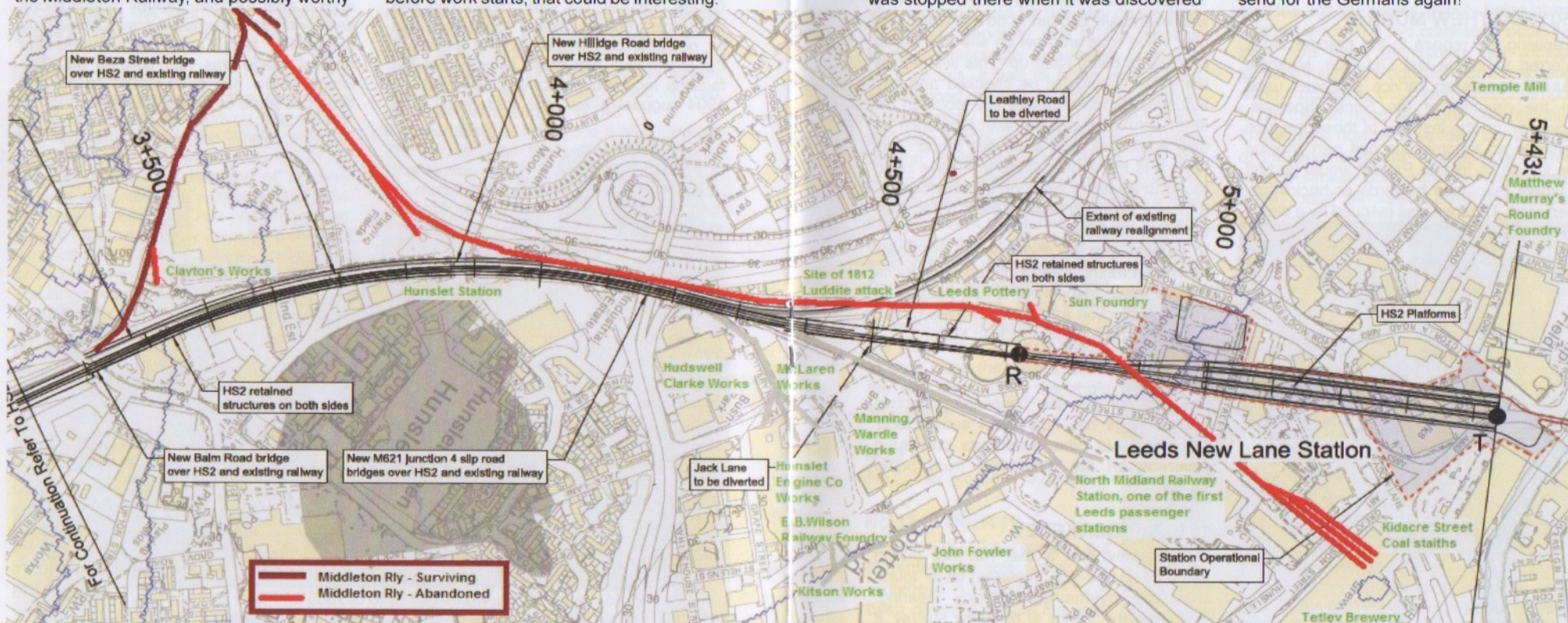
Sheila Bye adds:-

There was also an earlier Hunslet Station as well, which I think was near to our Balm Road link. Back in the 1990's you could see a short stretch of old stone blocks set into the bank at the other side of the Midland, just west of our outlet on to it, where the station seemed to be according to the old map I'd looked at. I've no idea if they are still there. I wondered at the time if these might have been the edge of a simple platform. The original Hunslet Station was fairly quickly replaced by the station further west. Incidentally, there was a famous case of a Midland Pullman train fire at this spot just west of Balm Road bridge. The train was stopped there when it was discovered

that one of its sleeper coaches was alight, and there was a fatality. Henry Gunston wrote an article about it for TOR - Autumn 1994.

Another site which will be wiped out is Vanguard House at the bottom of Dewsbury Road. This is a slightly truncated half of the old Union Foundry complex, which belonged to two of Matthew Murray's sons-in-law, Joseph Ogden March and Charles Gascoigne McLea. There should be some very interesting archaeology around the route, which certainly ought to be surveyed at least.

We really should be able to get plenty of publicity for Middleton from its historic proximity to the new station, and its links to the various sites on the route. Judging by the results of our past efforts to get good press in England though, we might need to send for the Germans again!



Moor Road Happenings

LOCO NOTES

The months of January, February and March bring a bit of respite to the worries of keeping the locomotive fleet operational, at least as far as steam is concerned. Plans had been formulated for various maintenance tasks, on all four operational locos, but mainly on Slough Estates. However, the failure of Matthew Murray on Christmas Eve has thrown all this into disarray, mainly because the loco has had to occupy much needed pit space and most of the intended work on locos requires the use of a pit, and undercover pit space where locos can be left is presently at a premium. It is something that will hopefully be rectified when the running shed is eventually built.

1601 MATTHEW MURRAY

Following the repairs to the cylinder block referred to in the last Old Run, Matthew Murray re-entered service and was used on the majority of the Santa Specials. However, on the last day of these the loco came to an ignominious halt part way up the line to Middleton Park. It would go half a wheel revolution forwards or backwards then stop. The train was rescued by a diesel



A blank for a new valve buckle, cut from a piece of steel plate, ready for machining to the finished size. **Steve Roberts**

but the loco was able to remain on the front of the train for the rest of the day so that the many children and Santa could still travel behind a steam locomotive. The problem was initially diagnosed as a broken valve rod and, upon later dismantling, was indeed found to be the case.

Once the holiday festivities were over, the loco was shunted into the workshop and a start made on dismantling. Splitting the taper joints on the valve rods was not the easiest of tasks but, eventually, both valves were finally in bits. The affected rod had broken at the point where it is attached to the buckle, which surrounds the actual slide valve. It was decided to replace both valve rods as a precautionary measure and these were carefully measured up. Tenders were invited and Elliot Engineering was eventually chosen to do the work. The new valve rods are now on site and are in process of being fitted up. This will require the valve settings to be checked and any adjustments made before the loco can re-enter service. Inevitably, with jobs such as this, additional work is always found. This time, it is the valve guides that have been found to be worn; although still serviceable, it makes sense to replace them whilst they are stripped down.

In parallel with the above work, the boiler has had a washout and stripped down for its annual boiler inspection. It has passed its visual inspection and awaits a steam test, currently arranged for the 13th March.

No. 6

The first of the six coupling/connecting rod bearings has now been satisfactorily machined but other work has prevented progress on the other five from being made.

1210 SIR BERKELEY

Sir Berkeley had a trial run out during December and no problems were found with the overhauled axlebox bearing. Following the failure of Matthew Murray, it

Moor Road Happenings (cont)

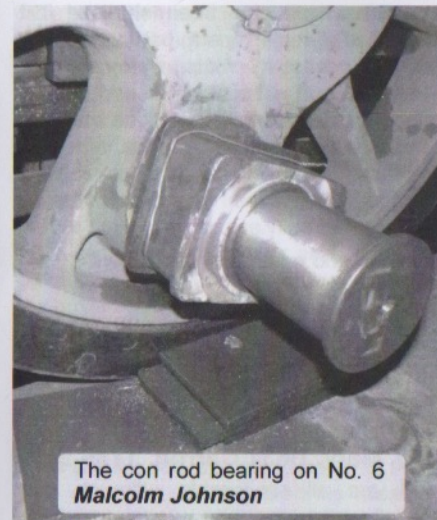
on Matthew Murray.

1544 SLOUGH ESTATES No.3

The troublesome stay has received more attention, which will hopefully stop it from leaking. Presently winterised and awaiting its annual boiler inspection, which, in itself is waiting for the boiler to be washed out and pit space made available. Washing out of boilers is not very practical during the cold winter months as we have to drain down our water system to minimise the risk of frost damage. It is also not a very pleasant task as those doing it usually end up soaked through and cold weather isn't the best time to end up in this condition!

Sentinel No.54

Work on the Sentinel has slowed down a bit over the last few weeks, priority being given to other work. The two crankshaft bearings have now been re-metalled, not without some difficulty. The right hand one was done without problems but it took three attempts to get the left hand one done satisfactorily. These have now been re-fitted but the rest of the engine awaits re-assembly. It has been a similar story with the replacement white metal oil seals. Several attempts have been made to produce a satisfactory pattern and, once this was done, we have struggled to produce satisfactory moulds.



The con rod bearing on No. 6
Malcolm Johnson

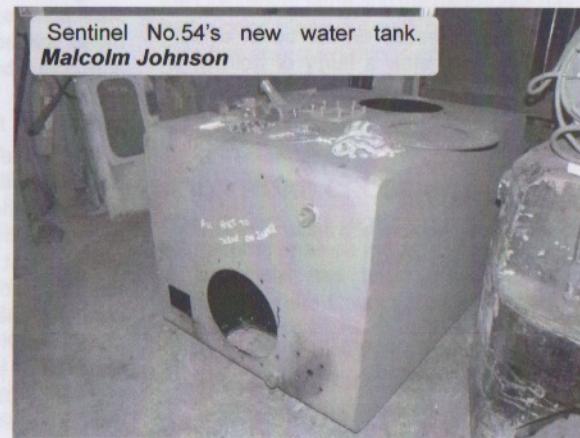
was decided to use Sir Berkeley on the New Years Day services, due to the weather being unseasonably reasonable. Following on from this, it had its boiler washed out and stripped down for its annual inspection. It successfully passed the visual part of this and now awaits an 'in steam' examination for the Boiler Inspector. Along with the above work, attention has been given to various leaking valves. The fireman's side injector steam valve has had the spindle re-machined and ground in. The vacuum ejector steam valve has been a source of problem for some time and this is being replaced, along with a re-modelling of the pipework to the steam and vacuum brakes to both bring the valves within the 'cab' and simplify the whole arrangement.

No.11

No further progress to report.

No.1310 (NER H)

Stored for the winter but currently available, once de-winterised. A few odd jobs have been deferred due to the work



Sentinel No.54's new water tank.
Malcolm Johnson

Moor Road Happenings (cont)

Night shot of the Sentinel's cab. *Ian Dobson*



Hopefully, we now have these and they will be cast shortly. Then they will only require machining!

The new water tank has arrived from the contractor and the many necessary holes have now been cut and drilled to allow the fitting of the various attachments. The various valves for the injectors, feed pump and water level gauge have all been cleaned and overhauled, ready for re-fitting. Work has now started on the cleaning down and repairs to the cab. Much work was done on this at the last overhaul, including a complete new bunker/back and ventilation grilles and it is disappointing to find that a lot of this is in need of further repair. The six window frames are in a generally poor state of repair with much of the associated timber work is in need of replacement. Work on this progresses.

Work has progressed on the boiler at our contractors but, after a flurry of activity, it has slowed in recent weeks. Fortunately, we are not in a hurry to get it back so it is not proving a problem.

Fowler 42200033

Still awaiting shed space to allow completion of the necessary work.

5003 AUSTIN'S No.1

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

D2999

Quotations have now been obtained for most of the replacement parts required and the necessary material for this is now in stock. It will be 'free-issued' to the contractor. Detail drawings for the bits are presently being produced and manufacture should start shortly.

138C.

In service and generally shares duties with Austin's No.1.

6981

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

D577 Mary, D631 Carroll, 1786 and 7401 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

The end timber framework is now all complete and fitted and work has now started on the assembly of the internal partitions. Most of the steel cladding on the east side of the vehicle is now fitted, not without a few problems along the way! More steel sheets have now been obtained and these will be cut to size and drilled when time and labour permit.!

CRANES

Winter is the time when we tend to do most of our crane work, generally associated with permanent way works. This year is no exception and our 10 ton crane has been in use on most Wednesdays and Saturdays. It has suffered some problems with both the control cables, which connect the forward/reverse control with the torque converter and the fuel pump on the engine. The former regularly froze up due to water ingress into the cable interior and the latter suffered

Moor Road Happenings (cont)

from a broken end fixing. Fortunately, we had spares for both of these and they have now been swapped. Hopefully, this will provide an effective cure and we won't have to repeat it for a long time.

The other Smith Rodley crane has come in for quite a bit of attention since its arrival, aimed at getting it into a good condition before putting it into use. The frames have all been needle-gunned and generally painted up to a black gloss finish, except for the buffer beams, which still need a finishing coat of signal red paint. The cab has seen various repairs and some new platework where corrosion was too severe to warrant repair. Years of build up of detritus have been removed from the more inaccessible parts and it is now starting to look a lot tidier. The main outstanding work is cleaning down and painting of the jib and the repairs required at the top end. The Inspector also wants the joints in the jib separating, cleaning and new bolts fitting.

AROUND MOOR ROAD

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

WORKSHOPS

At last, the reorganisation of the washroom is now complete, other than a bit of tiling. A new hot water cylinder has been installed and this now provides hot water for both the washroom and the upstairs mess room, which previously had its own hot water heater. This work was done just in time as literally a few hours before the old water heater was due to be de-commissioned, it sprang a major internal leak, fortunately, right in front of our eyes, so little damage was done.

Thanks to the generosity of one of our members, we have also acquired a washing machine, something many a volunteer's wife has been nagging after for a long time! Dirty overalls can now be easily washed without having to incur domestic wrath,

although we still have to sort out suitable drying arrangements.

Our steam cleaner unfortunately sprang a severe water leak whilst being use to clean out the workshop pit and, after investigating it, we have decided that it is time to pension it off. We could do with a replacement, however, so, if you know of the availability of a cheap or preferably free steam cleaner in fantastic condition, please let us know!

LEEDS HORSE TRAM

Work continues on this project by the Leeds Tramway Historical Society, mainly on a Wednesday. We have helped the project along by machining up several handrail stanchions for the handrails on the curved stairway. An interesting exercise for those involved.

JCB

This machine gets little mention but is really fundamental to our operations as it is needed to keep the coal dock filled with coal for our locos. Without it, there would be a lot of shovelling and use of wheelbarrows! The steering has been increasingly unreliable over a period of time due to a number of factors and this has received a fair bit of attention. New spherical joints have been made for the power steering, utilising the newly commissioned copier attachment on the Colchester lathe and the hydraulics have had a good clean out, with new filters fitted. This has improved things considerably and it is now much easier to steer and goes where you point the steering wheel instead of just generally in that direction!

MOOR ROAD CROSSING

This project has occupied much of our volunteer time since the new year. A design of baseplate has been drawn up and approved by the Council Engineers and 48 of these fabrications have been made up; 23 for each rail and a couple of spares, just in case! Two 60 foot rails have each had 23 holes drilled in them for the tie bars that

Moor Road Happenings (cont)



The crossing assembly on the platform. **Steve Roberts**

will go through them and attach the rails to the baseplates. A similar number of holes have also been drilled in the lengths of 10mm thick steel strip which will form the checkrails (or more precisely, the edges of the Tarmac infill). This has needed to be a careful measuring exercise as the crossing is on a curve and the holes centres are necessarily different for the two sets of rails and checkrails. The whole lot has now been assembled, ready for fitting when the time comes. It has been trial assembled on the platform, this being the only realistic place that we could do this without it being in the way of other things.

The crossing is due to be replaced during the week commencing Monday 11th March and Leeds City Council have obtained a road closure order for the work. It has become more complicated by the decision to replace the rails either side of the crossing as well. These rails are becoming life expired, especially the ones on the Balm Road side of the crossing, and, as the rail joints are in the tarmac footpath, it would have been difficult to do at a later date, so we are now doing it at the same time.

WINTER TRACKWORK

As mentioned in the last Old Run, the winter trackwork has concentrated on relaying that part of the Balm Road branch immediately

above the Beza Road crossing. The old track was ripped up over two weekends and, following levelling of the formation by a JCB, the new (well, second hand) concrete sleepers were put in over three weekends, 171 of them. There were some delays due to problems with the crane controls and it unfortunately becoming derailed on the uneven trackwork, fortunately without incident or damage, other than one broken chair. Work currently being carried out involves slewing the track to a new, better alignment and jacking and packing to give a satisfactory 'top' to the rail. New stone ballast is being provided for all this work.

ENGINE HOUSE

The winter closedown is generally the only time that we can do any significant work in this building and this year the shop and display area have benefited from a fresh coat of paint. Some alterations have also been made to the display area at the back of the counter, principally to provide some privacy when cashing up or doing other things with money. In the museum part of the building, the floor is receiving a fresh coat of paint to the public areas between the yellow lines.

Steve Roberts
Chief Mechanical Engineer

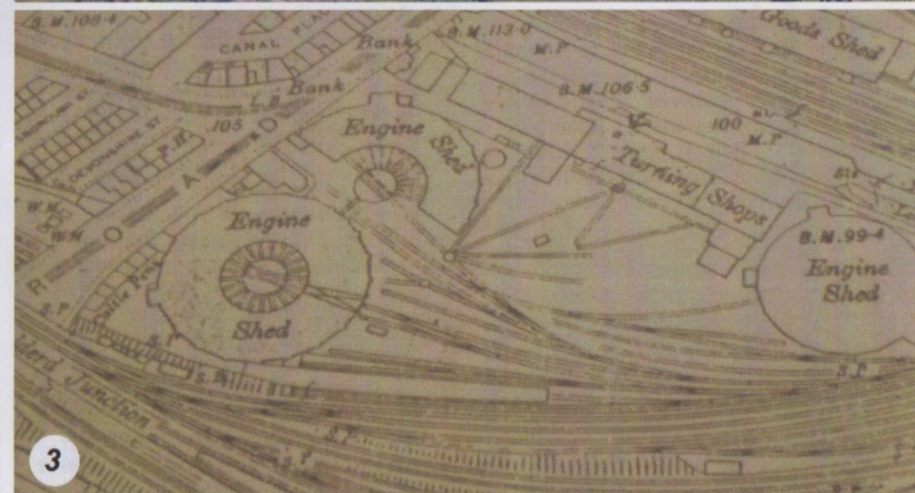
The Railway Roundhouse *Bob Tyrrell*



1



2



3

The Railway Roundhouse (cont)

On the Previous Page:-

- 1 - The Roundhouse as it appears today.
Bob Tyrrell
- 2 - An aerial view of the Roundhouse site.
Aerofilms
- 3 - An old print with a remarkably accurate perspective of the same area. **Leeds Commercial**

The Railway Roundhouse on the Wellington Road in Leeds was built in 1847 to accommodate 20 locomotives for the Leeds and Thirsk Railway. It was designed by Thomas Grainger. The adjacent crescent-shaped repair shop, forges and fitting shops were used to build and maintain locomotives until 1904. No comparable group of railway buildings now survives in this country.

The Leeds & Thirsk Railway was planned to join the Great North of England Railway at Thirsk, being incorporated in July 1845, and a year later a further Act of Parliament was obtained to extend the line to Middlesbrough. The main impetus behind the construction of this railway was the stranglehold exerted by George Hudson, "the Railway King", funneling all traffic to the north and east through York via the Leeds & Selby Railway and its junction with the York and North Midland Railway.

A Cheaper Route

The wealthy industrialists of Leeds formed a committee to promote "a cheaper, more expeditious route between Leeds and Harrogate, Ripon, Newcastle, Edinburgh and Scotland". Directors included Edward Baines, Christopher Beckett, Henry Benyon, William Williams Brown, John Gott,



Kirkstall Viaduct bridge.

Hon. Edwin Lascelles, Charles Gascoigne McLea, Henry C. Marshall, Charles Oxley and John Wormald.

The civil engineering works on the Leeds & Thirsk Railway were of the highest standard. Bramley Fall stone from local quarries was used for the bridges and viaducts in the Leeds area. This 39 mile railway had four great stone viaducts – over valleys of the Aire, Wharfe, Crimble and Nidd – Bramhope Tunnel (3,763 yards) and two smaller tunnels; a timber viaduct over the river Ure, five high embankments and four deep cuttings. The line was opened in July 1849 with three ceremonial trains. In 1851 it became the Leeds Northern Railway, amalgamating into the North Eastern Railway in 1854, and the LNER in 1923.

Thomas Grainger was the engineer to the line. A pioneer Scottish railway engineer, he had been responsible for the Monkland & Kirkintollock of 1824, Scotland's first public railway to use the Edge Rail. He also built the Ballochney and Glasgow & Garnkirk Railways. He was a contemporary of George and Robert Stephenson, with whom he was frequently associated, but he came from a different background. The Stephensons learned this civil engineering by doing the job, whilst Grainger was a trained civil engineer. He set up his own practice in 1821 and John Miller joined him in 1825 and their joint practice was responsible for some of Scotland's most notable railway and associated civil engineering, e.g. Ballochmyle Viaduct spanning a 180 feet gorge with a near semi-circular arch. Thomas Grainger also built the Leeds,

The Railway Roundhouse (cont)

Dewsbury & Huddersfield Railway, contiguous with the Leeds & Thirsk. The relationship of the depot site to track formation level was conditioned by the low level side of the Leeds Central Station (on Wellington Street) site which contained the goods yard facility for the Leeds & Thirsk Railway. Locomotive access to the Leeds & Thirsk Depot was by way of a reversed curve from the canal girder bridge.

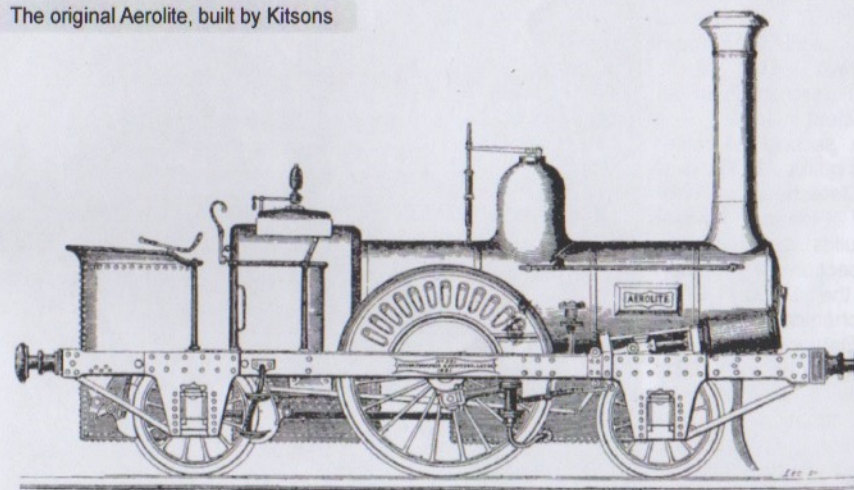
Local Brick and Stone

The Roundhouse is a red brick single storey polygon with grit-stone and sandstone dressings. The bricks, made at William Wilks Brickworks in Kirkstall are of a semi-shale type, pressed to give a smooth finish and fired in a coal clamp. Stone is of Bramley Fall or Horsforth origin. Internally the building contained a central turntable 42ft 6in diameter, open to the air, from which radiated twenty stabling roads with pits. The main access was from the east by way of a stone elliptical arched doorway. All the locomotive bays were closed off to the weather by large timber doors – one pair remains. The roof trusses are made

of massive 55ft timbers, supported by cast iron corbels in the outer walls and by the arcaded brick wall at the inner ends – containing the arches through which the locomotive passed. The roof is of slate. The Roundhouse was designed by Thomas Grainger, assisted by resident engineer John Bourne and represents the best proven practice of the day. The concept originated with Robert Stephenson – his most famous roundhouse is that surviving at Chalk Farm, London (1838).

This Roundhouse was the main N.E. Railway shed for Leeds until it was supplanted in 1898 by the newly built Neville Hill shed. Due to its design, the Roundhouse could not be expanded to take more or longer locomotives. Contemporary with the Roundhouse is the range of buildings alongside the canal, used as major repair shops for the Leeds & Thirsk equipped with machine tools and forge hearths – note the brick chimney stacks. Brick arched windows are in the same style as the Roundhouse. There is a blocked doorway to the canal gate which suggests that railway materials was delivered by canal, possibly fuel and even

The original Aerolite, built by Kitsons



Kitson, Thompson, and Hewitson's Locomotive Tank Engine.

From Exhibition Catalogue, 1851.

THE "AEROLITE" ENGINE.

The Railway Roundhouse (cont)



The second Aerolite from 1869

complete locomotives in the early days. A water tower that stood at the eastern end was demolished in the 1980's.

A second full glass roofed roundhouse was added to the site in 1873 and demolished in the 1980s. The semi-circular "locomotive shed" was built around 1850; it is now believed that it was used to build locomotives and carry out heavy repair work using the overhead travelling crane.

Two locomotives called "Aerolite" were stabled in the Roundhouse. The first

was built by Kitson, Thompson & Hewitson's of Leeds and displayed at the Great Exhibition of 1857. It worked on Leeds Northern Railway from 1852 until destruction in an accident in 1868.

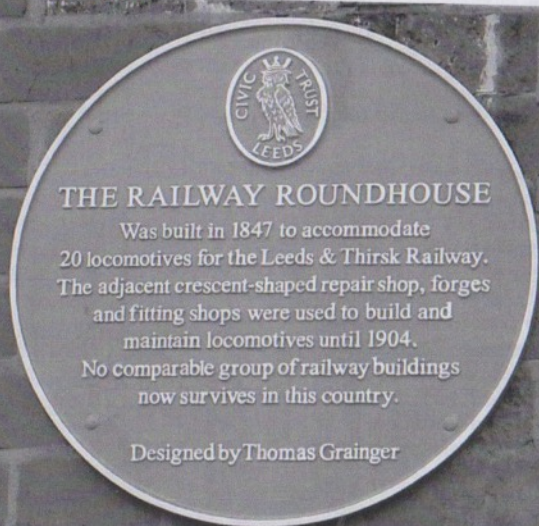
The second "Aerolite" was built by E. Fletcher of Gateshead in 1869 and after several rebuilds it hauled the inspection saloon of the Deputy Chief Mechanical Engineer at Darlington until his retirement in 1933, when it was restored for donation to York Railway museum, where it can still be seen.

The North Eastern Railway left this site

around 1904. Various tenants included the West Leeds Motor Company from 1908, and part of the building was used as a drill hall by the Leeds Rifles from 1909 to 1916. Thomas Marshall Engineers first

appeared in 1925 and closed down in the 1970s. Leeds Commercial Van and Truck Hire moved into part of the building in 1969 and expanded into the rest of the building when Marshalls left.

The plaque is by the front entrance to the Roundhouse on Wellington Road. It was sponsored by the Leeds Commercial Ltd and unveiled by Paul Kirkman, Director of the National Railway Museum on 20th November, 2012.



The Blue Plaque mounted by the front entrance of the Roundhouse. **Howard Finlay**

Caption Competition

1. What is Santa saying to this member of the public? **Malcolm Johnson**



2. Who's saying what - to whom? **Graham Findley**



Dear Editor, "I must say..."

Dear Editor....

I refer to your remarks in the Editorial of the last edition of the OR regarding Leeds City Council.

It is with a great sense of achievement that I am able to report that after six years of reminding LCC of our existence, we will appear on the 2013 "Tourist Map" which is available free to visitors to the City of Leeds.

On another matter, may I take this opportunity to publicly thank Malcolm Johnson, who has very kindly allowed MRT to make use of his business account with the Royal Mail, enabling the Railway to benefit from reduced postage costs on TOR and membership mailings over the last few years.

Malcolm has now retired from business and we send a big thank you for the postage assistance and wish you a long and happy retirement. Needless to say Malcolm already spends a great deal of his retirement in our machine shop making the "sophisticated" parts we need. Thank you and best wishes.

Andrew Gill
Chairman

Dear Editor....

At the risk of appearing to be a little 'nerdy', I thought I'd bring this train driving simulation to the attention of your readers. It's called Train Drive ATS (I don't know what ATS stands for) and it's available for iPhone users (though not on Android phones as yet as far as I know) and it's a free app. It's based on driving an electric train on a commuter line in Japan and it enables players to simulate driving, with the physical characteristics of acceleration and braking of a 6 carriage set.

Complete with bilingual Japanese/English train and platform announcements, crossing bells and authentic creaks and groans from the suspension and transmission, it's surprisingly realistic.

I hope you can publish the attached screenshot, which shows that although the graphics are a little rudimentary, it actually gives you a feeling of driving a train. I showed it to a friend of mine who used to drive steam locos and he thought it was a lot more difficult to stop in the right place than a steam engine. What is really noticeable is the way the train behaves, you get the impression of really being in the drivers seat. It may not be the most sophisticated app available but its fun and free.

Thomas Turner
Elland

The Editor replies:- I tried this out on my own phone and it's quite addictive. I also found these instructions, which could come right out of any training manual:-

'The aim of the game is to drive your train from one station to the next while ensuring the passenger's overall safety and comfort are maintained at all times and while sticking to the strict timetable. You should drive in a timely and safe manner to collect points. You must obey all traffic signals and speed limits and try your best not to overshoot the station platforms.'



A Long Way from Home

John Paul

Oamaru Steam and Rail is based in Oamaru, a town of around 13,000 people on the east coast of the South Island of New Zealand, between Christchurch and Dunedin. A small tourist line has operated from Oamaru's world famous Historic



Precinct to the Victorian harbour since 1985. Trains are hauled by both ex-NZR and industrial locomotives, one of which will be of a familiar pattern to readers of **tor**. B10 is one of a pair of 0-4-0ST locomotives

built by Hudswell, Clarke and Company in 1924 (works no. 1542 and 1543, later scrapped) for Messrs. Armstrong, Whitworth of Tauranga for the construction of the Waihi to Tauranga section of the North Island East Coast Main Trunk Railway. Another couple of locomotives were exported in 1926, one

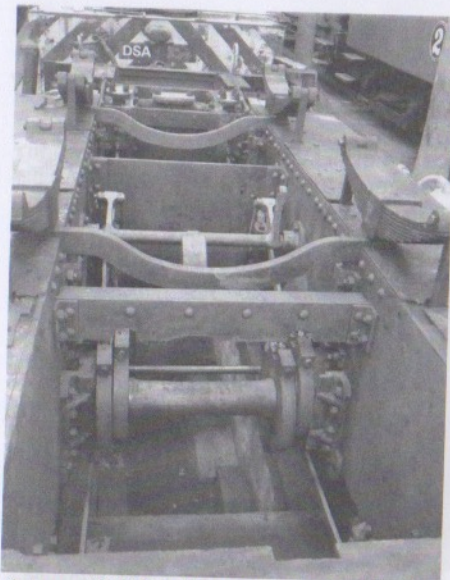


of which (works no 1582) still survives, currently dismantled on the Rotorua Ngongotaha Railway on the North Island, and waiting to be rebuilt.

In 1930, B10 was sold to Milburn Lime and Cement, just south of Dunedin. B10 worked



George King



there until 1967 when it was sold to Waitaki NZ's Pukeuri Freezing Works for \$1500. In 1989 Oamaru Steam and Rail swapped ex-NZR Dsa's 234 and 218 for B10.

B10 was Oamaru Steam and Rail's main motive power up until April 2007, when she suffered from a series of blown tubes, and as the 10 year survey was approaching it was decided to take the locomotive out of service and carry out a full strip down and reassembly.

It was found that the front tube plate appeared to have severe wastage, several holes were found on non pressure side of the rivets. The original copper firebox had been replaced with a steel one sometime in the 1950's and was in very good condition with negligible wear. Scott Engineering of Christchurch were chosen for the boiler work, having carried out several boiler repairs on locomotives and traction engines. Regrettably the earthquakes in Christchurch delayed the work as Scott's were busy manufacturing steelwork to hold up buildings etc and replacing boilers back onto their foundations in several work places and a hospital,



so Oamaru's job was placed on the back burner.

The next section of the overhaul was time consuming and trying, it was found that the axle boxes had not been wearing on the thrust faces but on the axle box flanges, paint from the last time the wheels had been out was still on the thrust faces!

While all this was going on the frames had been cleaned primed and given a coat of light grey paint. The saddle tank was in need of a large amount of steel to be replaced so a local firm manufactured a complete new tank, incorporating a larger manhole and larger hand hole tube for the top mud doors.

After the boiler returned from Christchurch, the smoke box was bolted on, lowered by jacks into position and bolted into position, lagging applied and new cladding fitted. Cab front bolted into position and new tank offered up, cab sides and rear spectacle plate fitted. Over the years, holes of various sizes have been burnt or drilled into the plate work so opportunity was taken to fill and weld up all the hole that we could not find a reason for.

An extra section had been added to the fireman's side on the rear plate, this was removed and the steel work positioned to give equal spacing each side. This looks good but the fireman might get wet in the rain! Straps have been made and fitted to cover up rough joins and round head bolts used to represent rivets.

A lot more remains to be completed but we are we are getting on rebuilding B10 and hopefully lighting her up with the next 2 months!



The Middleton Railway Trust Limited

(Limited by Guarantee and not having a share capital)

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Steve Roberts (Chief Mechanical Engineer)

J.A. Cowling (Minutes Secretary)

Geoff Thorne

Fraser Croft

Other Officers

Sheila Bye (Hon. Archivist)

Sue Gill (Membership Secretary)

Derek Plummer (Exhibitions Manager)

Membership Subscription Rates (from 1st January 2013)

Adult Membership	£18.00
Senior Membership	£13.00
Junior Membership (of M.R.A.)	£13.00
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A low light photo (high grain) taken of Coach 1074 being worked on. Movements of people are blurred slightly as the camera takes 4 photos and combines them electronically. **Andrew Johnson**

