

The

OLD RUN

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Front Cover

Ceylon Government Railway no. 675 0-6-0DH (5'6" gauge) at Kandy 14/1/14
- **Andrew Johnson**

On the Platform *Graham Findley*

Whether the architecture is classic or contemporary, the world's most important train stations were designed to make a big impression. Many were constructed during the late 19th century, a golden era when train travel was new, intriguing, and glamorous. Even now, city centre stations worldwide continue to impress, attracting travelers who aren't even catching a train. But not always - the environs of some railway stations seem to positively attract the seediest establishments. About 5 years ago I had occasion to travel by train to get a bus link to East Midlands Airport. Upon leaving the station in the proud Midlands city of Derby, I was immediately confronted with a massage parlour and a double fronted sex shop. Hardly the best example of civic PR.

I was reminded of this on a recent visit to Budapest where the same rules appear to apply but with a greater accent on money changers. The rule seemed to be that the closer one gets to the station and the point of departure, the worse the exchange rate. One could be forgiven for thinking that sterling had collapsed over a stroll of a mere 100 yards!

If you arrive in Prague via train you will end up in the main train station, Hlavní Nádraží. It looks like it was built in the 1970's and left to deteriorate. There are scary looking people walking around. Old ladies with their whole lives in a bag stand at the coffee machines and ask you for change which they know you have because you are buying coffee.

Possibly the worst example of a seedy railway station environment was Kings Cross and the surrounding area. Many years ago I used to park my truck up overnight near the concrete works set in the desolate wasteland behind the station. It has now been saved by the mixed blessing of property developers and spiralling land prices.....

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From The Chairman

Andrew Gill

The Railway has been closed to the public for winter maintenance since 2nd January, but on the inside volunteers have been working harder than ever to get things ready for the 2014 season.

My only worry is that people will have worn themselves out before we even start what is to be a very hectic year.

2013 was probably the Railway's best ever year as a business, ending up with just over £100K in the bank at the year end. This didn't happen by chance but was the culmination of a lot of hard work and dedication by a good number of volunteers over quite a few years.

Our events have got better, more professionally run and with a wider range of interests. We have tried to widen our appeal to different audiences, not just the pure train enthusiast, who in this day and age is probably well in the minority of our supporters.

Our Santa Trains yet again broke all records for passenger numbers and numbers of presents handed out and most important for revenue. This is only made possible by our volunteer's generosity with their time and in particular volunteers who just come and help at the Santa Season.

Everything seems rosy, but, don't be fooled into thinking it will just carry on getting better and better. This will only happen if we get more volunteers involved.

We do get a constant string of new volunteers, some last only days, some weeks, but we do get a good number who stick at it and then start to reap the rewards of being part of a very successful team. However, we only seem to replace volunteers that retire or become unable to do what they used to, we never seem to gain in overall volunteer numbers. This is most noticeable on the

Engine House side where we are unable to progress with new Duty Managers. Unfortunately, you cannot become a Duty Manager overnight, but the worrying thing is we only have a couple of people who are training to get there. The bottom line is, no Duty Manager, no opening to the public and no trains running.

As ever, we need more volunteers, but we also need members to go and tell the rest of the world we are here, alive and kicking in Hunslet, Leeds. YOU can do this, please go to the shop and ask for some leaflets, put them in your car, rucksack, saddlebag, whatever, and take them around with you. If there is an opportunity, please leave some at other locations, but do get permission first.

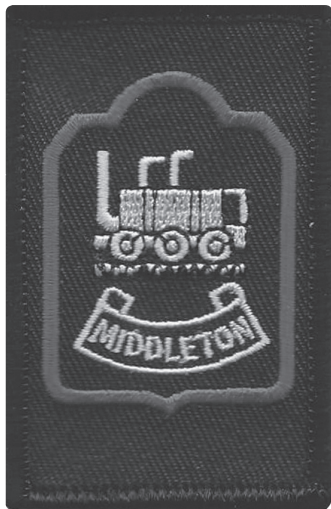
Can I close by thanking each and every member for supporting the Railway and to volunteers for running the Railway, let's hope we can have another successful and enjoyable year in 2014.



Inside Track

A round up of recent events at the Middleton Railway

New Middleton Badges available



New for 2014, a remake of the old 1963 Middleton felt badge. These brand new cloth badges are available for sale, price £1.50 each. They're available from the shop or alternatively, send an S.A.E. with cheque made payable to Middleton Railway Trust to :-

D J Hebden, 17 Eastfield Drive, Woodlesford, LEEDS, LS26 8SQ.

If ordering by post, please say which badge (rectangular or shield shape) is required. All profits will go to Running Shed Fund - **David Hebden**

Dates for your Diary

Ian Dobson's Famous Social Evenings take place every first Tuesday of each month at Moor Road, starting at 7.30pm. Usual rules apply, all welcome, tea break and no membership of any organisation is required to attend. Drunks will be ejected.

The programme for the year is as follows:

01/04/14	Lee Towers	Fowlers Ghost
06/05/14	Ian Smith	Ancient Middleton (1960s to 1980s)
03/06/14	Malcolm Hindes	Railway Slides from the Don Broughton collection
01/07/14	TBA TBA	
05/08/14	TBA TBA	
02/09/14	TBA TBA	
07/10/14	Colin Walker	Scouting on the right lines
04/11/14	TBA TBA	
02/12/14	Team Dobson	Christmas social quiz - not too difficult!

Obituary - Ron Redman 1931-2013

Ronald Nelson Redman was born in Preston to Janet and John Edward (Ted) Redman in 1931.

His interest in railways began at an early age with family trips to the Lancashire Fylde to see family in Pilling, Preesall and Knott End, and his early exposure to what he considered to be the most important railway in the world, "The Garstang & Knott End railway."

He went to Roundhay School from which he gained his schools certificate. After leaving school he took on an apprenticeship in heavy engineering at what he considered to be the premier Leeds locomotive builders, Hudswell Clarke and Co in Hunslet.

During his apprenticeship he went to night school and one report of his hard work brought him to the attention of the works manager Billy Clayton, who after reading the academic report summoned the young Ronald to his office where he was told "young men like you are what this industry

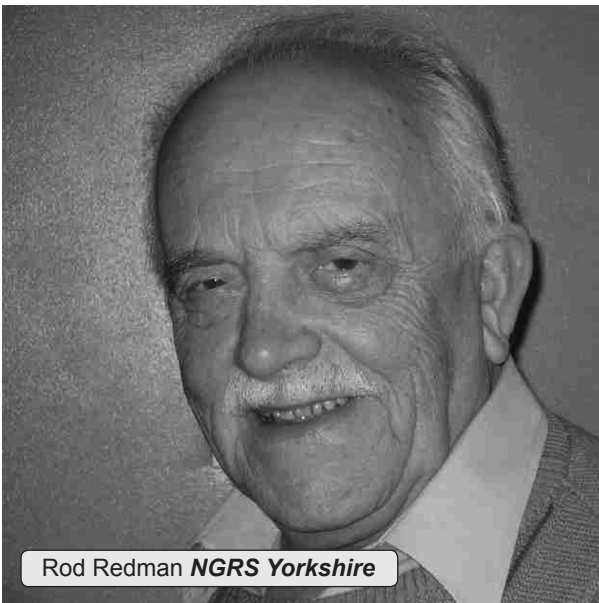
needs" and presented him with a £5 note (which was almost a month's pay). After serving his time on the shop-floor he graduated to the drawing office and some of his design work can still be seen on preserved steam and diesel locomotives to this day.

Ron's working life changed as the family arrived and he moved into the drawing office at ACME in Leeds and then moved to Bison where he designed concrete moulds for open system buildings. The multi-storey car park on Woodhouse Lane and the Dam on the Farnley compensation reservoir, are examples of his designs.

He was a stalwart of the Narrow Gauge Railway Society (NGRS) and Chairman for most of his life and latterly as honorary President. He organised many railway trips for the NGRS under the well-earned moniker of "Monsoon Tours" mainly due the awful weather they encountered on a number of early trips. He also assisted

a number of preservation organisations with requests about Hudswell Clarke locomotives over the years.

His passion for railways caused him to write a number of books on the subject, the first being "The Railway Foundry Leeds" was published in 1972, next came "Railway Byways of Yorkshire" in 1975, "The Easingwold Railway" in 1991 and a "Pictorial album of Hudswell Clarke Narrow Gauge Loco's" in 1992. Recently he had been focused on the completion of the long awaited "Railway Foundry - the Diesel Years" which will be published in the summer of 2014.



Rod Redman *NGRS Yorkshire*

Inside Track

He was involved with the pioneering NGRS team that rescued Leeds built industrial locomotives from the scrap men and held them in secure storage until there was an industrial museum to house them in. To him, his greatest railway achievement was the part he played in the return to Leeds of the 1930 Hudswell built Junin diesel locomotive, (that at its time was the largest diesel loco in the world) from the Atacama Desert in Chile.

In 1979, I purchased a pioneer Hudswell diesel, "MARY", and was introduced to Ron, who was very supportive in getting a number of details and drawings so myself and co-owner Graham Parkin could restore it to working order. When the original power unit failed he was also able to get an introduction to a gentleman at Mirlees

diesels, who took the old one away and donated a reconditioned Gardner 4LW, which the loco still has today.

On 10th September, 1982, he proudly launched "MARY" back into service on the railway - see picture opposite.

Over the years, Ron has been a great friend to the Middleton Railway and the Engine House shows a number of his contributions, the "World Map" containing many of his photographs and the "Shop Floor" display overlooked by one of his archive photographs of Hudswell's erecting shop.

He had a "well filled" life and has left a lasting legacy which will be appreciated by many thousands of people who see his designs both on and off the railway.

- Ian Smith



Rod Redman (left) with Ian Smith (right) launching Mary back into service - **Ian Smith**

Moor Road Happenings

LOCO NOTES

1601 MATTHEW MURRAY

The last Old Run suggested that Matthew Murray would take its part in the Santa Special trains. This it did but, alas, not for long. Tell-tale wisps of steam coming from under the concrete in the base of the smokebox indicated that the cylinder block was leaking once more, so the loco was taken out of service. Removal of the concrete (which protects the cylinders and give a smooth base to the smokebox) didn't show any signs of an obvious hole so the boiler was connected up to the works compressor and pressure built up and the regulator opened.

On this occasion there was some dampness in one of the crevices and tell-tale bubbles were noted. These were on the exhaust side of the steam chest, not as critical as the live steam side but still needing attention. The suspect area was thoroughly cleaned up but still no sign of any hole. Time for a repeat pressure test and this time we couldn't detect anything! In the end, the boiler was put into steam and there was a slight wisp where we suspected the problem lay. All we have to do now is to repair it!

In between all this, the boiler has been washed out and received its annual thorough inspection by the Boiler Inspector, with no problems found other than a request to replace a washout plug in the smokebox which was starting to suffer from worn screw threads. This has been done from a spare in stock. The loco still awaits its 'in steam' inspection by the Boiler Inspector, scheduled for 12th March.

The right hand driving wheel coupling rod bearing is suffering from the white metal being hammered out so this will also have to be attended to before the loco can be declared fit for service.

No. 6

Removal of the 'J' pipe in the boiler and the jacking apart of the longitudinal stays finally enabled internal access to the boiler to allow its condition to be assessed. The first job, though, has been to remove years of Kentish chalk deposits still remaining from its days at Swanscombe Cement Works. In all, two wheelbarrow loads of chalk scale were shovelled out from within the boiler barrel. The initial concern was that the boiler barrel would be in poor condition, adding to the already known problems with the boiler but this first internal inspection has indicated it to be in reasonable condition.

Once all the loose scale had been removed the boiler was returned upright from being laid on its side and moved to a position where it could be properly washed out. This has now been done and a formal inspection by the Boiler Inspector has been arranged. What happens next will depend on the results of this inspection.

1210 SIR BERKELEY

Not used following its return from the Emsay & Bolton Abbey Railway but kept serviceable over the Santa season, just in case. The boiler has now been washed out and received its annual thorough inspection by the Boiler Inspector. Evidence of a leaking crown stay bolt in the firebox was a bit concerning but this seems to be a 'one off' as the bolt is tight and subsequent test steam has shown no evidence of a recurrence. The steam brake valve is currently receiving some attention as the gland was blowing badly and the valve itself is very stiff when under steam. This valve is not original and originally came of an unknown Hunslet loco. It was originally fitted with a lubricator but, in its location on Sir Berkeley it is effectively mounted upside down and thus cannot have a lubricator fitted in the intended

Moor Road Happenings (cont)

place as the lubricator relies on gravity to feed! To overcome this, the valve body has been drilled and tapped at the present top and fitted with a plug which can be removed to enable the valve to be oiled when necessary.

A new set of firebars has also been fitted, most of the existing ones being badly warped, creating large gaps through which much of the coal would drop through before fully burnt to ash.

No.11

No further progress to report

No.1310 (NER H)

We did get the new springs on Christmas Eve, as hoped, but the sleigh was a pick-up truck and they didn't come gift wrapped. 'Santa' didn't even have a white beard! To accompany the new springs we had made eight new spring hangers of the correct original length of 4½" and some new pins to suit. These were fitted in the period over the New Year and the loco now 'sits' a lot better than it previously did. It still awaits the weight distribution being checked to make sure that all four wheels are carrying the correct loading.

The brakegear has also had a significant amount of work carried out on it. The handbrake column thrust bearing had disintegrated. this was not an original fitment and, although we hadn't got drawings, it was possible to make a reasonable guess at the original design, to which it has now been returned. This has necessitated the building up of the hand brake spindle with weld and machining back to original size. Two new bronze bearing bushes have been made and pressed into the support housing. Taking out all the 'slop' in the column also resulted in the discovery that the column and the associated brake lever weren't quite in line so this has also had to be rectified. Grease lubrication has also been provided

for these new bearings as there was no proper means of lubrication.

The steam brake cylinder has also received considerable attention. The cylinder itself has been cleaned up to take out some wear. A new piston has been cast and machined up to replace the existing one, which had two thick and wide piston rings in a single wide groove. The new piston has three narrow rings in separate grooves, which it is hoped will reduce, if not eliminate the leakage of steam when the brake is applied. The brake cylinder is of unknown origin and was fitted in 1966 as the loco never had a steam brake when originally built. The loco should be available for traffic at the start of the season.

1544 SLOUGH ESTATES No.3

'Slug', as it is affectionately(?) known came to our rescue again when it took over Santa Special duties from the ailing Matthew Murray and ran without problem. Once 1310 had vacated the workshops, the loco was brought in for several jobs to be carried out.. The ratchet on the steam brake valve was quite badly worn and it had a tendency to release itself if not spragged in the on position. This has been rectified by building up the worn pawl with weld and re-profiling it, together with re-profiling the teeth in the quadrant.

The smokebox door is also receiving a bit of TLC. The hinge has always been slightly out of line with the vertical which causes the smokebox door to be out of line which doesn't sit easily on the eye. The hinge pin blocks have been removed and are to be re-welded in a better position to improve the aesthetics although the actual opening in the smokebox is not concentric with the smokebox itself so it will never be perfect. We are also going to attempt to straighten the handrail. Then that just leaves the chimney.....

The loco has yet to receive its annual boiler inspection. This does not run out

Moor Road Happenings (cont)

until the end of April and, rather than do it during the winter period along with Nos. 1210 & 1601, we are trying to spread the inspections about a bit more. It will thus be available for service until after Easter before having its boiler washed out and prepared for the Boiler Inspector.

Sentinel No.54

With the completion of the engine unit the amount of work that could be completed without the cab and boiler was becoming limited. It was therefore decided to fit the cab before fitting the boiler and this has now been done, resulting in the loco looking more or less complete, at least externally! Fitting the cab wasn't exactly a five minute task although craning it into position didn't take too long. Once carefully positioned, it was possible to mark off all the fixing holes before moving it once more to enable them to be drilled with the magnet drill. We could have simply marked off the holes from the drawing but experience has told us that the drawing and reality don't always go together, especially when some 80 years separate the original construction and today. Once all the holes had been drilled it was a matter of a morning's work to bolt it all down. The next job on the to-do list will be the manufacture and fitting of a new coal bunker on the right hand (fireman's) side. Although these LNER Sentinels all originally had two coal bunkers, one on either side of the water tank, we have no need for such a large coal capacity and it is more convenient to use the space on the drivers side for general storage and as a means of easier access to the tank for filling.

The boiler has caused us much headache and heartache. In the end, we have decided to abandon the existing boiler shell and have a new one made. Whilst quite a few of the smaller Sentinel 'lorry' boilers have been made in the preservation era, no one seems to have made a larger

loco type. We are presently in discussions with a couple of companies over this work and are likely to place an order in the next week or so. All being well, the new shell will be on a short delivery time scale and the contract will include final assembly and testing of the complete boiler so that, when it arrives at Middleton, it can go straight into the frames. Well it won't quite be as simple as that, as some work will have to be done in preparation for this. In particular, because we have now fitted the cab, the boiler will have to be installed from underneath, requiring it to be dropped into the pit and then lifted up. This will entail the front brake stretcher being removed to allow this. Installation of the boiler in this way is the usual way of doing the job to save having to remove the cab but, if the cab isn't fitted, installation from the top is an easier option.

Work has also progressed on overhauling the various fittings. The water gauge glass valves are original from the loco's acquisition in 1961 and have needed quite a bit of work as they were originally asbestos packed and this has had to be replaced with a substitute. Three new gland nuts have also been made to replace worn ones. It would have been best to replace these fittings completely but those generally available from suppliers are only certified to 250 psi and not the 275 psi needed. Nowadays, where higher pressures are required manufacturers supply the reflex type, which are quite different in appearance.

HE 2387 BROOKES No.1

The new smokebox door baffle has now been fitted but little other work has been done over the winter because of the need to work outside and the urgency of other jobs. Once the running season starts at the end of March, a major shunt will happen which will see Brookes take the place presently occupied by the Sentinel.

Moor Road Happenings (cont)

It will then be possible to lift the frames from the wheels and make much better progress.

Fowler 42200033 HARRY

Harry was moved into the Engine House over the winter as it did not have any anti-freeze in its cooling system. The lack of anti-freeze is due to the fact that there are still some slight leaks requiring the radiator to be topped up each time it is used. Pressure of other work has meant that the various outstanding problems have not received further attention.

Peckett 5003 AUSTIN'S No.1

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

D2999

The various small jobs identified after the initial engine start up and run have now all been completed and this loco is once more available for traffic. The air receivers have been inspected as part of the re-commissioning process.

138C

The Vintage Carriage Trust made us a formal offer for the locomotive and plans were made for it to be moved to their museum at Ingrow as part of a road haulage return load. However, through no fault of the VCT, the KWVR had a change of mind on the loco operating on their railway and the deal has fallen through. At the moment, the loco remains 'for sale' but is in service and generally shares duties with Austin's No.1.

6981

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

7401, 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. In recent weeks, the main focus of attention from the 'Wednesday team' has been the building of the doors. The frames for the four main doors have now been completed and await the provision of the sliding windows, which are being provided by an outside contractor. Four quarter turn door locks have been made for these doors although they are still to be fitted. The majority of the beading, which covers all the panel joints, has now been fitted, as have the two full length gutters. However, these still need to be properly sealed to prevent any penetration of water, either into the timber or into the coach framework. The beading for the external windows has now all been made and fitted and one window has been fitted both to show the intended construction and to establish if there are any problems' which there don't seem to be.

Coaches 1867 & 2084

Immediately after the New Years Day train services had finished, Coach No.1867 was shunted into the Engine House for body repairs and No.2084 was moved around to be adjacent to the workshop. It didn't take long to discover that No.1867 required virtually every external panel replacing on the west side of the vehicle and once these were removed it was just as obvious that parts of the framing were also rotten and in need of replacement. In removing this decayed timber it was inevitable that some of the windows would not survive and, in the end, three of these have had

Moor Road Happenings (cont)

to be replaced. The existing panelling was of 9mm exterior grade plywood but, at the suggestion of one of our volunteers, we are trying an equivalent thickness of Tricoya, which is an acetylated MDF material and has a claimed durability better than oak and equal to teak. Time will tell whether this is the case but we are ever hopeful! At the time of writing, all the panels have now been replaced and the outside has been sanded down and received a coat of undercoat. Most of it has also had a first coat of Middleton standard maroon paint (actually referred to as Cherry).

Coach No.2084 has required different remedial works, mainly to the interior. The seats, which date from the conversion in 1985, were life expired and in constant need of repair. These have all been ripped out and broken up, with the timber laths being retained (and have already found a multitude of uses - we waste nothing!) This has allowed easy access to the interior panelling, some of which has required replacement for a variety of reasons. It has all been sanded down and the panels below waist level have been painted chocolate brown in place of the

previous maroon, which is a reversion to that which it actually started life back in 1985. The paintwork above waist level has also received a fresh new coat of cream paint. New seats have been made, along broadly similar lines to the old but of a far more substantial design, which we hope will last another thirty years without trouble. When this coach was last attended to some three years ago, there was no time to repaint the east side, which at the time was in reasonable condition, unlike the west side, which gets the brunt of the weather. This time, the west side is in good condition but the east side has deteriorated significantly so it has been necessary to carry out some external body repairs prior to it receiving a complete external repaint. This is presently ongoing with most of it undercoated but still needing a top coat. Both coaches are needed back in traffic by the 19th March so there's still a lot of work to do and less than two weeks to do it!

CRANES

On Crane No.20054, the jib has now been re-assembled and painted up to a grey gloss finish. Those that have been involved will tell you that it has not been



The new coach seats fitted to the Brake coach and awaiting a second coat of varnish. **Steve Roberts**

Moor Road Happenings (cont)

an easy task and are unlikely to volunteer their services again! The lifting rope has been run back out over the pulley and the hook and weight have been re-fitted. Although some painting of the cab interior still remains to be done, we are almost at the position where the crane can be formally inspected and load tested, after which, if all goes well, it will be available for service. The one major outstanding task is the fitting of a new load/radius gauge to replace the original broken one. 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.

IN THE WORKSHOPS

We have recently acquired a small shot-blasting cabinet for a nominal sum. It is yet to be installed and is awaiting a move around of some of our existing equipment. Key to this is the disposal of the Sentinel lathe, which the Council has agreed to. This lathe was acquired from South Kirkby colliery in about 1990. It was mainly obtained because it was fitted with a taper turning attachment, which enabled us to machine taper screw threads, amongst other things. However, because we have more modern lathes, it has seen little use except when taper turning is required and now that we have a working auto copier attachment for our Colchester lathe, we can easily taper turn screw threads on this machine. The plan is to move the Abwood surface grinder to the position currently occupied by the Sentinel lathe and put the shot-blaster where the grinder presently sits.

Two useful power tools recently purchased are a small electrical sander and a multi-tool, which for those that do not know, is

a small vibrating saw. Both have seen extensive use on all the coach jobs in recent weeks and have more than justified their acquisition cost.

Not exactly workshop equipment, although it lives in there when not in use, has been the purchase of a 5½kW generator set as a replacement for the existing generator, which has suffered a terminal failure. This has primarily been obtained to power our two Kango ballast tamping tools and is much larger than the old generator, which would only power one Kango. Having a decent portable generator has also proved useful for other jobs, as well as ballast tamping.

BOILER WASHING OUT PUMP

Washing out of boilers to remove all the scale build up is one of the many routine and less enjoyable tasks necessary for the safe operation of locomotive boilers. To do this successfully requires a water supply of at least 1000 gallons/hour at a pressure of some 80-90 psi, something that can't easily be obtained from the mains. For many years we had an old centrifugal pump which we used for boiler washing out and, although it didn't meet the requirements stipulated above, it was sufficient to do the job. However, this pump failed back in 2012 and we have been struggling to properly wash out boilers since then. A new pump was purchased in December and installed in the hut under the water tank and duly piped up. This new pump fully meets the required specification and has seen a good bit of use during January to wash out the boilers of 1210 & 1601 and, additionally, those of Brookes and No.6. Having the right tools for the job has actually made the task of washing out boilers a lot easier, although you still get well and truly soaked through whilst doing it, even when wearing waterproofs!

Steve Roberts

Chief Mechanical Engineer

A History of Samuel Owen *Kris Ward*

The Founder of the Swedish Mechanical Industry and his connection with Leeds

Samuel Owen is commonly known as the “Founder of the Swedish Mechanical Industry”. This key figure in Sweden’s industrialisation was born in Norton-in-Hales, Shropshire on May 12th 1774, so how did he end up in Sweden? The answer is that he went there to install stationary steam engines built in Leeds by Fenton, Murray & Wood.

The biography in Sweden’s Riksarkivet (National Archives) records that he worked as a pattern maker in Bolton & Watt’s Soho works from 1796 to 1800 and then for Fenton, Murray and Wood from 1800 to 1804, making him one of a number of personnel who defected at the height of the rivalry between the Leeds and Birmingham firms.

In 1804 Owen travelled to Sweden to install four steam engines built at the Round Foundry and ordered through Abraham Nicolas Edelcrantz. The first of these, for Lars Fresks clothing factory in Lidingo was put into operation on Christmas Eve 1804. It is thought to have been the first steam engine used to drive machinery in a Swedish factory (though earlier steam engines had been used for pumping in mines and such like) as well as the first steam engine built for export in Leeds.

With the work in Sweden completed he returned to England where he is noted as working for Arthur Woolf, inventor of the high pressure compound steam engine. A couple of years later though he was asked by Edelcrantz to return to Sweden to install another engine at a mill in Kungsholmen, Stockholm.

In 1806 he was offered a position as a foreman at Bergsund Foundry where they were keen to import industrial knowledge from England and were in the process



of establishing the country’s largest rolling mill. In 1809 Owen established his own works in Stockholm, much to the annoyance of Bergsund who failed in their attempts to thwart his plans. From 1809 to 1846 Owen’s ‘Kungsholmens Mekaniska Verkstad’ produced 60 steam engines, seven steamers, five mills, over 1000 mobile threshers, sawmills, dredgers, textile machinery, iron bridges, tobacco rollers, garden benches, gates and more for a total value of three million crowns. An 1819 built steam engine exported to Brazil is said to be the first steam engine in that country.

Even today Stockholm is a fantastic place for anyone who interested in steamships, Owen was a key figure of the development of Stockholm’s steamships as well as making important innovations that would later be used worldwide. In 1816 he launched *The Witch of Stockholm* which he rebuilt from a sailing ship, it used an experimental four bladed propeller for

A History of Samuel Owen (cont)

propulsion. Eventually the propeller would become the preferred means of ship propulsion worldwide, though it would take a great deal more development first and *The Witch of Stockholm* was later rebuilt with the then conventional paddles.

In 1818 he launched the first true Swedish built steamship *Amphitrite* with a capacity of 182 passengers, its maiden voyage on August 2nd 1818 made it the first steamship in public service in Sweden. This ship was used on trips to the royal palaces at Drottningholm, a route still plied by steam ships today. In June 1840 he launched *Samuel Owen*, the first iron ship in the country.

In the 1830s Samuel Owen was involved in a project to build an iron suspension bridge over Norrström but unfortunately this project was abandoned with work barely begun. In 1831 Owen was elected a member of the Royal Swedish Academy of Sciences. In 1843 the firm went bankrupt due to economic problems and increasing competition, the same fate faced in the

same year at his former employers back in Leeds. The workshop with the foundry, ironworks, shipyards and equipment went on sale in 1844. The 'Kungsholmens Mekaniska Verkstad' buildings were taken over by the Royal Mint and a couple of the buildings survive to this day as private offices. The road alongside the former works is now named Samuel Owens Gata. Recognising his important contribution to

Sweden's industrialisation the government offered him a lifetime pension. He continued in engineering work after the closure of his works but became ill in 1853 and died on the 15th February 1854 aged 79.

Samuel Owen was married three times during his life; first in England with Ann Spen Toft, then in 1817 in Sweden with Beata Carolina Svedell. Beata died 1822. Soon after he married Johanna Magdalena Elisabeth (1797–1880). In total he had 17 children with his three wives, 13 of his children survived him. A fund to raise money for a memorial to Samuel Owen some years later received so many contributions that a scheme was set up in Owen's name to award grants for students at the Royal Technical University. Samuel Owen remains a well known figure in Swedish history to this day.

Matthew Murray received a gift of a gold snuff-box from the King of Sweden for his contribution to Swedish engineering.

Surviving buildings from Owen's 'Kungsholmens Mekaniska Verkstad' in 2013 - **Kris Ward**



Hunslet Class 323

Andrew Johnson

The British Rail Class 323 electric multiple units were built by Hunslet TPL during 1992-93. They were designed for the inner- suburban services around Birmingham and Manchester, and most of the 43 units are still in operation with the current franchise holders in the area. Regional Railways and West Yorkshire PTE applied to the government for 14 units to add onto the 43 units already on order for the Aire valley services to Ilkley, Bradford and Skipton. However spending on the railways was restricted due to privatisation, resulting in WYPTE getting a few 308 units until the current fleet of 333's were sourced from Siemens. The three phase traction motors make a distinctive sound which is heard when

powering up and down and can be more prominent during times of low rail adhesion.

323201-243 are the numbers carried by these units which are formed of two outer driving motor vehicles equipped with a Holec DMKT 52/24 asynchronous traction motors for each axle and an intermediate trailer with a Brecknell Willis High Speed pantograph for collecting the overhead current of 25kV ac.

Some of the Manchester based units are allocated on the service to Manchester airport and these have a lower seating capacity as they are fitted with more luggage racks as required by the passengers travelling further afield.



323234 in Northern livery at Manchester Piccadilly

Hunslet Class 323 (cont)

Capacity -

End Units: 98 seats,
Central Unit: 88 seats
Total capacity: 284 seats

Operators

Northern Rail, London Midland, previously
Regional Railways

Performance -

Maximum speed 90 mph (145 km/h)
Weight 119.8 t (117.9 long tons; 132.1
short tons)
Power output 1.168 MW (1,566 hp)

Specifications -

End Car length 23.37m (76ft 8 in)
Central Car: 23.44 m (76 ft 11 in)
Width 2.80 m (9 ft 2 in)
Height 3.78 m (12 ft 5 in)

A 323 set destined for Birmingham

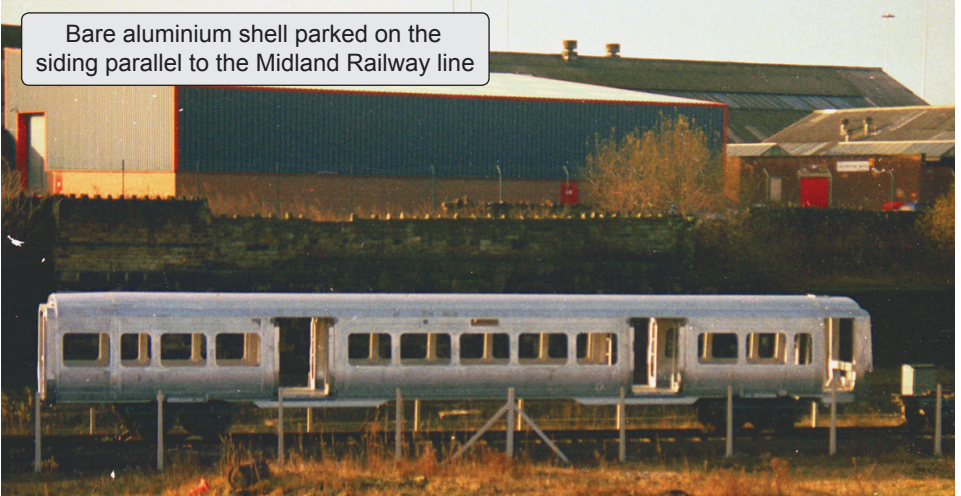


323236 in Regional Railway (Manchester area) livery

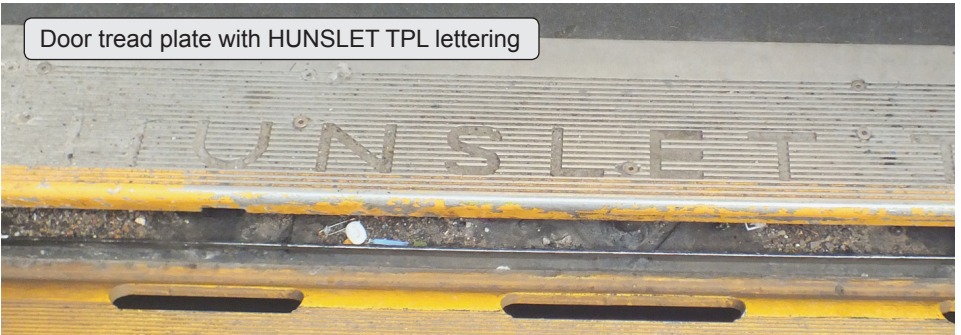


Hunslet Class 323 (cont)

Bare aluminium shell parked on the siding parallel to the Midland Railway line



Door tread plate with HUNSLET TPL lettering



323207 in Birmingham area livery shunted by Hunslet 388hp loco 8976/1970, rebuilt as 9306/1992



Yes, I remember...

Graham Findley

'I was a child of the sixties...' as the song by Nancy Griffith goes, and growing up in that heady period, I made the error of rejecting what I regarded as pretty well anything belonging to my parent's generation. It was a wholesale condemnation of everything that wasn't part of the counter-culture that I identified with, and consequently I damned to hell all classical music, painting, sculpture, literature – in fact, the arts in general.

And yet, penetrating the gloom of ignorance and prejudice were one or two shafts of light. Although I didn't understand poetry in general and had never studied it, some poems seem to resonate with me, despite myself. One of these was 'Adlestrop' by Edward Thomas. I first came across it when out on a bike ride with my older, more cultured brother. We lived in Banbury and were cycling to Stow on the Wold when he stopped as we were going over a railway bridge and said, "Yes, I remember Adlestrop, because one afternoon of heat the train drew up there". At first I thought

he was referring to something he'd done but he told me it was a poem. It intrigued me because of the conversational tone, I hadn't realised the poetry could be so immediate, so afterwards I looked it up.

The poem captures the stillness of a railway station in an English country village in the Edwardian period - sometimes imagined as a romantic golden age of long summer afternoons, a perception created by those who remembered the Edwardian age with nostalgia, looking back to their childhoods across the abyss of the Great War.

*Yes, I remember Adlestrop -
The name, because one afternoon
Of heat the express-train drew up
there
Unwontedly. It was late June.*

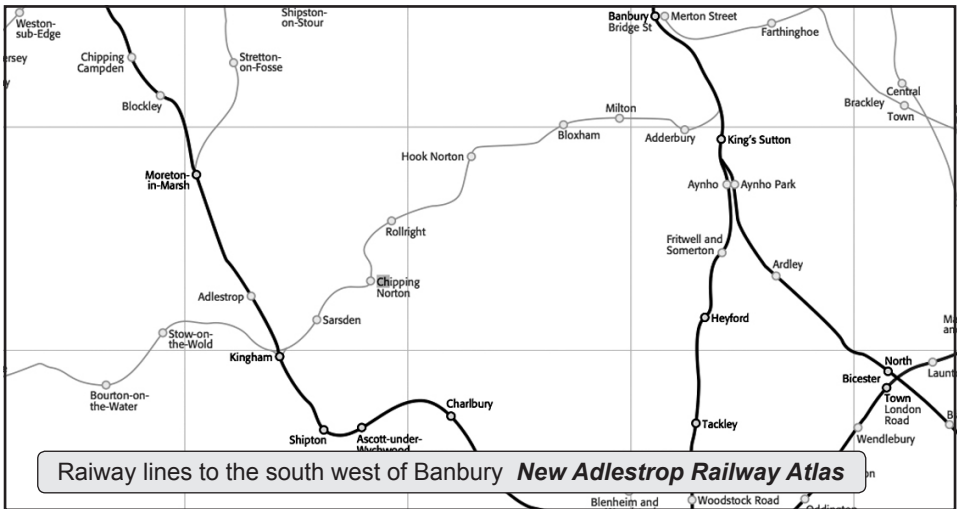
*The steam hissed. Someone cleared
his throat.*

*No one left and no one came
On the bare platform. What I saw
Was Adlestrop—only the name.*



The bus shelter with the old station sign and just visible, the poem on the back of the bench **Graham Findley**

Yes, I remember... (cont)



*And willows, willow-herb, and grass,
And meadowsweet, and haycocks dry,
No whit less still and lonely fair
Than the high cloudlets in the sky.*

*And for that minute, a blackbird sang
Close by, and round him, mistier,
Farther and farther, all the birds
Of Oxfordshire and Gloucestershire.*

Adlestrop Station was situated on the line between Wolvercot Junction and Evesham on the Oxford, Worcester & Wolverhampton Railway and was opened in 1853. It was a fairly typical GWR station of the period, never very busy but quietly serving the surrounding rural communities. It was originally built with a mixed gauge single track that was doubled 5 years later, but curiously there was a broad



Adlestrop station in 1961

Yes, I remember... (cont)



The site of the station today *Graham Findley*

gauge passing loop. However, the only broad gauge train to use the loop was the inspection train two days before the opening day!

Not a lot changed over the next 100 years except the canopies were removed in the 1930's. As rail traffic from rural stations all over the country dwindled after the war, the inevitable happened and the station was closed to goods traffic in August 1963 and to passengers at the beginning of 1966. It must have been shortly after that when I looked down from the road bridge at the deserted platforms, as it was demolished in 1968.

But was the train due to stop at Adlestrop anyway? The train was about to pass through Adlestrop on its way to Worcester when it stopped 'unwontedly' - suddenly, unexpectedly and without warning at Adlestrop itself. As any modern day traveller knows, such stoppages on railway journeys still occur, but as the poet indicates, the delay was by no means unpleasant and, for Thomas, this became a sudden stop which in retrospect caught a moment of two of unexpected peace and quiet before the 'Guns of August' heralded four years of war.

Had the train been due to stop at Adlestrop the poem would have been very different. An anticipated stop is all very well, but the stop which is unanticipated prompts the thoughts – why have we stopped? But in fact the train was due to stop, or so it appears. The GWR week day passenger timetable for June 1914 records the Paddington to Kidderminster via Oxford train as being due to leave Paddington at 10.20 am, arriving at Oxford at 11.44, leaving Oxford at 11.52, arriving at Kingham at 12.40 and arriving at Adlestrop at 12.48 – the times coinciding with the times in Thomas' own field notes. And Thomas was also travelling with his wife, and not travelling alone.

But it is still a wonderfully evocative poem and, if there is poetic licence, then that does not reduce the poem in any way.

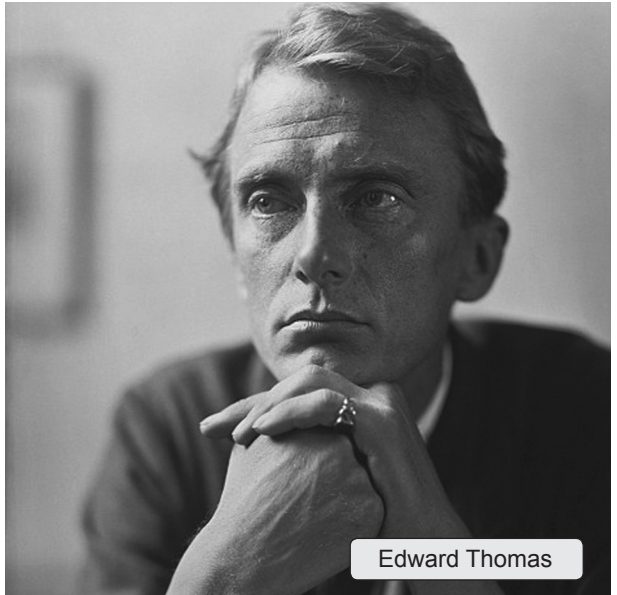
Edward Thomas was born in London, the son of Welsh parents and educated at Battersea Grammar School and Lincoln College, Oxford. He married while still an undergraduate and always had the ambition of earning his living as a writer. He first worked as a book reviewer and literary critic for the Daily Chronicle, before

Yes, I remember... (cont)

becoming published as a biographer, as well as a writer on the countryside. From 1905, Thomas lived with his wife Helen and their family at Elles Farm near Sevenoaks, Kent.

Thomas suffered from severe bouts of depression and recurrent psychological breakdowns, feeling creatively repressed by the endless reviews and ill-paid commissions he had to do to support himself and his family. He became a close friend of Welsh tramp poet W. H. Davies, whose career he helped develop. He rented a tiny cottage nearby for Davies and nurtured his writing as best he could. On one occasion, Thomas even had to arrange for the manufacture, by a local wheelwright, of a makeshift wooden leg for Davies.

Even though Thomas thought that poetry was the highest form of literature and regularly reviewed it, he only became a poet himself at the end of 1914. Edward Thomas was introduced to the American poet Robert Frost and a close friendship grew up between the two men – it was Frost who encouraged Thomas to start writing poetry himself. After much soul

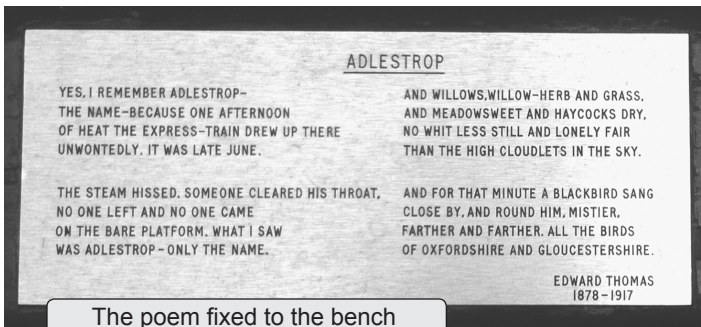


Edward Thomas

searching, and despite being a mature married man who could have avoided it, Thomas enlisted in the Artists Rifles in July 1915 and while stationed at Hare Hall Camp in Essex he wrote many of his finest poems. He was promoted Corporal and then in November 1916 was commissioned as second lieutenant into the Royal Garrison Artillery. He volunteered for service overseas and was sent to northern France in January 1917 and served with no. 244 siege battery.

On the first day of the Battle of Arras, the 9th April 1917 he was standing next

to the Beaurains Observation Post and was in the act of lighting his pipe when a shell landed near by. Thomas was killed by the concussive blast wave of the explosion. He was buried the following day in Agny military cemetery.



The poem fixed to the bench

Who was Driver Dean?

Brian Ashurst

Thanks to Ian Smith for sharing the wonderful picture of Swansea & Mumbles No. 2 in the December edition of *The Old Run*. In answer to the question he posed, I believe Driver Dean was Pete Dean, who like several of our earliest members was primarily a tram enthusiast and joined the MRPS (as it was then) with a view to helping preserve some of the Leeds trams. They were originally intended to be stored on the railway (and later perhaps operated—one of Dr Youell's ideas that did not come to fruition!). Pete Dean proved to be quite open minded, as by 1962 he had become a member of the committee (today's Council).

I was part of the team that drove down to Swansea to dismantle and ship No. 2 to Leeds. It was a long overnight drive (there were few motorways at that time) and we were given accommodation by a family with whom Fred had previously made friends. The operation was somewhat

hazardous and at one point one of the sleepers being used to help lift the top deck of the car slipped out of the crane sling and fell to the ground. One end hit me on the head and I sat a little dazed for a few minutes but was otherwise OK (some people dispute this!).

However the daughter of the family we were staying with, who was about 6 years old, was standing nearby and although untouched she did have a narrow escape. The newspapers made much of the sweet little girl's escape and the clumsy handling of the top deck, but I did not merit a mention, I'm afraid!

The next snag came after the various pieces of the car had been loaded onto three bogie bolsters for transport to Leeds. The long wagons would not negotiate the curve from the S&M line to the railway siding where they were to be marshalled into a train. The problem was that the corner of a wall near a level crossing was



Who was Driver Dean? (cont)



No.2 on the Balm Road Branch, with the old Acme workshop on the right, and the ends of some of the 'Playfair' streets on the left.

too tight, and the wagons got stuck across the road while everyone tried to figure out a solution. We managed to turn back a Swansea Docks goods train that was waiting for us, and delayed several buses and a long line of impatient lorries, all anxious to get to their destinations. Finally - and it may seem obvious to you, dear Reader, but when you're in the middle of a situation like this, it's not that easy to think clearly! - one of the BR staff worked out that if we removed the stanchions from one side of the wagons, they would slide through with an inch or so to spare, and so it proved.

It took several days for the merchandise to arrive in Leeds, and of course time was pressing because the tram had to be reassembled and tested before we could use it as a money-raising stunt for the university Rag Week. The Hunslet Engine Company obliged with a special drawbar to couple *John Alcock* to the S&M car. For

part of this time I was otherwise occupied, and I suspect Fred reassembled it single-handed. This was the time when Fred and Susan were expecting their first child, Harriet, and was the occasion for the famous misunderstanding: "Fred! Has it arrived yet?" "Yes, it came this morning!" "How much did it weigh?" "About 30 tons!" At any rate, it was ready for operation on the appointed day, and some of us had an exciting week, welcoming passengers and fending off vandals!



Editors Note - Whilst consulting Sheila Bye for background information and photographs in connection with Brian Ashurst's article, she sent me the following, which appeared in TOR 154, Summer 1996. It was itself based on an article originally published in 1960:-

TIMES PAST - SUMMER 1960

Sheila Bye

[photo of a coach being moved by low-loader]

No, NOT a new Middleton Railway branchline in use: it is believed to be the sad sight of an ex British Rail coach which cannot afford to travel empty on ex British Rail track! A bizarre moment captured during Schools Day, 13th June, by ace press photographer Keith Hartley.

A few weeks later, Steve Roberts mentioned the following article as being an appropriate comment on this strange present day situation, highlighted recently in B.B.C.1's 'Panorama'. The historic event already having been mentioned in Dave Johnson's recollections of old Middleton Railway, it seems an opportune time to reprint this account - which first appeared in *The Old Run* Nos. 4 & 6, April & June 1960, and is believed to have been penned by Brian Ashurst, the journal's Editor.

Having made arrangements to acquire No.2 car of the by then defunct Swansea and Mumbles Railway, the recently formed Middleton Railway Preservation Society sought a means of transporting the car to Leeds:

Pickfords, the B.T.C. heavy road hauliers quoted us a minimum price of £320 for bringing no. 2 to Leeds. Wynn's of Newport said that they could certainly quote us a lower price by road, although we have not since heard from them. British Railways (G) W.R. were at first not interested in carrying no. 2, but a letter from the Acting Chairman suggesting that we didn't want the disgrace of taking a rail vehicle by road turned their attitude into one of enthusiastic cooperation. On our Acting Chairman's second visit, one of the District Commercial Superintendent's staff from Swansea Victoria, and an awkward loads specialist from Swindon spent most of an afternoon discussing how to take it by rail. It was found that if the top deck is removed, the projecting boltheads polished, and the tunnels swept of soot, no. 2 will just about fit the loading gauge with a few thousandths clearance all round! B.R. have quoted us an almost embarrassingly cheap price, less than half that by road, provided we can send labour down to load and unload under their expert supervision.

The "Acting Chairman", of course, was Vice-President Fred Youell, first Chairman of the Society/Trust. Issue No.6, June 1960, continues the story:

Those members who came to Leeds during the week 18th - 25th June were rewarded with the sight of a reassembled, polished Mumbles train no. 2 full of passengers, being pulled up and down a short stretch of siding by the Hunslet diesel, 1697. Our first week of operation was a success but the story behind it is one of crisis after crisis.

When a tractor arrived at the depot in Swansea at 5.30 a.m., to pull out the car:

we discovered that the coach would have to be hauled out by winch as the tractor would not safely fit over the inspection pit. No. 2's brakes were released but she came forward making a horrible grinding noise. It was only when we tried to tow her round the curve outside the depot that we saw an enormous pit jack protruding from beneath the rear bogie, and a groove ploughed by it in the concrete all the way from the back of the depot!

Who was Driver Dean? (cont)

Further complications included the then Editor having two blocks of wood bounce off his head, and the blocking of the rail entrance to Swansea docks whilst a long-disused level crossing was cleared of a mound of mud. Eventually, bolts projecting from the sides of the 'Borail' wagon bearing the upper deck of the car were removed, to achieve the extra clearance needed to take the load by the conventional route.

Only the lower deck and bogies now remained. The lower deck was to be raised with jacks to a height of 5ft 9ins., the bogies run out from underneath and a Flatrol well-wagon pushed under in their place. While the jacks, which are the largest ones of their type in Britain, were being wheeled across from the Mumbles depot, one of them fell onto its side and broke a vital cog wheel. Whilst this did not put it completely out of action, it did slow up the raising operation considerably and made the job even more dangerous than it should have been.

Due to the 'unstraight' nature of the track, this operation did not go exactly to plan, as the wagon's overhang fouled the jacks. Two extra, hydraulic jacks took the weight whilst the main jacks were moved aside when required, and the lower deck was placed safely on the wagon: except for an unfortunate overhang of 18 inches at one end of the Flatrol. Jacks, and manpower, again solved the problem, the car's bogies and spare parts were loaded, and early on the morning of the second day the train was assembled ready to leave. However, the Saturday morning goods train had already departed, and the car had to wait for the 8.05 train on Monday morning, eventually arriving in Leeds at 3.30p.m. on Tuesday: only five days before the planned start of the University Rag Week passenger service!

However, with a tremendous effort by all concerned, we were able to take the lower deck on its own wheels over the newly relaid junction at Balm Rd., followed by the top deck still on its wagon and the whole train towed by the immaculate ex-Works Hunslet diesel in which Dr. Youell had previously passed his driving test. A memorable sight indeed! The top deck was later slung beneath a convenient bridge and lowered onto the bottom half. It was finally secured for operation during the University Rag Week although the seats in the upper deck were reinstalled progressively throughout the week.

Our first passenger service can be said to be successful, for we carried no less than 7700 passengers during five days (operating from 4.30 p.m. onwards every day except Saturday when we started at about 1 p.m.): of these, about 2000 made a contribution towards Rag funds. Such a low percentage is not really surprising when one realises that most of the passengers were children having 'free' rides! During the week (and in the previous week, at Balm Road) we had enormous help from the youth of Hunslet, Belle Isle and Middleton, who quite cheerfully undertook much of the donkey work of cleaning, lifting, screwing, bolting and ensuring a most welcome regular supply of light refreshments: from the proceeds of empty bottles (donated to the Society) it is estimated that one member alone must have consumed 25 gallons of lemonade!

'Swumbles', alas, is long gone, having been vandalised into a dangerous condition during its sojourn at the end of Dartmouth Yard. Though the Society started its working life with several tramcars as well as No.2, the area was entirely unsuited to the safe storage of multi-windowed vehicles. The "immaculate ex-Works Hunslet diesel" 1697, of course, is now the immaculate **LMS 7051**.

Dear Editor, “I must say...”

Dear Editor....

I was most interested in the Old Run article in the December 2013 issue about the use of Mumbles No.2 and Hunslet 1697 on an LRTL special. I suspected that ‘Driver Dean’ was Peter Dean who was studying engineering in Leeds at the time and later worked in the S. & T. Department of British Railways in Leeds and York. He joined the Institute of Railway Signal Engineers and from the IRSE office in London, I obtained his address in Australia. Thus I was able to send a copy of page 4 of the Old Run to him and I quote from Peter’s letter of the 30th January 2014 for your information:-

“I was most surprised to receive your letter – it arrived exactly 42 years after I arrived here in Western Australia. You are quite correct in thinking that ‘Driver Dean’ was actually me. I remember that weekend very well – we had several of the girls from the university as Conductresses on No.2 and we raised a good sum of money. Driving of 1697 was shared between a few members, with Fred Youell having the first session and me the second....”

A work colleague of mine at York in 1960 persuaded me to join him on a Rag Week trip on No.2. I tried out my new Voightlander Vito B camera that day and took a colour slide of No.2 being propelled up the gradient. That slide was used as an official picture by MRT and was also copied by the NRM for a special display.

I hope that the above will be of interest to your readers. And whilst my work colleague persuaded me to join the MRT, he never did!

Best Wishes
Derek Plummer



Dear Editor, "I must say..."

The train on the 'ramp', probably just above the later site of the motorway tunnel, with the lower parts of the pit spoil heap in the background. *M. Harrison*



Pause for a photo whilst restoring No.2. The grand plan was to convert part of it into 'camping' facilities for workers who came from other places to help at the weekend, and the other part was to become a messroom for workers, with washing and changing facilities. The tram era was a bit of a desperate pipedream at best - the tram enthusiasts might have known that a works yard in south Leeds with fairly easy access was definitely a bad place to store anything in the open with so much glass to it - and sadly, so it proved.



Dear Editor, "I must say..."

Dear Editor....

The series on the early colliery locos at Middleton has been most interesting, but I believe that the objects captioned as coal staiths in one of the photos of No.6 (on page 7 of the December OR) were actually vertical gas retorts. I am no expert on the subject but the colliery must have had a coal gas works on site and that would produce coke. The wagon in the background has wooden rails above its body called a 'coke crate' and these were a common feature on some NER wagons made for that particular traffic. Coke being lighter than coal needed more carrying space for a similar weight, hence the addition to the body height.

I'm not surprised that the author had difficulties in ascertaining the history of Middleton No.6. The late Ken Hoole, who researched NER locos more thoroughly than anyone, often found blanks in the records, so it's not an easy task. In 1978 he produced a typewritten paper titled 'NER Locomotive Stock List 1894, Duplicate List and other Locomotive Renumberings 1883-1924'.

From this it would seem that on the 'Duplicate List introduced in 1885' this engine was renumbered from 34 to 1900 on 31.12.1890 but probably did not receive its intended new number 1705 on 1.1.1894 as it was sold out of service in that month. There were engines previously numbered 1705 on the 1885 list, namely 0-6-0 No.234 and 0-4-0 No.272.

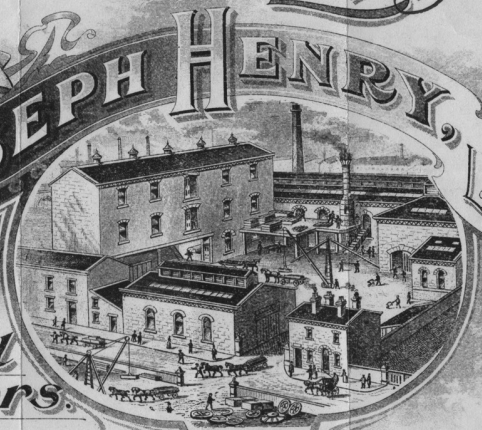
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Dear Editor, “I must say...”

Dear Editor....

Andrew and Malcolm Johnson thank all friends at Middleton Railway for their Christmas cards. We extend our belated greetings for the New Year to all. This year we made a donation to the ‘Buy a Brick’ fund instead of sending cards.

Many thanks
Malcolm Johnson

Dear Editor....

Whilst reading “Wheels to Disaster - The Oxford Train Wreck of Christmas Eve 1874” by Peter R Lewis and Alistair Nisbet (The History Press, 2009), I came across a reference to a locomotive named “Mathieu Murray”, which had been involved in a serious train wreck near Versailles (Paris) on 8 May 1842. At the head of a special double-headed excursion train was “Mathieu Murray”, described by Joseph Locke, the British engineer called in to investigate the accident as “an old four-wheeled engine built by Fenton, Murray and Jackson [no building date provided] with outside frames and bearings, similar to many of those in early use in [sic] the Manchester and Liverpool line.”

The cause of the accident was the failure of an axle on “Mathieu Murray”, mentioned because the book is particularly concerned in the part played by metal fatigue in train accidents (of which the “Oxford Train Wreck” was one). Between 53 and 200 people died in the Versailles wreck, difficulties being added by locked doors and a fire which raged through the wrecked coaches. This was one of the earliest serious train accidents in France.

Seeing where the locomotive was built, it is perhaps not surprising that it was named Mathieu (or Matthew?) Murray, although probably not a name to have been originally chosen in France.

Regards,
Henry Gunston

Dear Editor....

I have managed to get the Scout Historian Colin Walker to give us a talk at our social evening on 7th October. Colin was the main contributor to my last article in TOR and his talk will be called ‘Scouting on the Right Lines’.

Colin will look at the connections to railways that occurred in the life of Baden-Powell, including the use the Founder of the Scout Movement made of the railway in his famous defence of Mafeking during the Boer War.

B-P’s fame as the ‘Hero of Mafeking’ resulted in two English locos being named after him in 1900. Amongst the many Scouting connections with the railway, perhaps the most interesting are the Scout Train Cruises of the 1930’s, when year on year, Scouts were granted the use of the most important record breaking locos of the day to provide a ‘Travelling Jamboree’ visiting Scouting communities along a 1000 miles of the East mainline to Edinburgh, then across to Banavie near Fort William in Scotland and return. Colin will show artifacts and photographs relating to his talk.

Thanks,
David Hector

The Editor replies: See the list of guest speakers for the Social Evenings on page 4.



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Saving a lot of back breaking labour, a digger works on the track in preparation for the new shed **David Hebden**

