

NEWSLETTER February 2026

Hello Everyone, Welcome to a New Year, and we hope this PEEM's year will be of interest to everyone, whatever their engineering or modelling interests.

We are pleased that some new members have signed on, hopefully bringing some new experience and insights to The Club.

Our Chairman Jonathan is back home and recuperating, and we wish him well, If anyone wants to contact him, please do it through text only, as recommended at the meeting.

At our February meeting, Allan Dawson, who is still a fireman on the "*North Yorkshire Moors Railway*", came and shared his "Turns" and "Trips" from Normanton and Doncaster on both steam and diesel locomotives (1963-68). This was a "deep dive" and very interesting to the steam buffs amongst the membership (there were a lot of questions). In compiling Allan's talk, I downloaded *The Midland Railway Diagrams*, which detailed the full range of infrastructure (stations, tunnels, viaducts etc.) which was built to support the mines, factories and commerce of northern industrial England. I didn't realise how many coal mines there were. The whole enterprise looked mind boggling, and the majority of it has now disappeared. Allan provided us with a brief window into this incredible world.

We would encourage members to recommend speakers and visits, so that the full range of interests of the PEEMS membership are catered for.

There is a note below that the next meeting will be a "*Bring and Brag*" where members bring their projects in for display and discussion with other members. *The "Bring and Brags"* and "*The Mike Sayers' Trophy Evening*" are really the essence of PEEMS and what it's all about, so hopefully that should be a really interesting meeting.

Finally, I was reading up about Sam Heron (1891 – 1963), who you can find on the internet. He collaborated on the first systematic research into the design of air-cooled engine cylinders. He performed the first research into heat transfer throughout the engine, and in the process invented the sodium cooled poppet valve. A fascinating story, and his poppet valve is a wonder of engineering. Just a reading recommendation.

That's it for now, Neville.

Change Of Event:

Due to circumstances beyond our control, Ivan Shaw's talk will not take place at the March meeting. Ivan's talk has been moved to the evening of Wednesday, May 6th (see below).

Instead, we will have our first '*Bring and Brag*' evening of 2026, where it is hoped that members will bring along something they have been working on over the winter months. The project can then be discussed at the meeting.

Items can be a work in progress, or something already completed. Equally, it could just be something that has been causing problems. If so, bring it along and I am sure someone at the assembled gathering will be able to help you with advice.

Hope to see you on March 4th at the Hungate Centre. *Colin.*

□ Forthcoming Events.

- **Wednesday March 4th** ***'Bring and Brag'*.**
- **Tuesday March 17th** **Workshop Morning.**
- **Wednesday April 1st** ***The Trams Of San Francisco. A Talk by John Schofield.***
- **Tuesday April 21st** **Workshop Morning.**
- **Wednesday May 6th** ***Aircraft Development. A Talk by Ivan Shaw.***
- **Tuesday May 19th** **Workshop Morning.**

- **Items For Sale:** Arc Welder ~ old but works. £10. *Archer* Power Washer £25. Buyer(s) to collect both items. If you are interested in buying these items, please contact Tony Leeming. Tony's contact details are on the Members' List.

Club Evening Wednesday 4th February ~ A British Railway's Fireman's Diaries 1963 – 68. A Presentation By Allan Dawson.

○ Introduction.

Colin Bainbridge our Vice Chairman, who is standing in for our Chairman Jonathan, whilst he is convalescing, welcomed everyone to the first of 2026's meetings.

Those attending signed a "*Get Well Soon*" card for Jonathan, and Colin said that as Jonathan has decided to temporarily step aside for four to six months, he is willing to chair the monthly meetings in the meantime.

If anyone would like to contact Jonathan, the advice is that texts are the preferred method of communication.

Before Allan's talk, Colin had some announcements.

● The Hungate Centre.

PEEMS rents the Hungate Centre for our monthly Wednesday evenings, and also for our once-a-year AGM, usually on a Friday lunchtime in November. We rent the Centre from CaVCA (Coast and Vale Community Action).

PEEMS has signed up for another year at The Hungate Centre. Colin had already announced that all members and guests must be signed into each meeting, and the "signing in" form is on the table on the right as you enter the Centre. This is important because, although CaVCA provide the building and building insurance, PEEMS has to be covered by their own insurance for everything else that we do there. As part of the liability, PEEMS needs to know who is in attendance for Fire Safety reasons.

In the event of a fire, everyone has to be accounted for, so all members must be signed in, with all guests signed in by the relevant member. Also, if anyone sees a guest who has turned up independently, they should introduce them to a member of the Committee, or Colin himself, and that will ensure everyone attending is on the register for each meeting.

● Membership Subscriptions.

Membership subscriptions were technically due by the end of December 2025. If any member hasn't paid yet, please do, as March is really the final "cutoff". As already mentioned, it will be "tricky" with PEEMS insurance if a person is no longer a "member", but a "guest". At the time of the February meeting, most members had paid, but there were one or two outstanding.

● The Members' List.

As all members will be aware, there is a Members' List. If you would like a copy, just ask Richard Llewellyn, who is the "*Membership Secretary*", and he will issue you with one. What we would like to include, and what hasn't been on the current Members List, is "*Member's interests*". What engineering interests do you have? PEEMS is a Club which covers all aspects of experimental engineering and modelling. Putting your particular interests on the list, will help other members with similar interests to see what they have in common with yourself.

● Speakers and Visits.

This year's itinerary has the usual mix of speakers, *Bring and Brag* project displays, hopefully a *Mike Sayers' Trophy* evening (after 2025's "lull"), and there is also the AGM later in the year.

PEEMS also likes to organise a visit or two to a location of engineering interest. In 2025 we organized a trip to Skinningrove '*Land of Iron*', for example. We have a few ideas for visits for 2026, but if any member has their own idea, please bring it to Colin's or another Committee member's attention. The idea is that we could arrange a "distant" visit (ie. no more than an hour and a half away), or maybe one or two local visits, to an engineering company nearby. For example, RAF Fylingdales has been suggested for a local visit with *The Fox and Rabbit* a suitable venue for lunch.

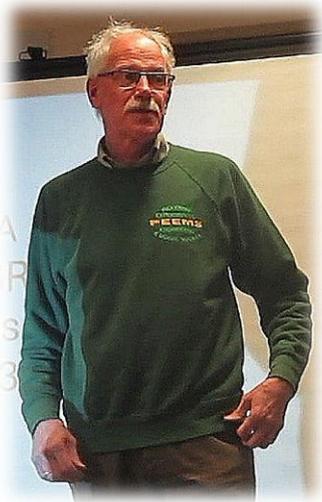
For an example of a more "distant" visit, "*The National Coal Mining Museum*" at Wakefield has been mentioned, the details are at this link: <https://www.ncm.org.uk/>. If you click on the link to go to the site, please press on the back arrow at the top left of the screen to return to the newsletter.

Unfortunately, as of the time of the February meeting. There were no visits underground because there was a strike on. As mentioned on the website: "*Following further negotiations with UNISON, industrial action, largely affecting our Underground Tours, is confirmed to take place until Wednesday 8 July 2026. Although Underground Tours will be unavailable during this period, the Museum remains open, and continues to share the important history of coal mining with our visitors*".

So, this looks like an interesting visit for The Club, later in the year.

- **PEEMS Clothing.**

Colin was wearing a “snazzy” green PEEMS sweater to the meeting, with the Club logo embroidered on it.



Other members were wearing fleeces, and others have “polo shirts”, but they all had the club logo embroidered on them.

If people would like to have such a garment, the thinking is that The Club can put in a collective “bulk” order. Let Colin know what type, colour and size you want, and we will get some numbers together, and place an order in a couple of months’ time.

If you want to go on the web site, the link is below, to return to the newsletter click the back arrow at the top left-hand side of the screen:

<https://identityyorkshire.fullcollection.com/>

At the top of the page, under ‘product by type’ you can select ‘fleece’, ‘jackets’, ‘polo’, and ‘sweatshirt’.

What PEEMS members have worn in the past are jackets, fleeces (which are the most comfortable), polo necked shirts with long and short sleeves, and there is the ‘sweatshirt’ or sweater of the type Colin is wearing above.

At the time of the Newsletter issue, Jackets are about £32, Fleeces £22, and sweaters £16. There’s no reason why people can’t order their own preferred garments from the site as the embroidery is free.

You can see on the site the range of colours, (there’s about 20) and although the Club rejects the idea of a uniform, it is thought that the colours should be restricted to the green of Colin’s sweater and ‘Royal Blue’. As you can see in the catalogue, sizes go up to 5XL.

Here are some of the sweaters and fleeces in Green and Royal Blue, as taken from the ‘identityyorkshire’ website.



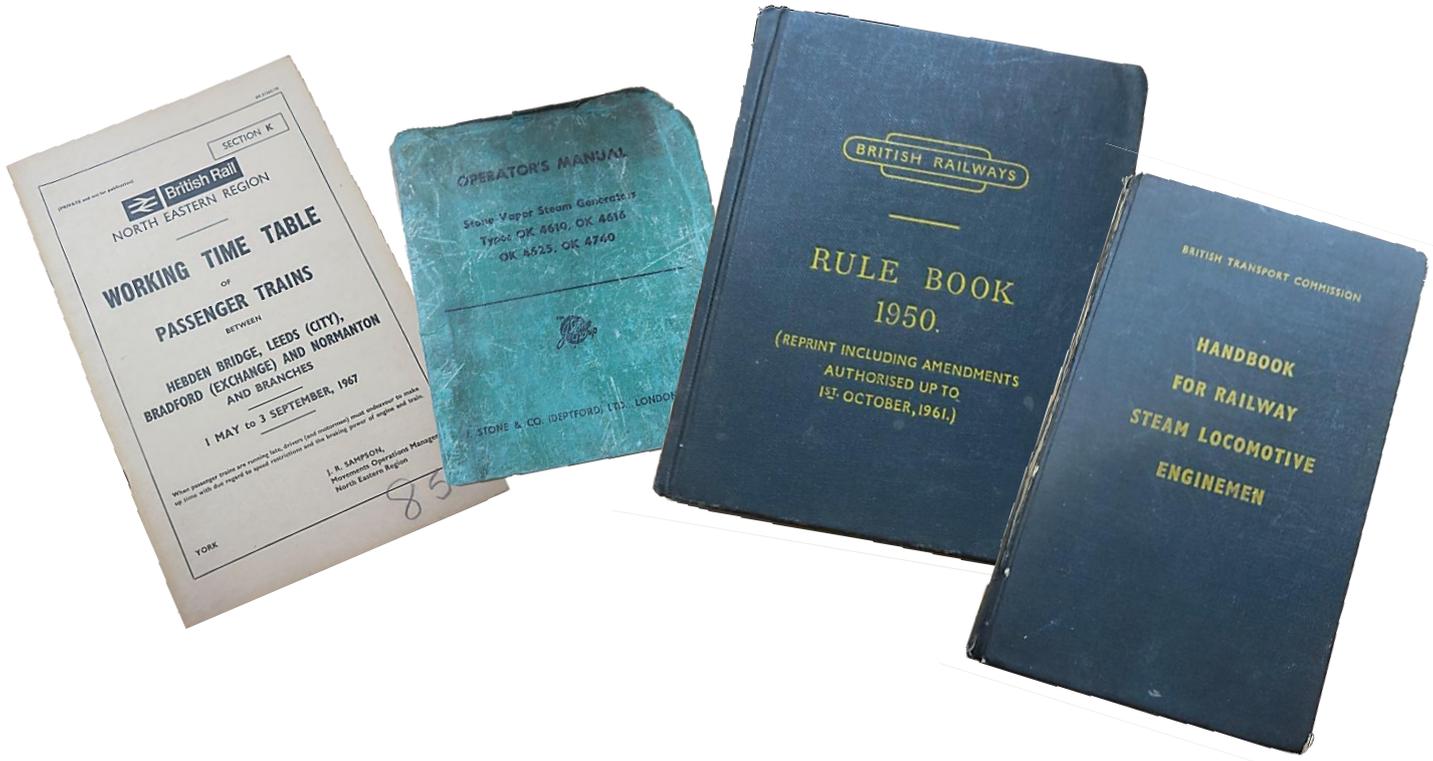
PEEMS Banner.

We now have a banner to promote PEEMS, which CaVCA have given permission to hang on the outside wall of the Hungate Centre facing the main road (along with those for the Food Bank and *Musical Memories*),

This will be discussed with the membership on March 4th



○ **A British Railway's Fireman's Diaries 1963 – 68. A Presentation By Allan Dawson.**



● **Introduction**

Allan previously spoke to PEEMS in April 2024 about the history of the Normanton Motor Power Depot. His talk is written up in the April 2024 PEEMS newsletter.

After that talk, Allan later thought that “he couldn’t leave it there”. He had kept a diary during each year he had worked as a fireman for British Railways, and thought that would be an interesting subject for a talk. He thought this talk would nicely wrap up the whole subject, and add further details to some of the subjects discussed previously.

In that diary, for each date Allan was on the footplate, he wrote the driver’s name, the “Turn” (the work) they were doing, and the engine number they were operating. Any other relevant information was added. A lot of trains that you see on the latest videos (on YouTube, for example) feature highly polished green express locomotives.

At Normanton train depot, there were no polished locomotives!

● **In The Beginning.**

Allan started on the railways on the 10th May 1962, as a fifteen-year-old, straight from school. There was no “gap year” in those days. He was given a book about steam engines (*Handbook For Railway Steam Locomotive Enginemen*), and a Rule Book (1950). The latter went everywhere with Allan. He also brought to the meeting six years of diaries, the time he spent on the footplate. He also kept his wage slips from the year before he finished and brought those along as well.

BRITISH RAILWAYS B.R. 87257

MOTIVE POWER DEPARTMENT,
CHIEF ESTABLISHMENT & STAFF OFFICER
NORTH-EASTERN REGION
YORK

26 AUG 1964 19

Will you please note that you will be promoted

from bleener Normanton to Fireman Normanton

with effect as from 10. AUG. 1964 19

for the purpose of your next firing advance you will be credited with 296 TFS
~~driving~~

To: Freeman Dawson (1968) Normanton S. J. JUDSON Signature

This Footplate Credit Advice Note is dated 26th August 1964, and some of the “Turns” (work schedules) that Allan was working on were in 1963. The majority of Allan’s steam work was in 1964 before he moved onto diesels.

The normal career path Allan followed (along with all the other footplatemen) was starting as an engine cleaner. After 12 months you took an exam, and if you passed, the Shed-Master would promote you to a “passed cleaner”. That meant you were passed out to work on the Main-Line, but you could be cleaning engines the next day. There needed to be a vacancy at the depot for the next stage of progression, such as driver or fireman retirement.

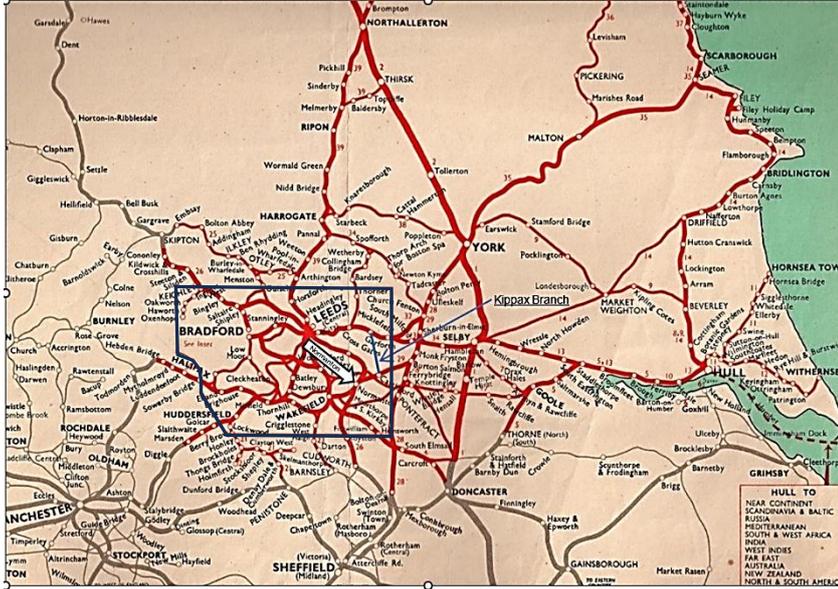
From August 10th 1964, Allan was promoted to fireman. On that date, Allan was at the Army Cadet’s camp at Burniston Road, Scarborough.

Q: What does credited with 296 TFS mean?

Allan: I had to be “up to speed” with the wages going onwards. It used to be £4 10 shillings for a “passed cleaner” and when you were “passed out”, you were on a higher wage. To do that, you were credited with 296 “Firing Turns” which meant you stepped up to a higher wage.

Previously Allan passed his exams from cleaner to “passed cleaner” on the 20th March 1963, then from “passed cleaner” to fireman on the 10th August 1964.

• **Normanton Roads** (The area covered by the Normanton Depot).



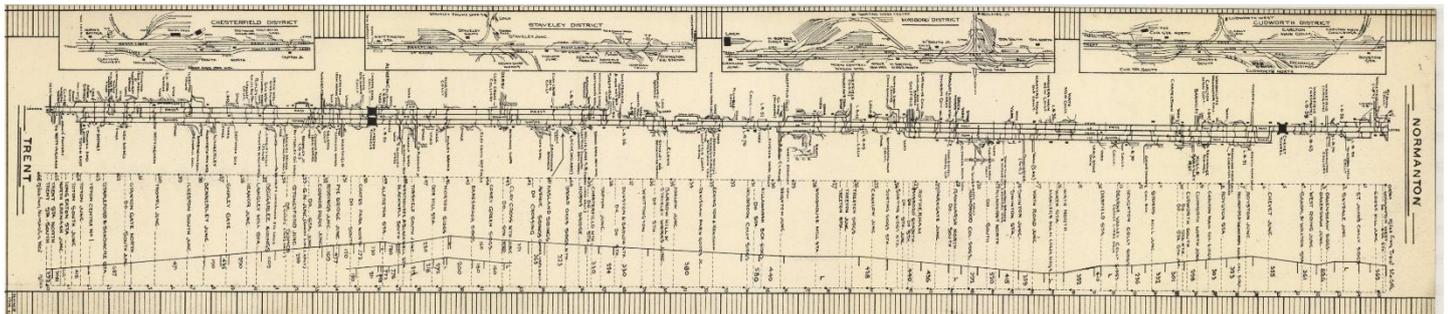
Most of the work done from Normanton was done in the area outlined on the map.

There was a lot of work in Bradford, (but for Allan, at a later date). The work depended on whether the driver had signed up for ‘the road’ or not. The driver had to have knowledge of ‘the road’ before he was signed for it.

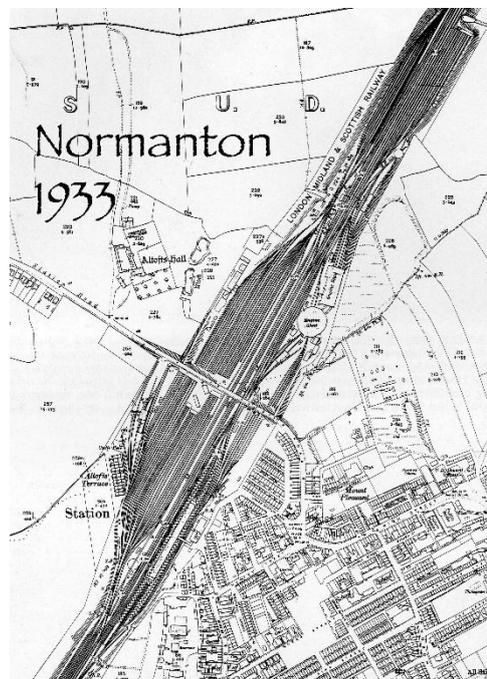
A few drivers went out beyond the environs of the area of Normanton to York, for instance, but they never went beyond route 28 on the map, in the East.

Although Allan didn’t work to Bradford until a later date, he did work to Wakefield and to Manchester. He also did the route down the Midland (route 26 on the map). They didn’t go to Doncaster.

• **Midland Railway Infrastructure**



This map shows the amount of infrastructure down the Midland at that time in the early 1960s. The map is from 1940, but nothing much had changed by the 1960s. There were marshalling yards all the way down as can be seen on the map.



You can see the size of the Normanton site here, because of the three different railway companies that used Normanton (NMR, L&YR and Y&NMR)

NMR: North Midland Railway.

L&YR: Lancashire and Yorkshire Railway.

Y&NMR: York and North Midland Railway.

- **24 Hour Working Schedule And The 24-Hour Clock.**

1962 to 1968

Normanton working diagrams

00.16 Huskisson-York. (Home pass)

1.30 York parcels, rtn 7C09 Skelton-healey mills

1.35 prepare engine & work 2.35 Toton

2.25 Barnsley parcels

2.40 Engine prepared & work 64 Trips (fryston)

3.16 Control Relief

3.40 prepare engine & work 5.10 Normanton-Derby Rlvd at Masborough, Rlve Toton-Normanton, Le shed.

4.55 Prepare engine & work 5.55, 69 Trips Allerton Bywater & Bowers

4.55 Tue only Ecclesfield tanks, LE home,

5.00 For 6.30 North yard-York, rtn York-Normanton

5.10 for 6.00 Toton, rlvd at Avenue sidings, home pass,

5.40 Monk Bretton

5.45 Station shunt

5.51 7.06 York pass. LE home

5.55 North yard shunt

6.00 Shed

6.00 Dispose & preparation

6.15 Tingley, shunt at Ardsley

6.26 For 7.06 York pass. Rtn on 9.30 parcels to Normanton

9.00 For Snyderdale trips

9.00 9.26 M.O Manchester parcels, home pass

10.00 10.26 Manchester parcels, home pass

10.00 Moss st pilot

10.30 Ecclesfield tanks, Mon/Wed/Fri, LE home

11.05 Le Garforth, work empty car flats to Derby, home pass

11.20 13.15 Derby rlvd at Mas south. Rlv Toton Normanton

11.50 P48 Trips Morley

12.55 67 trips Bowers & Allerton Bywater

13.25 13.25, 64 trips (Fryston)

13.30 Stourton trips

13.40 Halifax parcels

13.55 North yard shunt

14.00 S.O Healey mills-York, rtn as required

14.00 Shed

14.00 Disp & prep

14.20 15.10 Liecester

14.50 Mon/Wed/Fri Ecclesfield tanks, to York, home pass

15.34 S.O Red bank parcels, LE Newton Heath Loco

15.55 Sat only, Bolton parcels

17.45 Wed only, Pass to Patricroft, Cattle, to York home pass

17.45 For 18.35 Toton rlvd at Chesterfield, rlve Toton-Normanton, le Loco

18.45 For 19.10 Manchester parcels, return 23.45 Newcastle papers

19.11 Control relief

19.41 S.O Pass to Stalybridge for Mayfield-Durham papers, rlvd at York, work 2.06 Pass to Normanton

20.30 D&P

21.00 Station shunt

22.00 Shed

23.55 S.O D&P

Putting this presentation together, Allan decided to go through his diaries and try and put all the "Turns" he did onto a 24 - hour chart, and then describe the typical "Turns" through the 24-hour cycle. Remember, that this is a compilation of six years of diaries from 1962 to 1968. Instead of dates, the "Turns" will be described in terms of the times of day. This is a compilation of the "Turns" starting at 00:16 just after midnight on a Monday and continuing through to Friday midnight.

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| 06:30 P 62 | 17:30 P 76 | 06:30 P 62 | 17:30 P 76 |
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| 22:00 P 63 | | 22:00 P 63 | |
| 22:05 P 63 | | 22:05 P 63 | |
| 22:10 P 63 | | 22:10 P 63 | |
| 22:15 P 63 | | 22:15 P 63 | |
| 22:20 P 63 | | 22:20 P 63 | |
| 22:25 P 63 | | 22:25 P 63 | |
| 22:30 P 63 | | 22:30 P 63 | |
| 22:35 P 63 | | 22:35 P 63 | |
| 22:40 P 63 | | 22:40 P 63 | |
| 22:45 P 63 | | 22:45 P 63 | |
| 22:50 P 63 | | 22:50 P 63 | |
| 22:55 P 63 | | 22:55 P 63 | |
| 23:00 P 63 | | 23:00 P 63 | |
| 23:05 P 63 | | 23:05 P 63 | |
| 23:10 P 63 | | 23:10 P 63 | |
| 23:15 P 63 | | 23:15 P 63 | |
| 23:20 P 63 | | 23:20 P 63 | |
| 23:25 P 63 | | 23:25 P 63 | |
| 23:30 P 63 | | 23:30 P 63 | |
| 23:35 P 63 | | 23:35 P 63 | |
| 23:40 P 63 | | 23:40 P 63 | |
| 23:45 P 63 | | 23:45 P 63 | |
| 23:50 P 63 | | 23:50 P 63 | |
| 23:55 P 63 | | 23:55 P 63 | |
| 00:00 P 63 | | 00:00 P 63 | |
| 00:05 P 63 | | 00:05 P 63 | |
| 00:10 P 63 | | 00:10 P 63 | |
| 00:15 P 63 | | 00:15 P 63 | |
| 00:20 P 63 | | 00:20 P 63 | |
| 00:25 P 63 | | 00:25 P 63 | |
| 00:30 P 63 | | 00:30 P 63 | |
| 00:35 P 63 | | 00:35 P 63 | |
| 00:40 P 63 | | 00:40 P 63 | |
| 00:45 P 63 | | 00:45 P 63 | |
| 00:50 P 63 | | 00:50 P 63 | |
| 00:55 P 63 | | 00:55 P 63 | |
| 01:00 P 63 | | 01:00 P 63 | |

All the engine sheds had a lobby where you signed on. If you were taking an engine 'off shed' you looked on a board like this. This is the board from Royston (near Barnsley). Royston had mostly 8F engines. There is one of these boards in the lobby of the Grosmont Shed, which came from Lostock Hall.

The board shows you the time you were on and the "Turn code", P57 meant it was a "Trip working", and each "Trip working" took you to a specific colliery. The board also showed you what engine you were to operate.

There was a lot of work at Normanton, but the number of "Turns" wasn't as extensive as the board above.

• Normanton "Turns" and "Working Diagrams" (24-Hour Clock).

- 00.16 Huskisson-York. Engine to Shed. Home pass. Tuesday 9th February 1964.

"Turns" would come and go, but this was a February night, and the Driver Wilf Lockwood and Allan signed on and were told they were going to relieve the Huskisson (Liverpool Docks) to York train. It didn't work out that way because the train from Liverpool was a bit late. There was a train going from York to Huskisson, so they manned that and went to Wakefield with it. By that time, the Huskisson to York was coming the other way, so they just swapped over engines. Both engines were Black Fives (44712 6J From York and 44743 8C to York). The train to York was a "fully fitted" train, and when they got to York, they left it in the sidings and took the engine to the Shed. In York, if you took an engine to the shed, you parked it up and left it. They had disposal teams for engines there. Allan and Wilf walked back along the road from the Shed to the Station, with a trackside short cut to catch the 02:06 from York to Normanton. There was snow on the ground, and Wilf Lockwood, aged 60, and near retirement, tripped over some signal wires just before the platform at York Station. He was alright, but Allan didn't see a lot of him after that.

- 01:30 York Parcels. Return RC09 To Healey-Mills (S. Ossett West Yorkshire). Tuesday 16th May 1967.

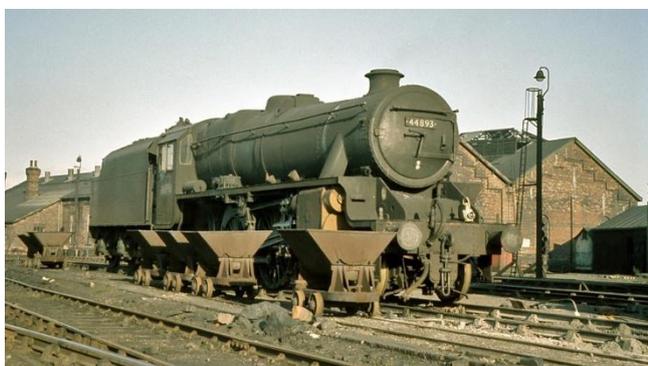
| | | |
|------------------------------------|---------------------|-------------|
| 1:30 MAY 1967 | 1967 8W | MAY 6. |
| 14 Sunday Whit Sunday | | Thursday 18 |
| 5:45 STATION SHUNT. | 1:30 YORK PARCELS. | |
| C. LOVIT 42138 SSE | B. SLATER 43098 SSE | |
| R.D. 15 Monday | | Friday 19 |
| LAYED IN. | 1:30 YORK PARCELS. | |
| FOR R.D. | B. SLATER 43098 SSE | |
| 16 Tuesday | | Saturday 20 |
| 1:30 YORK PARCELS. | 1:30 YORK PARCELS. | |
| B. SLATER 45080. | B. SLATER 43098 SSE | |
| WORKED PARCELS TO YORK 7C09 | | |
| BRKELTON-HEALEY MILLS 7C09 PARCELS | | |
| NTN-YORK L.E. HOME | | |
| 17 Wednesday | | NOTES |
| 1:30 YORK PARCELS | | |
| B. SLATER 44993 SSE | | |
| DIDN'T WORK 751. | | |

** Black 5 45080 is seen heading this train at Normanton :



When Allan looks at his diaries, he's amazed at how many times he laid in. As a fifteen-year-old, living with his grandmother, she used to get breakfast ready for whatever time it was to go, but when she slept in, so did Allan. At that time, you didn't get paid for time off.

In his diary entries you can see all the other parcels deliveries he signed in for. They were all Black 5s which is Allan's favourite engine.



Station Shunt: At that time there were still plenty of parcel trains stopping in Normanton Depot as it was a departure depot for Royal Mail. This is because there was no room for mail at Normanton Station.

Allan is trying to get a photograph of every locomotive he has worked on (or fired in the case of steam engines).

This shows Black 5 44893, which is featured in his diary for the 01:30 York Parcels on 17th May 1967.

▪ **01:35 Sign on to Prepare Engine and Work the 02:35 to Toton (near Nottingham).**

First the Light Engine was taken to Normanton south sidings. It then worked a freight train down the Midland Line to Toton. Sometimes it went through to Nottingham. As work diminished at Normanton, some of the work was transferred to other depots.

It was quite a journey to Toton. If you went from Normanton to Toton, which not many did, you usually got delayed somewhere, but you always came back "on the cushions" (that is as a passenger on a passenger train).

Preparing the Engine: You were given an hour to prepare the engine (you're given two hours at Grosmont on the NYMR!). The driver would do an "oil round", but everything had to be done in that hour.

Q: Did that include firing the engine?

Allan: At many Steam depots there was a person (Steam Raiser) out, who looked after the engines to make sure that an engine that was due to go, had sufficient fire and steam to move.

His job was to light the engines' fires and have them ticking over, as it were, until they were ready to go out. When the fireman signed on duty, the Steam Raiser would hand the engine over to him.

The Steam Raiser hours were usually 22.00 - 06.00.

Each depot had a prefix letter for diagrams working locally, Normanton had the letter P,

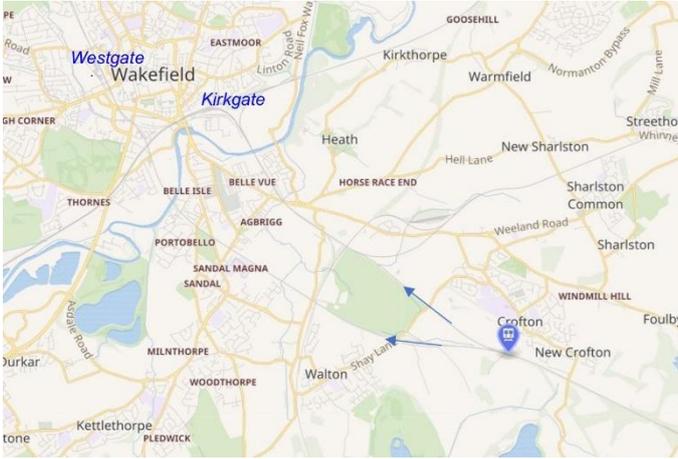
Q: When you say "prepare the engine" do you have to grease all the essentials?

Allan: The driver's job was to oil the engine all around, and grease where necessary. For a Black 5 it's easy, because you've got the motion and axle boxes within easy reach, and you have an inspection pit.

On the three-cylinder engines, the motion is between the frames, and the driver has to crawl up between the frames in order to do the oiling.

The fireman has to get his fire ready for the journey, clean the cab, and generally help the driver with his tasks.

▪ **02:25 Barnsley Parcels.**



In 1967, Normanton worked Barnsley parcels for a few weeks and then the jobs disappeared.

On this particular day (7th August 1967), a Light Engine was taken from Normanton to Wakefield. There was a parcel train coming from London to Leeds. Instead of coming through Wakefield Westgate, it used to come off at Crofton-Hare Park (where the line from Doncaster splits) and come up the Midland Line to Wakefield Kirkgate.

They would leave a couple of coaches and parcel vans, and then Allan and the driver would couple onto the coaches and parcel vans and go to Barnsley.



They would then 'run around' at a certain time (like 06:30) and work back to Wakefield with one passenger coach for early workers. There were carriage sidings at Wakefield Kirkgate, so the parcel van and coaches were put back in the sidings, and the Light Engine was taken back to Normanton. If you got back to Normanton and you had an hour of more of your shift left to go, you would have to either prepare an engine or dispose one before you could go home. That meant that the Shed got 8 hours of work out of you.

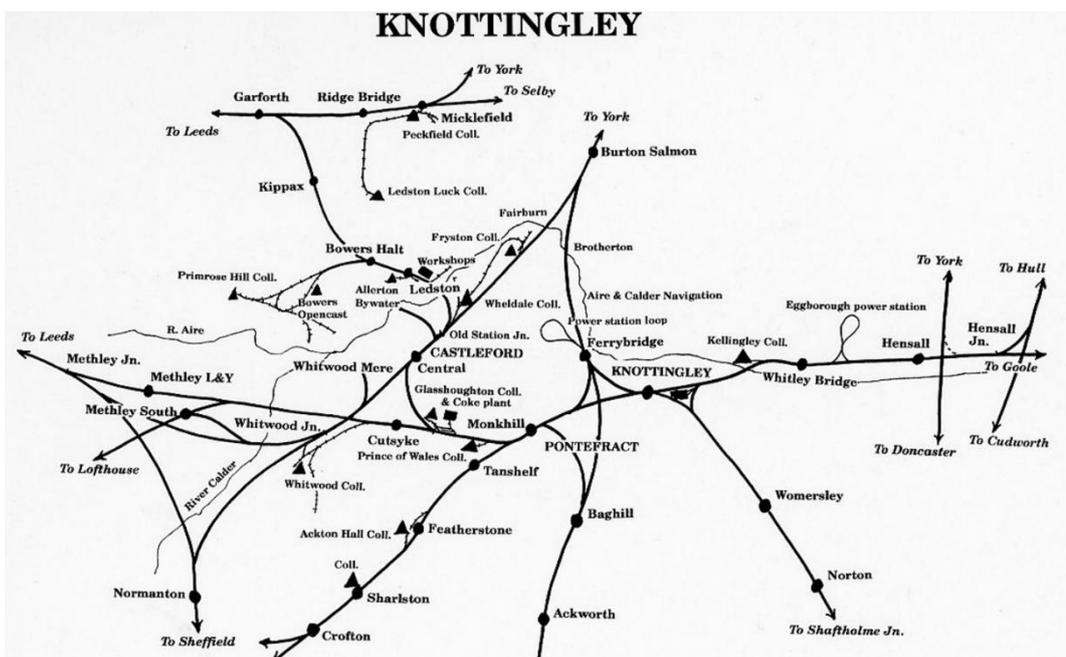
Black 5 44824 was the locomotive used for this particular "Turn" to Barnsley. The photo was taken at Normanton.

▪ **02:40 Engine Prepared and Work 64 Trips (to Fryston Colliery).**

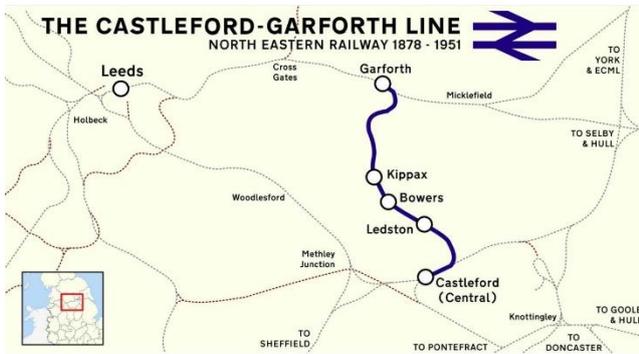
This shift was to prepare the engine for local "Trip Work". "Tip Work" was to the local collieries. You would sign on at 02:40 in the morning to do this. At the time Allan lived in Pontefract and over a period of 3 or 4 years, he did a lot of "signings-on" at this time of the morning. Sometimes on a Monday morning, when he was cycling into work for an 02:40 "sign-on" it would be snowing.

Each depot had a number, and 64 was allocated to Normanton. In the 1960s there was a lot of coal coming out of Fryston colliery. Allan would be working back from Fryston, and there would be 60 full wagons on the train. That was just the morning "Trip" too! In the afternoon, the "Trip" was repeated.

In the area around Normanton there were 7 or 8 collieries. If you wanted good quality towels, you would go into the pit shop to buy them. You could buy anything miners used, and that was one of the perks of the job.



The map shows the area worked, with Normanton seen in the south. There were collieries at Methley, Whitwood, Prince of Wales Colliery, Allerton Bywater, Ledston, Bowers, Micklefield, and there was a lot of coal, a lot of it going to export.



Speaking of Bowers, it is near Kippax. There was a single branch line between Castleford and Garforth, and it was like going up and down a mountain.

Allan used to work from Castleford to Bowers with the first stop at Ledston which had a signal box on the platform. It always was a single track unless you turned off for a brew and snack. On the straight stretch just out of Castleford, there was Ewbanks Confectioners, where you could buy offcuts and sweets.

At Kippax there was a track which went across a main road to the west, and a man would stand there with a red flag. Further along was a canal, and some coal used to come out via the canal, and some coal came out by the railway.

This is 44336 Fowler 4F 0-6-0 on the Kippax branch line at Ledston near Allerton Bywater colliery. The colliery was opposite the station and is all housing now. The 4F has come from Bowers, which used to take coal by barge. There was an off-loading gantry there, near the canal. The 4F was both an LMS engine and an Allerton engine too.

This track is now a trailway for walkers.



Here you can see Allerton colliery opposite Ledston station, with a WD 2-8-0 pulling in. The train is on a Normanton "Trip". The signal box is on the platform. Allan worked on "Trips" which took "empties" into Allerton via the left turn. They then did a "run around" and came back out with full wagons which they took back to Castleford.



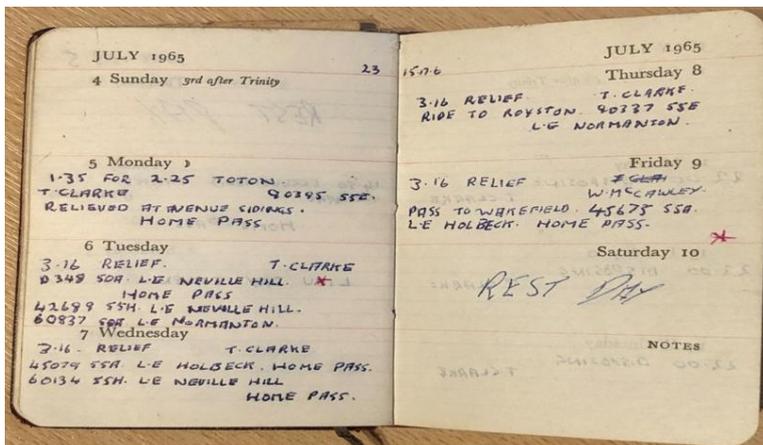
The straight single track runs to Garforth. When Allan went into the colliery with a Class 37 diesel, the guard hadn't been there often. As the train goes through into the colliery, there are some points, and they had to be held closed as the train passed over.

As the Class 37 was getting to the points, the guard let go of the points lever, and the points split. The diesel had to be shut down as it couldn't go any further, and the crew had to leave it there. They took the road back, walking the two miles to Castleford, and then took the bus back to Normanton.

There is a very good YouTube video of what the Kippax branch-line looks like today, with the trailway and all the new houses: https://youtu.be/05C8EaCz9Fk?si=Hu0ILs7YX5RFYe_v Click back arrow at top left top to return Also, some great "before and afters" here: <https://www.youtube.com/watch?v=Vh2ZscjczvM> and here: https://www.youtube.com/watch?v=AZpAiB_bckl

▪ 03:16 Control Relief.

Control Relief meant you were under control orders which meant you had to be available to run engines and/or get something the depot needed. Control Relief meant you could go anywhere with your job, or you could stay in the mess hall for 8 hours and not move.



On the 6th July 1963, Allan worked on D348 Class 40 Diesel Light Engine to Neville Hill in Leeds, and then came back as a passenger on a home pass on the Leeds to Sheffield train.

He then took a Fairburn 2-6-4T Tank Light Engine to Neville Hill again, and picked up a V2 Class 60837 2-6-2 which was run as a Light Engine back to Normanton.

There were a lot of Light Engine movements at Normanton and more happened because of Control Relief than for any other reason.

On the next day 7th July, he took a Black 5 45079 Light Engine to Holbeck Leeds and then returned as a passenger on a home pass.

Later the same day he took an A1 Class 60134 4-6-2 to Neville Hill Leeds, and returned to Normanton on a home pass.

On the 8th July there was a ride to Royston to bring back WD 8F 90337 2-8-0 Light Engine to Normanton. And on the 9th July a pass to Wakefield to pick up and take Jubilee Class 45675 4-6-0 Light Engine to Holbeck Leeds, with a home pass back to Normanton.

So, you can see that Allan spent all of his 03:16 Control Relief shift just running about in Light engines.

- **03:40 to work the 05:10 8N97 Normanton to Derby. Relieved At Masborough Station. Relieve 7N00 Toton To Leeds Hunslet. Light Engine To Shed.**

This is the “Turn” where Allan signed on at 03:40, prepared an engine, and then took it to the Marshalling Yard. The 05:10 8N97 was then taken from Normanton to Derby, but the Normanton crew was relieved at Masborough. At Masborough station there was a loco-man’s cabin in one of the rooms, where you could get tea. Allan and the driver then relieved the crew on the train coming the other way which was 7N00 from Toton to Leeds Hunslet. Allan and the driver would then take the Light Engine back to Normanton.

At Masborough there was usually 20 minutes to half an hour to wait between being relieved of one train and picking up the other.

Q: Where is Toton?

Allan: When you go through Chesterfield, at Clay Cross the track goes straight on to Derby, but trains turn off to the left through Westhouses, Sandiacre (Nottingham) then Toton, where there were very big marshalling yards.



The first photo above was taken at Normanton and you can see the West Riding Colliery in the background. Also in the background is the L&YR coaling stage and water tank which was built by the Midland Railway.

The second photo shows a LNER Class Q6 locomotive 0-8-0 and Allan bought this as a negative off e-bay. He looked at the dates in his diaries and on the photo and realised he was on that engine, on that day, and there he is on the left. The 4 Q6s had previously worked on the Kippax branch line but had worked from Nevile Hill Leeds. They transferred to Normanton for about 3 or 4 months before they went back up North, but Allan worked on these, back on their old Kippax branch, before they went.

There were no vacuum tubes on the Q6s, just three link couplings and a shunter’s pole on the front.

- **April 1964 “66 Trips”.**

| APRIL 1964 | APRIL 1964 6 |
|--|--|
| 19 Sunday 3rd after Easter | St. George Thursday 23 12.5 DISPOSING S. NICHOLS D.P. 60863 |
| 20 Monday 5.55 FOR 6.40 66 TRIPS H. STORES RELIEVED BY SSE MEN AT NTN | Friday 24 5.0 FOR 6.30 YORK A. GREEN 90664 SSE |
| 21 Tuesday Birthday of Queen Elizabeth II 5.55 FOR 6.40 66 TRIPS H. STORES RELIEVED BY SSE MEN AT NTN | Anzac Day Saturday 25 3.40 FOR 5.10 DERBY H. STORES 90357 MAS AND GOT RELIEVED RELIEVED 44574/50 DERBY LEEDS AT MAS. RELIEVED AT NORMANTON |
| 22 Wednesday 3.40 FOR 5.10 DERBY H. STORES 90311 410 RELIEVED BY MEN AT MASBORO. 90362 RELIEVED DERBY - LEEDS AT MAS. RELIEVED NTN BY SSE MEN | NOTES |

“Trip Working”, this time “66 Trips”, which would be to Fryston Colliery or Allerton Bywater.

22nd April was a 03:40 sign on for the 05:10 Normanton to Derby train.

Again, the crew was relieved at Masborough. There the Derby to Leeds train was relieved with Allan and the driver taking WD 90362 back to Normanton.

Allan never worked a train through to Leeds; he and the driver were always relieved at Normanton.

On the 24th April, the sign on at 05:00 was to work the 06:30 Normanton to York using a WD 90664 which came from the Barnsley MPD. Here, Allan and the driver would prepare the engine beforehand. After the journey to York, the train was generally worked back to Normanton.

The driver was Alf Green, and he was very old. He would pull into York sidings, near the Station, uncoupled the train and “went around the triangle” because they were going back south again. They took on water from the water column at the Round Shed at York. The water column was on Allan’s side of the loco. The tank was on the opposite side of the loco to the water column, so when the arm swings around, the bag may not go directly into the tank. It braked a little bit too late, and the arm wasn’t quite over the tender hole. The water was turned on straight away, the bag moved up and water shot out of the tender and drenched Alf Green. Allan had never heard such language before! Going back to Normanton, their overalls were over the tube plates to dry out.

▪ **22nd April 1967. Pass To Masborough To Relieve The Derby To Leeds.**



Allan took the passenger train to Masborough and then relieved the Derby to Leeds train which was pulled by a Black 5 44943.

The train terminated at Normanton and then the Light Engine was taken to the Shed.

Allan looked in his diary for that particular day and realised he was disposing 44943. So, this is another negative that Allan’s bought off e-bay.

▪ **04.55 Prepare Engine and Work 05.55 “69 Trips” To Allerton Bywater And Bowers Collieries.**

The times altered in these “Trip Workings”, and it depended on how much coal was coming out at any one time. If there was not much coal coming out, they would cancel the train and let the next “Trip” take it out.

Q: Is there any significance to these “Trip” numbers 66, 69 etc.?

Allan: We’ll discuss it later on.

LOCOMOTIVE & ENGINEMEN’S DIAGRAMS : COMMENCING 3RD OCTOBER, 1966.
NORMANTON, (CONTINUED).

| Locomotive Diagram Number | Type | Enginemen Sign On | Arrive | Locomotive Diagram | Depart | Days Run | V.T.T. No. & Class | | |
|---------------------------|---------|-------------------|--------|--|-----------------|--|--------------------|----|------|
| NN.25 | 8F (WD) | 04 15 (1st set) | - | Shed | 05 15 | EWD | LE | | |
| | | | | Normanton No. Local Traffic Engine (See District Circular) | 05 45 | | 6P50 | | |
| | | | | Normanton So. | 11 55 | - | LE | | |
| | | | | Shed | 14 10 | SK | LE | | |
| | | | | 13 10 (2nd Set) | 14 15 | Normanton No. Local Traffic Engine (See District Circular) | 14 30 | | 6P50 |
| | | | | 19 15 | Normanton Shed. | - | | LE | |
| NN.26 | | | | *NOT USED*. | | | | | |
| NN .27 | 8F | 04 55 | 06 00 | Shed | 05 55 | EWD | LE | | |
| | | | | Normanton No. Local Traffic Engine (See District Circular) | 06 15 | | 7P51 | | |
| | | | - | Work as required. Shed. | | | | | |

Here are the Locomotive and Enginemen’s Diagrams: Commencing 3rd October 1966 Normanton.

This is the working time table. When you went in the Normanton Depot lobby, these diagrams were usually mounted in a glass frame.

This particular working 8F (WD) Sign on at 04:15 and off the Shed at 05:15 ~ Local Traffic. Local Traffic meant “Trip” working to the collieries.

Q: When you see times quoted, does that mean you are looking at your watch on the footplate?

Allan: Yes. You can prepare an engine within an hour.

The next "Trip" sign on was at 13:10. A 'Local Traffic Engine' meant it was going to a colliery.



The first photo shows a Q6 working over the Kippax branch. The three-link coupling is seen. These engines were unique in that they had a steam reverse. Some of the drivers could get the Q6 moving forward, but if they pulled the lever too far back, they would accidentally put it into reverse, and there was a lot of noise!

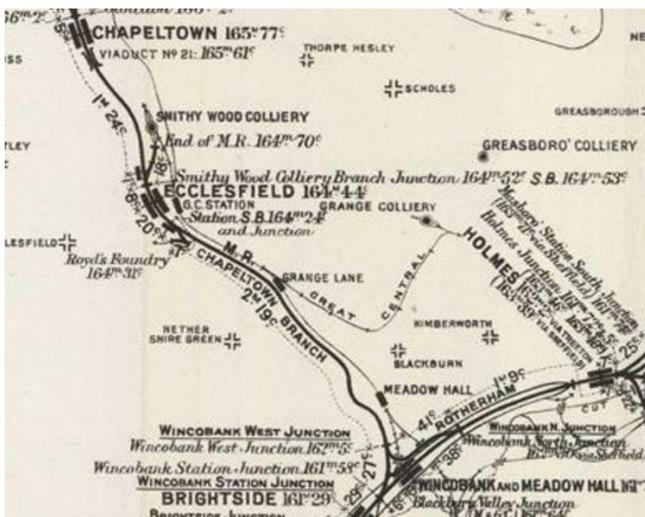
Q: Is that Lamp Code "Light Engine"?

Allan: It's for local "Trip" working.

The second photo is 23rd September P51 Bowers 63420 Driver T. Wilson. This is another negative that Allan bought off e-bay because he is in the photo.

▪ **04.55 Tuesdays Only, Ecclesfield Petrol Tanks. Light Engine home.**

Sixteen full old type petrol tanks used to come in from York. That was a heavy weight. These petrol tanks used to be worked to Ecclesfield which is near Barnsley. It's on the route from Meadow Hall to Barnsley.



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The engine used to be a WD or 8F because of the weight of the tanks.

There was an oil rail terminal at Ecclesfield where the fuel was off-loaded, and *National Benzole* had a site there. There were two sidings and each siding would take 8 to 10 of the petrol tanks.

The petrol tanks were shunted into place and the Light Engine taken back to Normanton.

The Tuesday "Turn" would alternate with a Monday, Wednesday, and Friday "Turn".

▪ **05.00 Prep Engine. Work The 06.30 North Yard - York. Return York - Normanton. Engine to Shed.**

When you were pulling wagons, (apart from coal and petrol), you never knew what was in there, it could be anything.



90617 WD 2-8-0 working to York in the mid-1960s, coming out of the North Yard. The lamp code (top and bottom centre) indicates it's a "through freight" going from Normanton to York.

Allan would very rarely work through towards Leeds unless it was a through train onto Leeds.

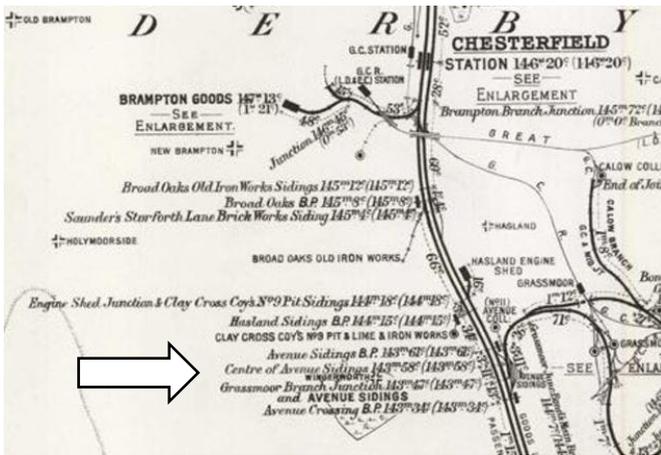
Q: Were those wagons fitted, or did you fit them?

Allan: The wagons were all loose coupled as the headlamp denotes.

This is a Class 8 "Through Freight" unfitted. Fitted means that a number of wagons were vacuum braked, controlled by the engine's braking system.

Google: Steam engine headlamp codes 1960s

- 05.10 to work 06.00 Normanton - Toton. Relieved at Avenue Sidings. Home Pass.



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Avenue Sidings were south of Chesterfield. There was an engine shed there at the time. The wind had blown its roof off by the time Allan was operating there. Hasland still had offices there, where crews waited for their trains before and after relief.

After Allan's train was relieved at Avenue Sidings on this "Turn", there was a home pass to travel into Chesterfield by bus.

14th June 1967 90617 (foreground) WD 2-8-0



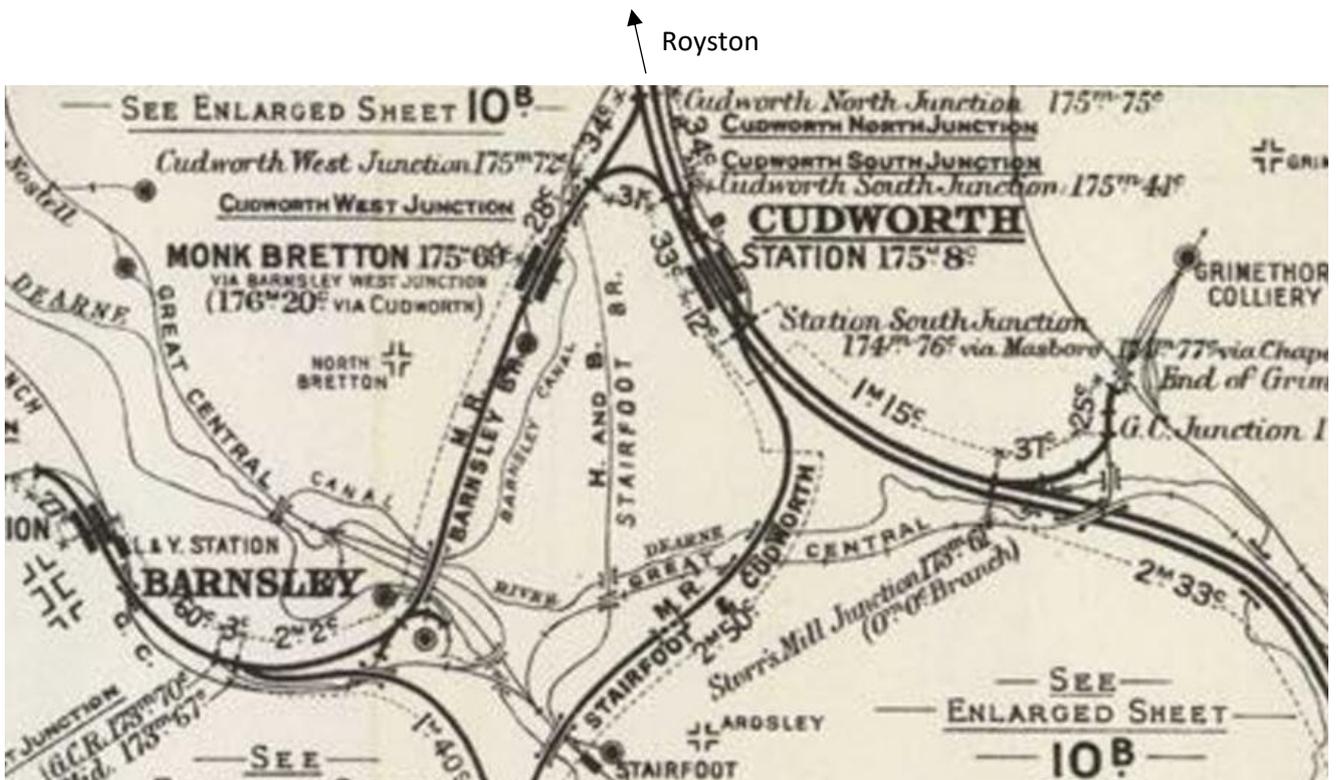
On this particular "Turn", Allan was signed on for Toton, but it was cancelled.

You could never assume when you signed on for a job, that the job was guaranteed. It could be cancelled, and if there was no traffic it was pointless preparing an engine.

In the photograph, Allan had been out to Fryston colliery instead on 90617, and that's him putting the handbrake on.

- 05.40 Normanton - Monk Bretton via Cudworth.

On this "Turn", wagons containing sand were worked from Normanton to Royston and then to the glass works at Monk Bretton between Barnsley and Cudworth. The Ardagh glassworks are still there at Monk Bretton.



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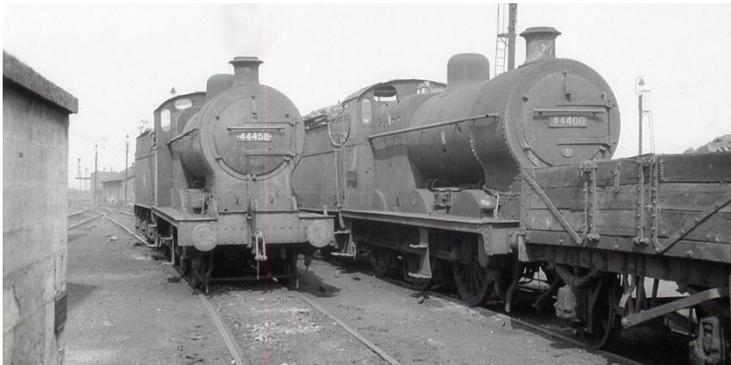
▪ **05.45 Station Pilot. Prep Engine. Off Shed 06.55.**



The Normanton Station Pilot was always a Fairburn Tank engine. Normanton had two Fairburns, 42083 and 42149, and they were there a long time. When the Normanton depot started closing, they got a few more. Station Pilots were quite busy around the depot. During the Christmas period, Normanton was VERY busy, whilst for the rest of the year, it was just busy. Normanton station had two platforms.

In the first photo, 42083 is just 'shunting about'. There should have been two lamps at the back, but they don't seem bothered. The carriages were probably left by the Leeds train. These are most likely being shunted to the main platform. The mornings at Normanton were busy, and around mid-day the Pilot would go back to the shed for coal and water, and then back to the station to couple to a parcel van for example. For this "Turn", the crew were normally relieved at 13:30.

▪ **05.55 North Yard Shunt.**



Allan worked this "Turn" a few times. The engines were usually LMS 4Fs.

In Allan's previous talk (April 2024), he described the 3-plank wagon which was the Depot's "resident wagon". It had been condemned and couldn't go off-site. It was used as a recipient for residue such as clinker, ash, all sorts of things.

▪ **06.00: Dispose and Preparation. Also at 06.00: Shed Duties.**

This involved two crews, and "Dispose and Preparation" was the far dirtier job. "Shed Duties" was a shed team just moving engines around in the shed after they had been "disposed". That was a nice little job.

Q: What's involved in the disposing of an engine.

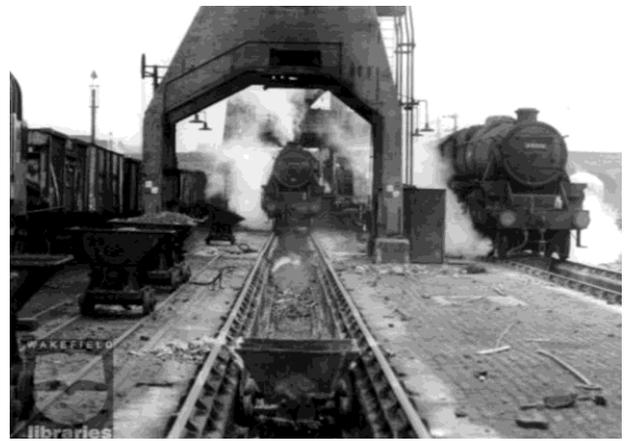
Allan: Disposal is when a locomotive is finished with its duties, is completely shut down, the firebox cleaned out, and it's been parked up with its brakes on.

After taking coal, the engine would move onto the inspection pit. The driver would secure the engine, hand brake on, *reverser* in mid gear, *dampers* open. With regards to the driver's duties, he had to get an inspector in to make sure the stop cocks and valves were set correctly for "disposal mode".

For the fireman, if the engine is going out again, the fire would have to be "cleaned". He would push all the coal and fire forward into the firebox. He would then set about rearranging the fire in the firebox by removing a few fire bars, thus creating a hole in the fire grate, Any rubbish at the back, would be pushed "down the hole" into the ash pan. The firebars would then be put back in, and the fire and coal "pulled back" again. That process is called "cleaning the fire".

The fireman then needed to go under the engine with a long-handled rake, and rake out the ash pan. This was one of the dirtiest jobs going, especially when the winds were blowing. When you're raking out the ash pan, there's still a lot of burning ash in there and you have to be very careful. Allan still has to do that job at the Grosmont shed.

The smoke box had to be cleaned out too. Any char would be shovelled out and put in the tubs seen in the next photo.



In the first photo you can see a locomotive being disposed. Under the engine is a grate, and when the fireman is raking out the firebox, the fire drops down into the grate, and then into a skip. The smoke box char is then tipped into the same skip. All the debris in the skip is then taken up to be tipped in the bunker via the elevator arrowed.

This disposal method was incorporated under the 1933 modernisation plan by the LMS to make everything easier. Allan's first talk in April 2024 covers this in far more detail.

The second photo shows the amount of ash produced, and this was later days. There used to be a retired driver who worked on the ash pits and kept them nice and clean. But it appears that he retired, and you can see what a mess it had become.

▪ **05.51 To Work The 07.06 Monday only. Normanton - York Passenger. Light Engine To Normanton.**



There were two passenger trains at Normanton. There was the 07:06 which ran for years, and ran with all types of passenger engines.

This photo shows the train to York with the Fairburn tank engine 42083. The driver is checking to make sure it had been coupled correctly. The train usually had three passenger coaches and a parcel van.

The train originated as the 04:25 IN23 from Manchester Victoria, and went down the L&YR to Rochdale and then to Normanton. It would have been pulled by a Black 5 from the Agecroft MPD, which would have been uncoupled and gone to the Normanton Shed for servicing.

The usual engines to take the train onto York would have been a Fairburn Tank, an Ivatt 4MT, a Black 5 or a B1.



Here, Fairburn 42138 is pulling the Normanton to York passenger train into Castleford.

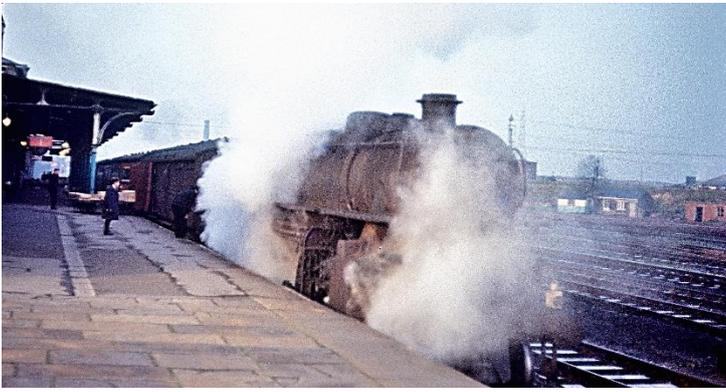
▪ **06.26 To Work The 07.06 York Passenger. Tue, Wed, Thu, Fri, Sat.**

For this "Turn", the engine would have already been prepared. On the right is the timetable for passengers, which shows all the stops between Manchester and Normanton, and Normanton and York.

The train had got into Normanton at 06:58.

The distance from Normanton to York is about 30 miles.

| LIVERPOOL (Ea.) dep | | 08 | 09 | 10 | 11 | 12 |
|-----------------------|----------------------------|-------|-------|------|------|------|
| MANCHESTER (Vic.) dep | | 11 30 | 4 30 | 4 40 | 4 50 | 5 00 |
| 10 | Rochdale | arr | 11 36 | 4 46 | 4 56 | 5 06 |
| | Llilleshall | dep | 11 38 | 4 48 | 4 58 | 5 08 |
| 1 | Tadcaster | dep | 11 40 | 4 50 | 5 00 | 5 10 |
| 24 | Holbeck Bridge | dep | 11 42 | 4 52 | 5 02 | 5 12 |
| 25 | Hydalsbury | dep | 11 44 | 4 54 | 5 04 | 5 14 |
| 26 | Lockwood | dep | 11 46 | 4 56 | 5 06 | 5 16 |
| 27 | Sewerby Bridge | dep | 11 48 | 4 58 | 5 08 | 5 18 |
| 28 | HALIFAX | arr | 11 50 | 5 00 | 5 10 | 5 20 |
| 18 | Breadford (Ea.) | arr | 11 52 | 5 02 | 5 12 | 5 22 |
| 19 | Leeds (Central) | arr | 11 54 | 5 04 | 5 14 | 5 24 |
| 31 | Greenfield | dep | 11 56 | 5 06 | 5 16 | 5 26 |
| 32 | Elland | dep | 11 58 | 5 08 | 5 18 | 5 28 |
| 33 | Englefield (for Rawcliffe) | dep | 12 00 | 5 10 | 5 20 | 5 30 |
| 20 | Huddersfield 28 | arr | 12 02 | 5 12 | 5 22 | 5 32 |
| 35 | Holbeck | dep | 12 04 | 5 14 | 5 24 | 5 34 |
| 20 | Huddersfield 28 | dep | 12 06 | 5 16 | 5 26 | 5 36 |
| 41 | Marfield | dep | 12 08 | 5 18 | 5 28 | 5 38 |
| 42 | Thornhill (for Doncaster) | dep | 12 10 | 5 20 | 5 30 | 5 40 |
| 43 | Harbury and Ouse | dep | 12 12 | 5 22 | 5 32 | 5 42 |
| 44 | Harbury (Pillfield Rd.) | dep | 12 14 | 5 24 | 5 34 | 5 44 |
| 45 | WAKEFIELD (Kirkgate) | arr | 12 16 | 5 26 | 5 36 | 5 46 |
| 21 | Bensley | arr | 12 18 | 5 28 | 5 38 | 5 48 |
| 22 | Goole | arr | 12 20 | 5 30 | 5 40 | 5 50 |
| 23 | Doncaster | arr | 12 22 | 5 32 | 5 42 | 5 52 |
| 24 | London (King's Cross) | arr | 12 24 | 5 34 | 5 44 | 5 54 |
| 51 | WAKEFIELD (Kirkgate) | dep | 12 26 | 5 36 | 5 46 | 5 56 |
| 52 | NORMANTON | arr | 12 28 | 5 38 | 5 48 | 5 58 |
| 53 | Castleford (Central) | arr | 12 30 | 5 40 | 5 50 | 6 00 |
| 54 | Sherburn-in-Elmet | arr | 12 32 | 5 42 | 5 52 | 6 02 |
| 55 | Chertham | arr | 12 34 | 5 44 | 5 54 | 6 04 |
| 56 | Chertham | arr | 12 36 | 5 46 | 5 56 | 6 06 |
| 57 | YORK | arr | 12 38 | 5 48 | 5 58 | 6 08 |



This is an LMS Ivatt 4MT 2-6-0 taking the Manchester train from Normanton to York. When it got to York, the train was taken to the depot, and the engine turned around. The crew would then walk into York. The photo was taken at 08:00 in the morning, when it was very quiet. This was the driver George Cotson and guard Duggie Tankard. It was on the river. It was funny because they were on the boat and Duggie was rocking it, and someone inside came to the window.



Here the Ivatt MT4 is waiting to return to Normanton leaving at 09:58. Allan doesn't think that platform at York is there anymore. It was at the south end of the station.

09:58 Depart York

Castleford 10:09

Arrive Normanton 10:20

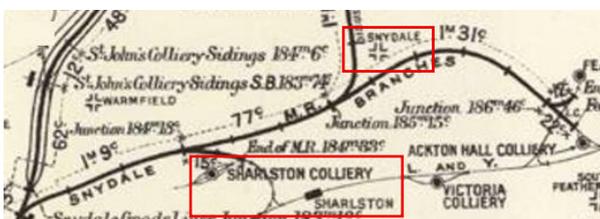
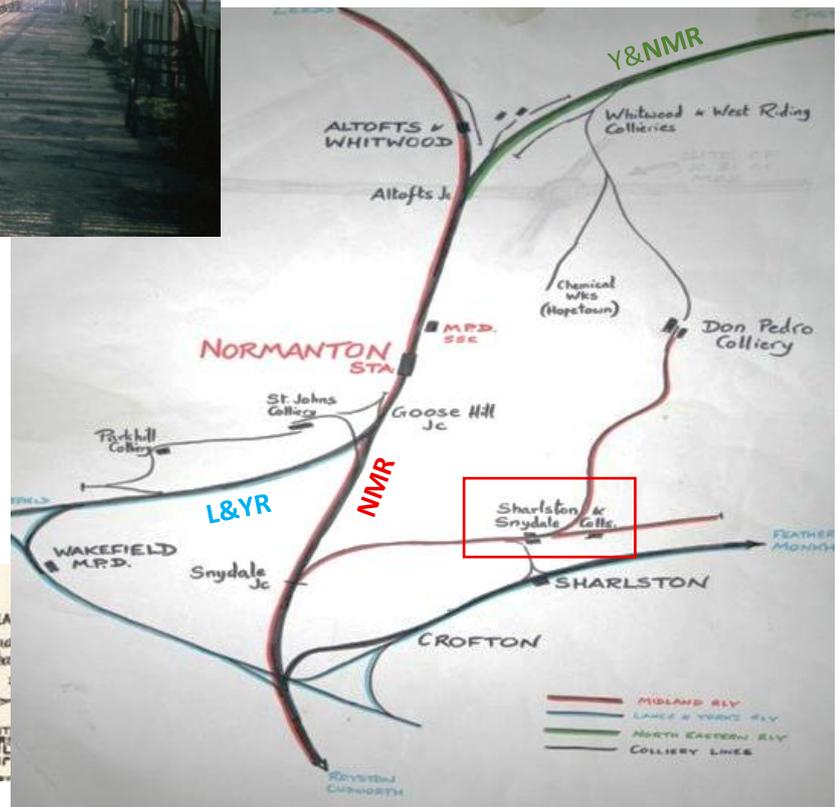
Light Engine to Shed.



This is another day, but this is the York to Normanton train coming into Castleford, the stop before Normanton.

▪ **09.00 for 09.15 Snydale Colliery "Trips"**.

Snydale was another colliery near Normanton. There were two collieries, Snydale and Sharlston, and they were next to each other. Wakefield railmen would go to Sharlston and Normanton men would go to Snydale. They were both connected via a single track branch line.





On the first photo, we see a Normanton “55E” Black 5 on the single-track branch line between Sharlston and Snyderale.

The second photo shows another Ivatt MT4 on the same track. This was an ex-Stourton engine indicated by the “55B” painted on the front, which had been transferred to Normanton. Once you came off the Main Line, and it was just one engine in steam, no rush, and no-one else around, you could have a picnic. Allan is in the cab!



90318 WD 8F 2-8-0, probably coming from Snyderale colliery, looking at the amount of coal on board, is coming off the Midland Main Line at Goose Hill Junction (see previous map) just before Normanton. The photo is looking south west; the L&YR Wakefield branch is beyond the bend on the right hand-side.

Goose Hill **was** a huge junction (it no longer exists). The up and down main lines are the tracks on the left. Beyond the signals the two main line tracks spit into four: “Down Fast”, “Down Slow”, “Up Fast”, “Up Slow”. The track on the right, curves around to Wakefield. George Stephenson had the cutting excavated.

Once full coal wagons from Snyderale were in the Normanton sidings, the engine would uncouple from the front then go to the opposite end of the train. The engine would then take the train towards Wakefield, and the Healey-Mills marshalling yards, which are near South Ossett, south east of Dewsbury. The full wagons would be left there, and the empty coal wagons were brought back to Normanton.

▪ 09.00 To Work The 10.26 Manchester Parcels.



Allan used to sign in at 09:00 to work the 10:26 Manchester Parcels. The train coming from York at 09:38, left its parcel vans at the station.

A Black 5 would couple on as shown in the photo, and would work through to Manchester.

There was a pick up at Wakefield, an extra parcel van was coupled on at Mirfield, and then a further pick up at the junction, where the train turned left for Huddersfield.

From then on, the train would be non-stop to Manchester.

Allan has worked this “Turn” many times.

There was something to look forward to on this “Turn”. When the train approached Marsden, the Standedge Tunnel was a real experience. The tunnel is over three miles long. Only once has Allan been in that tunnel and seen a white dot at the end, as the tunnel is almost straight. The dot was daylight, and the tunnel has a downward gradient towards Manchester.



Black 5 45225 running to Wakefield Kirkgate station.

- **10:00 Castleford Moss Street Pilot.**



Moss Street is a place in Castleford where there were two glass-works nearby. In the early days, "Moss Street" would be worked by this loco a J72 0-6-0T 68701.

There were two chemical factories in Castleford as well, *Hickson and Welch*. The fumes that came out from there used to get in Allan's throat. There was a steep incline down into the yard there.

As compensation, there was a lovely apple pie restaurant there too.

- **Drewery Diesels.**



Allan also worked on these Drewery Diesels for five years at the Normanton depot. They didn't last long, and Allan didn't have a lot to say about them. The second photo shows Allan on a Drewery in the Castleford goods yard. Loco-men from the Northeast (from Darlington to the north) used to button up their overall jackets like Allan has done here.

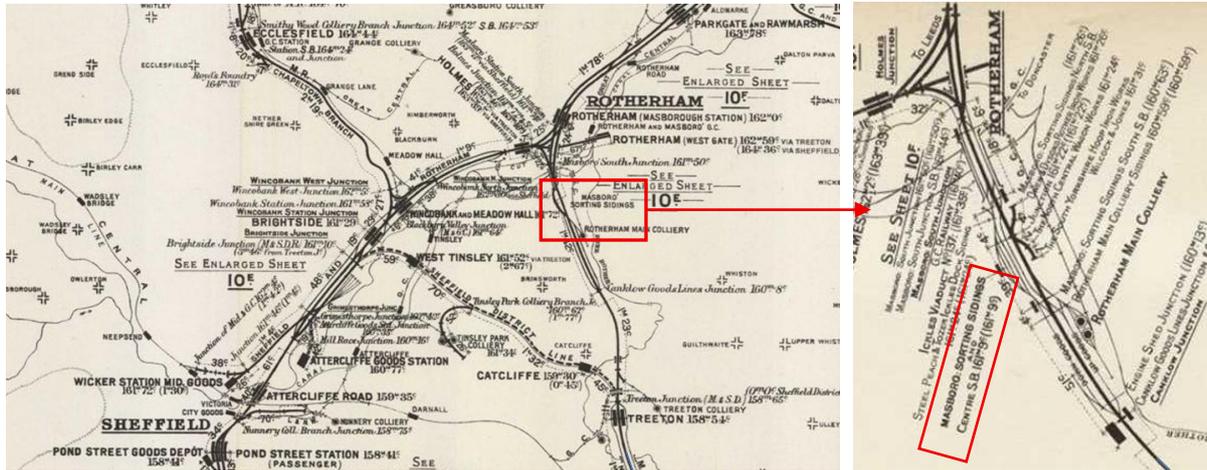
- **10.30 Mon, Wed, Fri. To Ecclesfield With Full Tanks. Light Engine Home.**

This "Turn" was a mid-morning job rather than the early morning "before dawn Turn" described before.

- **11.20 To Work The 13.15 Normanton-Derby. Relieved At Masborough South Sidings. Then Relieve The Toton-Normanton. Light Engine To Shed.**

When the train went through Masborough, the track takes it straight on to Chesterfield and to the right onto Sheffield. Allan's usual way was straight on. At the sidings Allan used to get relieved by a Canklow crew from Rotherham, but the relieved crew had to walk right along the length of the train, back to the North End where there was a cabin. However, if it was raining, they were always wet by the time they reached the cabin. The distance to walk was about half a mile.

Masborough Sidings



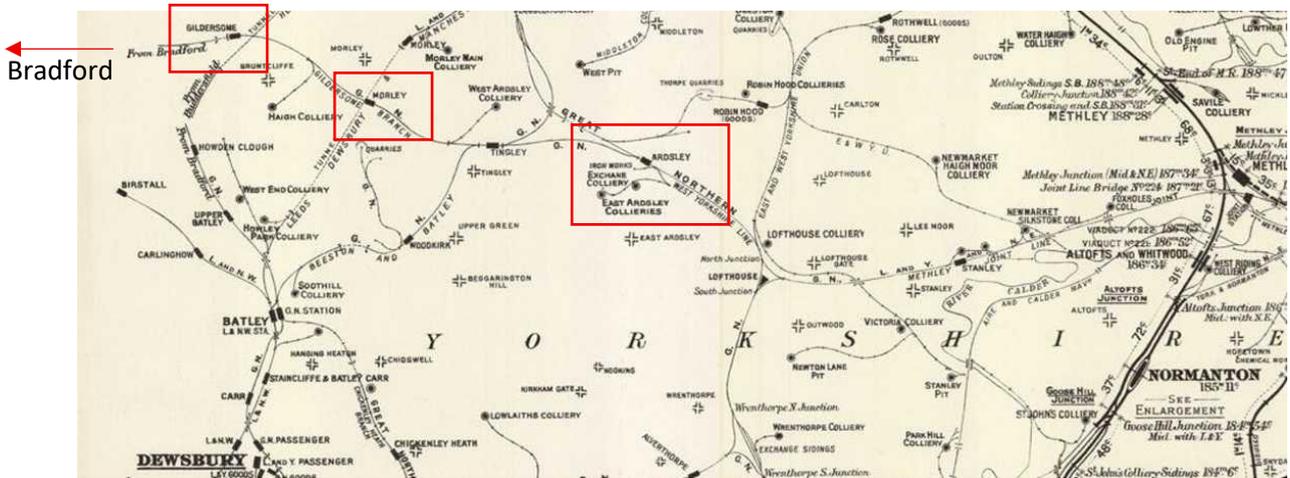
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Chesterfield

Chesterfield

11.50 P48 "Trips" To Morley.

When the Ardsley depot closed, Normanton claimed some of their work. Allan sometimes used to work to Morley (between Normanton and Bradford) and then onto Bradford. There was a gas-works at Morley, and Allan used to work wagons of coal for the gas-works. It's all gone now. On this "Trip", Allan's train would pick up any goods on the return journey to Normanton.



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This is one of the "Trips" Allan was on, but he can't remember the date. The train is going through Wakefield Westgate. You can tell it's Westgate because of the clock. Wakefield prison is just behind the station.

It's an Ivatt M4T again.

12.55 To Work A 67 "Trip" To Bowers Colliery.

This was another "Trip" to Bowers Colliery. There was a morning "Trip" and an afternoon "Trip". On 19th April 1965 which was Easter. If you worked on a bank holiday you could take another day off as holiday.

| | |
|---|---|
| APRIL 1965 18 Sunday Easter Day | APRIL 1965 5 Thursday 22 |
| | 12.55 BOWERS 6.7 TRIPS 90664 SSE T CLARKE |
| | 01804 ON SHED |
| 19 Monday Easter Monday | St. George & Friday 23 |
| BOONED OFF. | 12.55 BOWERS 6.7 TRIPS 90357 SSE T CLARKE |
| 20 Tuesday | Saturday 24 |
| 12.55 BOWERS 6.7 TRIPS - CANCELLED T. CLARKE: L 82 83 85A. DOUBLE HEADER WITH 42149 L. B. HILBURN. RELIEF HEYSHAM - LEADS 49157 548. FULLY STICKED TOON 1770 STONATOR L. E. HOLLIS. HOME PASS | 1300 HEARLYMILLS - YORK. LOADED FROM W. YARD 52231 50A. T. CLARKE 90625 83 L. E. N. M. |
| * 21 Wednesday Birthday of 12.55 BOWERS 6.7 TRIPS 90664 SSE T CLARKE | NOTES |

On the 20th April, the Bowers "Trip" was cancelled, and instead, Allan worked on a "double header" Light Engine (carrying no wagons), consisting of a Fairburn 42149 and a Stanier 8F 48283 to Leeds Holbeck. There he relieved the Heysham to Leeds train, pulled by 8F 48157. The fully fitted train was taken to Stourton shunting yards (Leeds). The Light Engine was then taken back to the Holbeck Shed. From there, Allan had a home pass to Normanton.

Q: With "double header" steam engines, how do you coordinate with the other engine?

Allan: The leading engine has control. The trailing engine will be coupled up to the leader with vacuum pipes.

Q: So, the crew on the trailing engine just sit there?

Allan: Yes.

▪ **13.25 for 13.40 64 "Trip" Fryston.**

| Locomotive Diagram Number | Enginemen Type | Sign On | Arrive | Locomotive Diagram | Depart | Days Run | W.T.T. No. & Class |
|---------------------------|--------------------|-----------------|--------|--|--------|----------|--------------------|
| N1.25 | 8F (WD) | 04 15 (1st set) | - | Shed | 05 15 | EWD | LE 6P50 |
| | | | - | Normanton No. Local Traffic Engine (See District Circular) | 05 45 | | |
| | 13 10 SX (2nd Set) | - | 11 50 | Normanton So. Shed | 11 55 | - | LE |
| | | | - | Shed | 14 10 | SX | LE 8P50 |
| | | | 14 15 | Normanton No. Local Traffic Engine (See District Circular) | 14 30 | | |
| | | | 19 15 | Normanton Shed. | - | | LE |

Fryston again. The diagram shows the set make up.

An 8F (WD). Allan got to work on a Stanier 8F from time to time which was good.

Local Traffic could be anything, but usually meant a "Trip" to a colliery.



Here WD 90617 is coming from Fryston colliery. This photo was another e-bay find with the wrong title on it, but it was cheap.

It is coming back in the afternoon, and is working to Healey-Mills.

▪ **13.40 To Work 14.05 Normanton - Halifax - Hebden Bridge Parcels. Return Parcels – Normanton.**



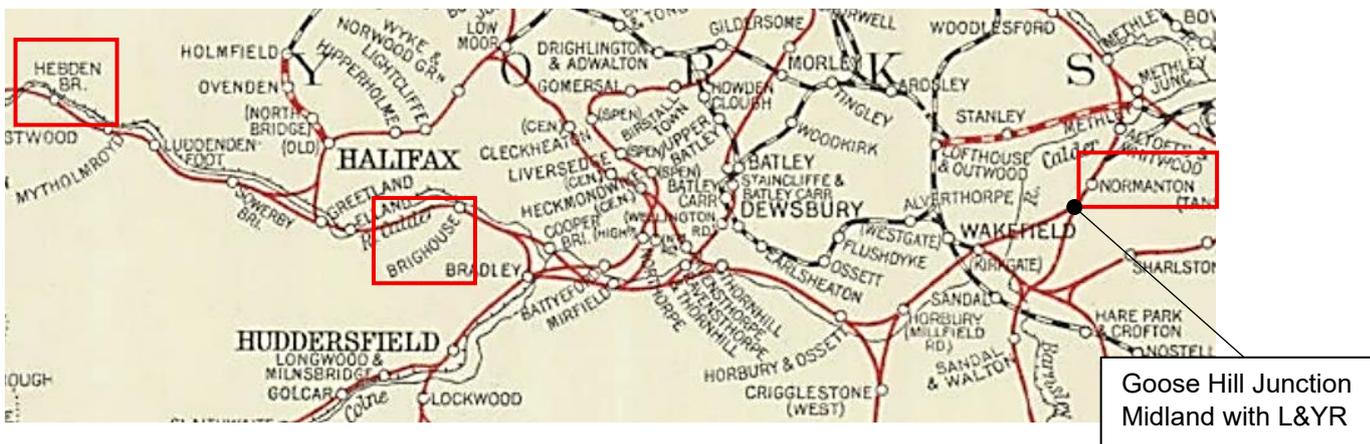
The first photo shows the Fairburn 42149 ready to go with a parcel van. The head lamp code is Class 3 parcels. The second photo shows Fairburn 42085 ready to go to Halifax. That was a nice "Turn".

42085 is now preserved and on the *Lakeside and Haverthwaite Railway*.

The Station Pilot, which had been on duty all morning, would have been freshly coaled and watered. The crew would sign in at 13.40. It was always a Fairburn tank engine on this "Turn". This would work towards Halifax and Hebden Bridge on the L&YR.

The parcels train would work chimney first into Halifax, and then tender first to Hebden Bridge. The train would be parked up in the sidings and the crew would wait, or go for a walk in the park. The train coming in from Manchester would relieve some parcel vans. The Fairburn would then couple up onto the remaining vans and return to Normanton.

In Brighouse, there was a carpet factory right next to the platform, and if there was an extra parcel van on the train, the crew would pick up some carpets.



The first photo shows 42149 heading south west down the Midland to Goose Hill junction and the L&YR to Halifax. In the background is Normanton station, and the coal bunker at the depot beyond. You can see St John’s colliery on the right hand-side of the train. The colour photo shows 42149 further along its journey.

- **14.00 Shed.**
- **14.00 Dispose and preparation.**

If you disposed of seven engines in a day, you could go home. The maximum Allan’s ever had was six, so he had to stay on Shed for 8 hours. In the biggest Sheds, the locomotives were lined up to be disposed, but not at Normanton.

- **14.50 Mon, Wed, Fri. Light Engine – Ecclesfield, Work Empty Petrol Tanks To York. Engine to Shed, Home Pass.**

As seen previously, the 04.55 and 10.30 morning “Turns” worked to Ecclesfield, taking full petrol tanks there. For the afternoon “Turn”, Allan would sign on, and take a Light Engine to Ecclesfield, picking up the empty petrol wagons and taking them to York. The Light Engine would then be taken to the York Shed. You would then travel home to Normanton, as a passenger “on the cushions”.

Allan once worked this “Turn” with a BR Standard Class 9F 2-10-0. He thought it was going to be a Class 40 Diesel, as there quite a few about then. He turned up with a collar, tie and polished boots and it was 9F 92231!



Tony Clark was Allan’s driver on the Class 40 Diesel for the Ecclesfield “Turn”. He loved horse racing, but never won. This is Allan in the Class 40 at Ecclesfield, ready to take the empties back to York. It was a York engine, and Allan doesn’t think they ever got cleaned.

▪ **Saturdays Only. 15.34 Newcastle-Manchester Red Bank. Empty Parcels.**



This is the Class 40 diesel pulling the parcel train to Red Bank Manchester. York men would bring the train through to Normanton, and a Normanton crew would relieve them.

Q: What would the fireman do on a Class 40?

Allan: Look out for signals.

Q: Did you operate the big wheel in front of you?

Allan: You only used the hand brake when you were parking up. There was a steam generator on the Class 40s. The carriages still relied on steam heating, so a steam generator had to be installed in the loco, and the fireman was responsible for that.

▪ **15.55 Saturdays Only. Light Engine – Bolton via Bury To Work 3N26 Parcels Back To Normanton.**

The Bolton parcels “Turn” was Saturdays only. A Light Engine was taken to Bolton via Bury on the L&YR. The engine was worked into Bolton Station, where it was coupled up to the parcels vans and worked back to Normanton. Allan had never been to Bolton before this “Turn”. It was a nice Saturday job



Copyright : Section of map taken from The Lancashire and Yorkshire Railway Society Web Site

▪ **17.45 Wednesdays Only. Pass – Patricroft (Manchester) To Work 5N40 Birkenhead - York Cattle Train.**

To do this “Turn”, at 17.45 in the evening, Allan would catch the passenger train to Manchester, and then another one to Patricroft near Eccles in Manchester. There he would relieve the Birkenhead to York cattle train. At that time, a boat would come across from Ireland with cattle on, and the train would be worked through to York. The first time Allan was on it, it was a Black 5 43590 with twelve wagons and a guard’s van. There was also a drover on board who would travel with the guard. The drover would check the wagons, because if the cattle sat down, they were in danger of being trampled. So, he went from wagon to wagon and got the cattle up, if they were down.

On this particular day, 10th November 1965, the train was stopped on the outskirts of Manchester, and there were a few cattle down, so the train had to be backed into some cattle dock sidings at Cross Lane, and the crew were relieved and came home as passengers.

| Diagram Number | Enginemen | Train Working Arrive | Depart | Days Run | W.T.T. No. & Class Diagram. | Locomotive |
|----------------|-------------|--|--------|----------|-----------------------------|------------|
| NN.40 | 17 45 WO | Passr. to Patricroft per 18 05 ex Normanton. Relieve BHD/407 men. Patricroft | 21 08 | WO | 5N40 LE or AR. | WD.13 |
| | 23 50 - | Holgate Normanton Shed. | - | | | |

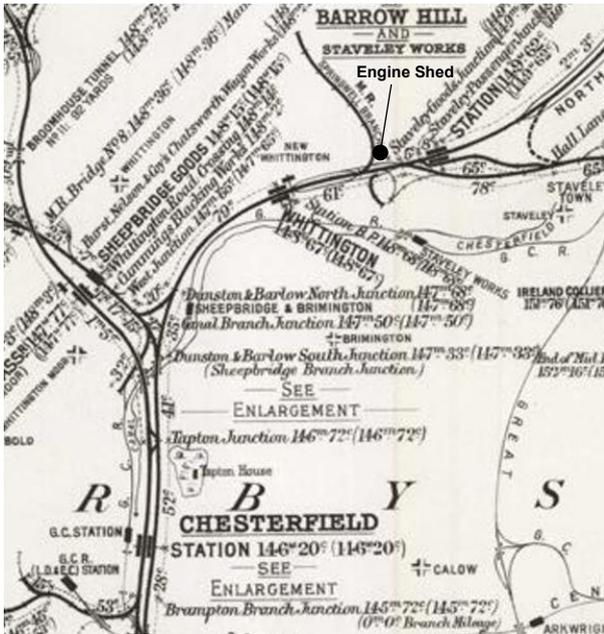
This is the 10th November “Turn”.

BHD/407 men, means Birkenhead men.

The cattle trains were worked through to York Holgate.

Allan has worked on Class 40 diesels going from Patricroft to York.

- 17.45 To Work 8M95 to Normanton - Toton. Relieved At Chesterfield. Travel To Westhouses, Relieve 8N80 Toton - Normanton. Light Engine To Shed'.



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The times for "Turns" were always being changed. This "Turn" used to be at 17.15.

Off the Shed at 18.00 the train was worked from Normanton to Chesterfield, and they went by Barrow Hill engine shed.

A crew used to come down and go in the guard's van. When the train got to Chesterfield the crew would come and relieve Allan and the driver. They would go back to the guard's van and would travel in that until the train reached Westhouses on the route to Toton.

Allan and the driver would then relieve the crew coming from Toton, and take the train to Normanton. The Light Engine would then be taken to the shed.

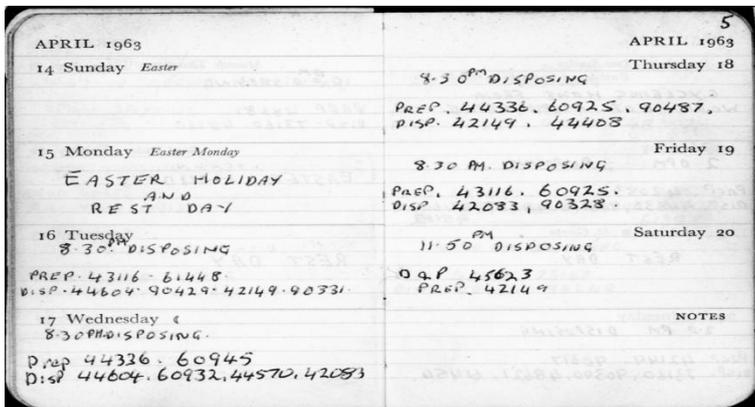
It was what Allan called "crazy working"

| | | | | | | | |
|-------|-------|---|--|-----------|----|------|--------------|
| NN.46 | 17 45 | P | Shed | 18 00 | SX | LE | NN.3 |
| | SX | | Normanton | 18 35 | | 8M95 | |
| | 20 50 | | Chesterfield | 20 52 | | | |
| | | | Relieved by M.S.463, Chesterfield | 21 43 (p) | SX | | |
| | 21 50 | | Westhouses | | | | |
| | | | Relieve 21 25 ex Toton. Toton Turn 830A. Blackwell So.Jct. | 22 26 | SX | 8N80 | 16A/70 Desl. |
| | 01 10 | | Normanton | - | | LE | |
| | 01 15 | | Shed. | | | | |

- 18.45 To Work Manchester Parcels. Return. 1N02 23.45 Newspapers To Newcastle. Relieved In York Station. Home Pass On 02.10.

The 18.45 was a Class 40 Diesel working parcels to Manchester and then return. Allan and the crew would be reading the latest newspapers before taking them to York on the 23.45. At York station they would be relieved and the train taken on to Newcastle. Allan would have a home pass to return to Normanton "on the cushions" on the 02.10 from York.

- 20.30 Dispose And Prepare Engines.



Here is Allan's diary entries for preparing and disposing engines between the 16th April and 20th April 1963.

On these Turns he was working until 23:55. And he never did get to the critical seven engines disposed.

Allan also did some shed work in these Turns

- Special Trains.



Sign in for 07.00, to work the 07.45 delivering coal supplies to the signal boxes in the Castleford area. The locomotive used was an Ivatt M4T.

The signal boxes were heated with coal fires. If you were on a steam engine, the signalmen used to stop the train and ask if there was any coal for their bunkers.

This is the Ivatt 43043 with Normanton's stationary 3-plank wagon.

▪ **13th May 1965.**



16.30 Special To Hope Street, Manchester. The engine was 92026 9F (pictured). This was an ex-Crofti boilered steam engine.

The driver was Colin Caswell. They needed coal, but they hadn't taken coal on at Normanton for some reason. The train was worked through to Manchester, and they went up the L&YR via Rochdale and at one point they were "stuck for steam". They pulled into a siding out of the way. The driver disappeared for half an hour.

Allan was walking back into the tender to get some more coal. If they had filled up with coal when they could have done, they would have been OK.

They got to Manchester and were told to go further, but were stopped at the signal box, and were told to swap with a train coming in the opposite direction.

So, they were relieved near Manchester, and swapped over to work the Bristol - Healey Mills.

They then took the Light Engine to Normanton (48634 Stanier 8F).

So, for all of this "Turn", Allan had changed from one engine to another without a break, and he hadn't had a drink all day.

▪ **1M23 Scarborough - Manchester.** IM23 was the Manchester excursion trains to and from Scarborough

It started off as the 08.28 from Manchester Victoria pulled by steam, which got to Wakefield at 09.53. The steam engine came off the train and went as a Light Engine to Normanton for servicing. A diesel (usually a Class 40) coupled on to the train at Wakefield and took it to Scarborough at 10.01.

The Normanton crew signed on at 13.52. They took the steam engine that had come from Manchester in the morning to Wakefield to wait for the Scarborough train to come back.

The train returned from Scarborough at 13.35, arriving at Wakefield at 15.22. The diesel came off the train and the steam engine coupled on. The steam engine took the train onto Manchester Exchange. When the coaches were empty, they were taken to the carriage sidings, and the engine would then go to Agcroft engine shed. The crew would come back to Normanton as passengers. Arrival and departure times tended to have slight alterations through the years that this train ran.



This photo shows 73025 Standard Class 5 4-6-0 at Normanton with the 1M23 header designation.

Allan remembers Black 5 45449 also being used for the steam sections of this "Turn".

Trains also ran from Manchester to Bridlington.

▪ **Saturday 19th June 1965.**



Allan signed on at 12.00 midday to work the 13.00 Special from Healey Mills to York.

They took a 9F 92005 50A, as a Light Engine to Healey Mills, and then worked the train to York.

When they were going through Castleford, Castleford Rugby Club was right next to the railway line. On this date, the Rugby match was being televised, and you could see the cameras from the train. The whistle was pulled and you should have seen them play!

92006 was the sister to 92005.

▪ **4th December 1967.**

Allan worked on the 12.50 P50 D254 (Class 40) Normanton to Neville Hill (Leeds) and a Light Engine back to Normanton.

He then relieved 6752 Llandudno to Middlesborough with Black 5 44871, and then a Light Engine back to Normanton. The engine was then disposed and shedded. The bogie wheel came off the rail and bounced back on.



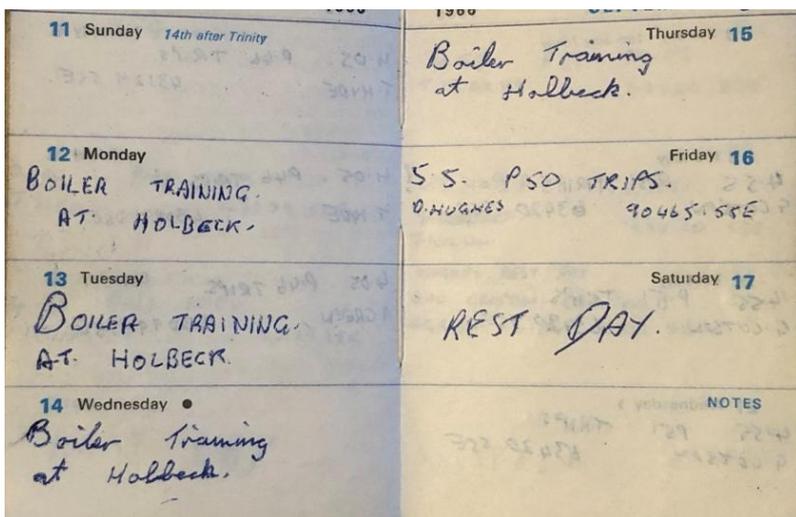
Black 5 44871 is still very much in existence as a preserved locomotive. It is owned by Ian Riley and is based at *The East Lancs Railway*. It has run on the NYMR as a heritage engine.

The photo was taken on the 31st December 1967, the date when Normanton closed to steam. **This loco was the last in steam at Normanton.**

▪ **Passenger Carriage Steam Heating.**

After steam engines were phased out, passenger carriages still had to be heated with steam boilers as that was the way the heating system worked.

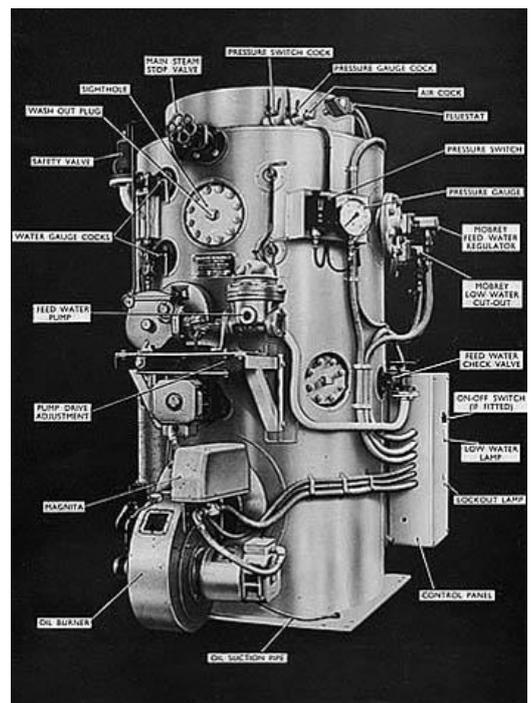
This meant that Allan was issued with a ticket to travel to Holbeck Leeds for a four-day course, learning how to work these steam generators. There were three boiler manufacturers, *Spanner, Stones* and *Clayton*.



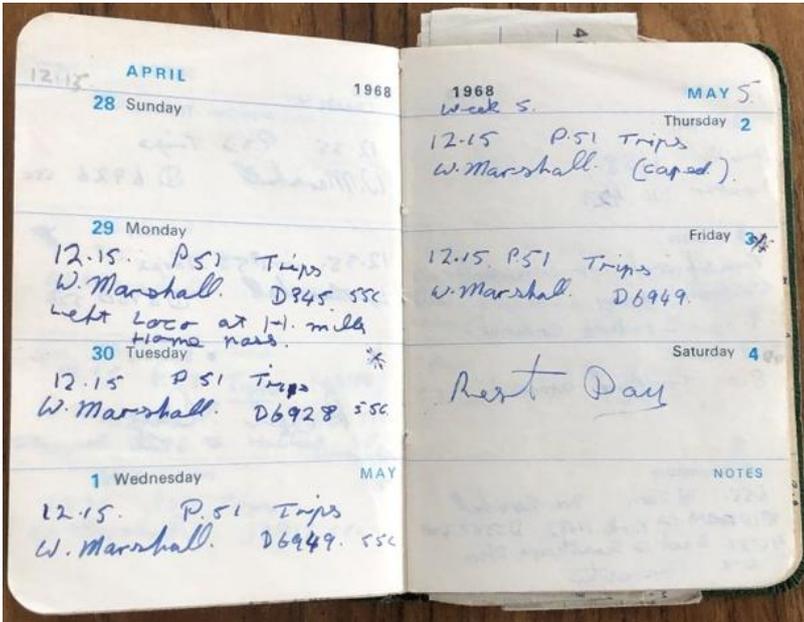
This was about 1966. In reality Allan did not operate a steam boiler until 1968, because the trains were still being heated by steam engines.

Q: Were they oil fired boilers?

Allan: Yes.



■ Allan's Last Week At Normanton And First Week At Doncaster.



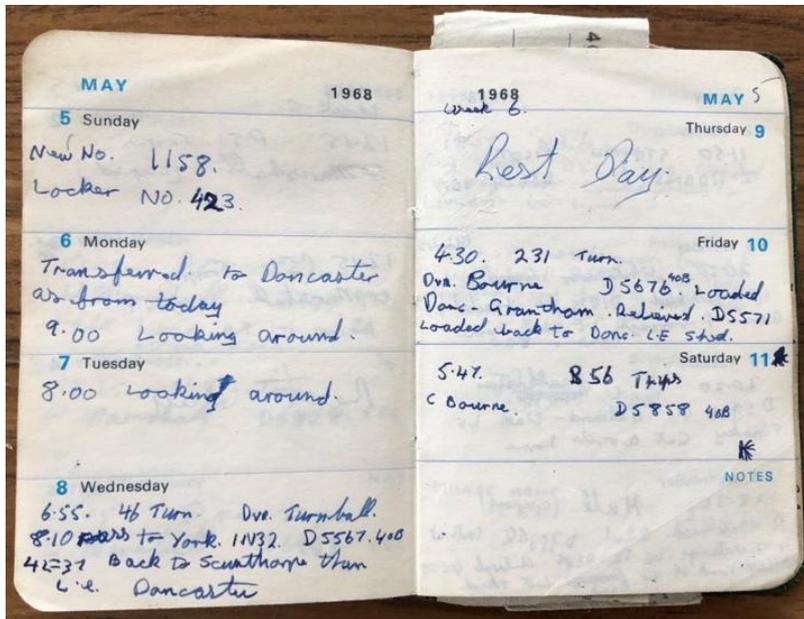
The diary shows Allan's last week in Normanton, and it was roughly six years since he started.

During that week he was the fireman on Class 40 diesel D345, which is preserved, and Class 37 diesels D6928 and D6949, both of which are now scrapped.

Bill Marshall was Allan's original driver. Where there was a star in the diary, Allan was driving the locomotive. Bill Marshall let him drive every other day. On Allan's last "Turn" on May 3rd 1968, he was driving.

Even at that time, they were bringing coal wagons out.

On the 6th May 1968, Allan was transferred to Doncaster and the diary shows his first week activities.



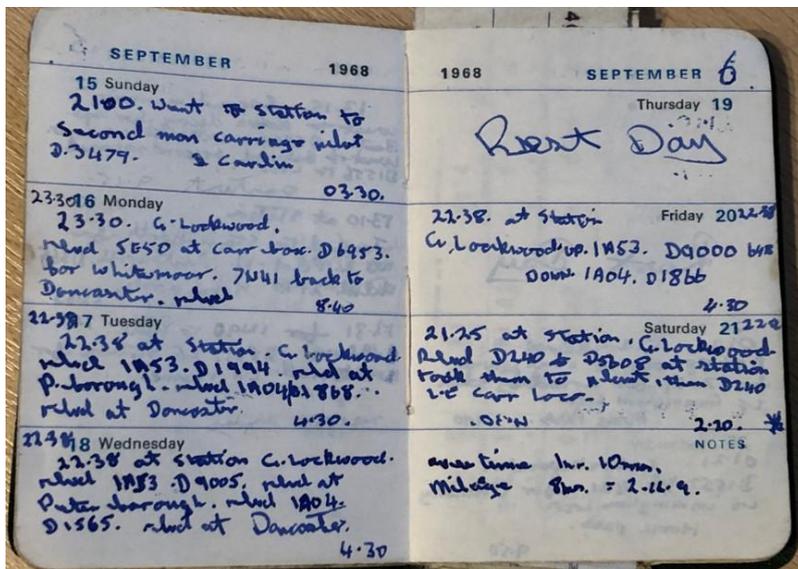
Starting on the Monday, he was given two days to look around, and then he was "right in it".

His first loco was D5567 A Diesel Class 31 (Brush Type 2). He had rarely seen this Class and hadn't been in one and now he was doing a "Turn" to York.

They then travelled back to Scunthorpe taking the Light Engine back to Doncaster.



By being based in Doncaster, he was now going further afield.

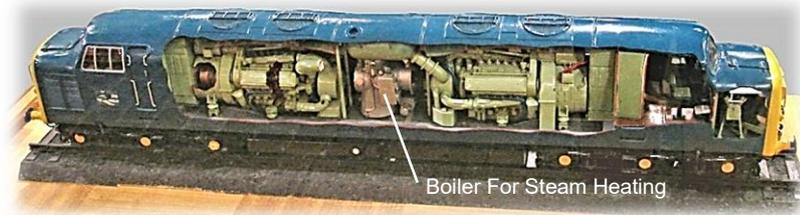


Because Allan moved to Doncaster, he needed to put time in on Sundays. Allan was working every other Sunday.

As seen in this diary entry he was working six different diesel class types in one week

- | | | | |
|-------|----------|--------------|-----------|
| D3479 | Class 10 | Shunter. | Scrapped. |
| D6953 | Class 37 | | Scrapped |
| D1904 | Class 47 | Brush Type 4 | Preserved |
| D9005 | Class 55 | Deltic. | Scrapped |
| D1868 | Class 47 | Brush Type 4 | Scrapped |
| D1565 | Class 47 | " " | Scrapped |
| D9000 | Class 55 | Deltic | Preserved |
| D1866 | Class 47 | Brush Type 4 | Scrapped |
| D240 | Class 40 | | Scrapped |
| D5608 | Class 31 | Brush Type 2 | Scrapped |

▪ **Deltic 55009 Alycidon**



Copyright: The Riverside Museum of Transport and Travel Glasgow.

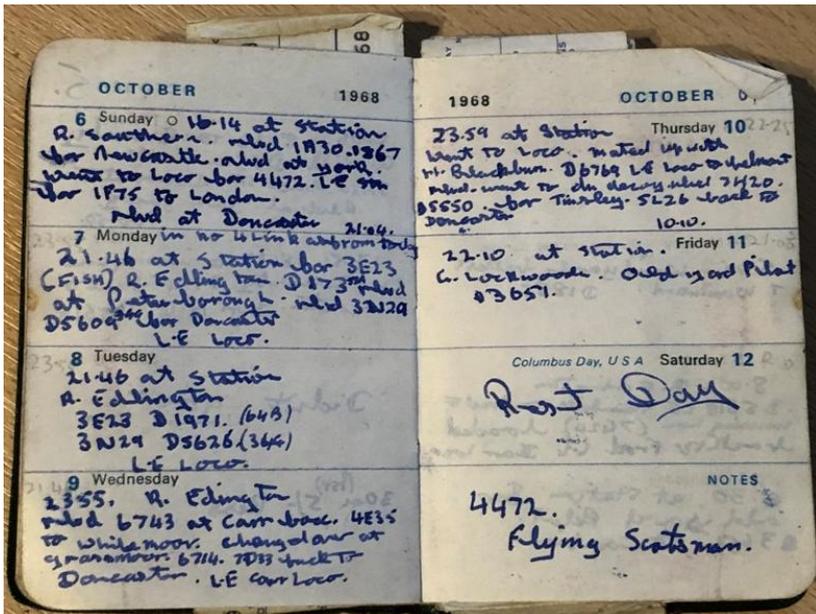
The Deltics were noisy and temperamental. The steam heating boiler that Allan was now operating sat between the Deltic's two engines. See below.

On this particular day, the train was coming back from Peterborough to Doncaster. The fireman sat in the right-hand seat. Allan saw the warning light come on for the steam generator.

Allan had to go back to the engine room at 90mph! He was terrified! The noise in there was horrendous. He actually pulled the pockets off his jeans to stuff them in his ears. He reset the system, and fortunately the warning light went out and everything was alright.

This model is of *Royal Scot's Grey D9000*. Allan worked as fireman on this loco on Friday 20th September 1968. See previous page.

▪ **6th October 1968. Flying Scotsman.**



1A30 Relieved the London to Newcastle train.

19.05 1F75 York to London 4472 *Flying Scotsman*.

This was a special. Allan went to York on a Class 47 passenger train where he was relieved. He went to the York shed to pick up with 4472 *Flying Scotsman*, and worked back to Doncaster with it.

4472 was running from York to London for the "Save The Minster Fund", and the train was chartered to raise money for the fund. York Minster needed a lot of money spent on it at the time.



6th October 1968



14th November 2025

Allan in the same pose fifty seven years later and with the same "grease-top" hat, this time at Grosmont on the NYMR.

At Christmas, one of the NYMR drivers said that he had been at the National Railway Museum in York and the 1968 photo was there.

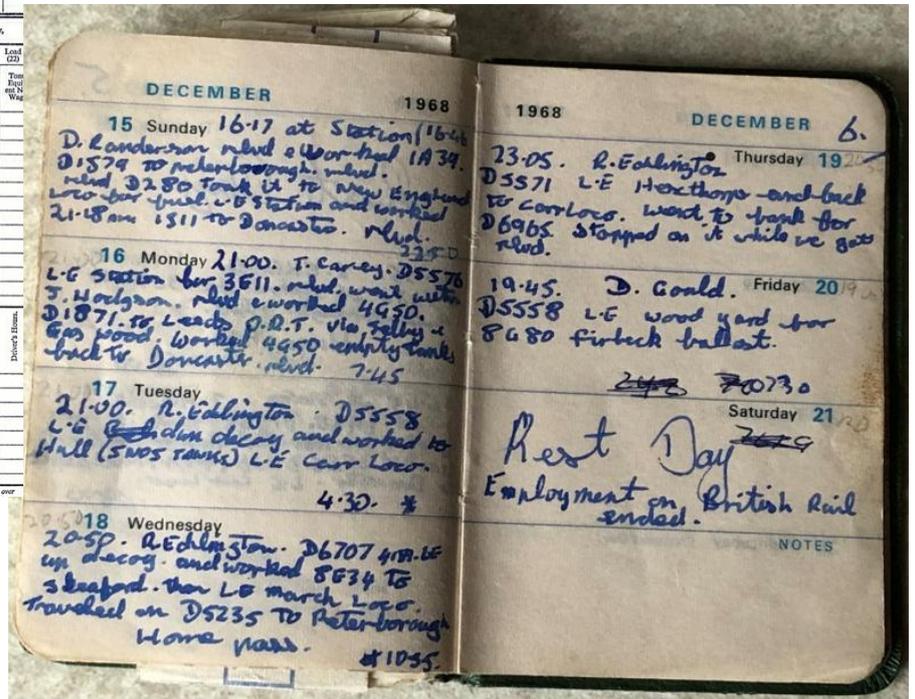
Allan went there with the same "grease top" cap, and asked how they got the photo, but they didn't know.

▪ **British Railways Driver's Ticket And Allan's Last Diary Entry With British Railways.**

BRITISH RAILWAYS—DRIVER'S TICKET—LOCOMOTIVES

| | | | | | | |
|---|--|---|----------------|---|-----------------------|---|
| (1) Name of Driver | | (2) Booked on | (3) Booked off | (4) Driver's Depot | (5) Driver's Turn No. | (6) Lodged at |
| Name of Fireman or Second Man | | With this Driver | | Relieved | Driver Stationed at | Where Relieved |
| Locomotive | | Description of Trip | | Miles | | Actual Time |
| Depot | | Depot, Principal Station or Yard, Operating District | | Miles (for other use only) | | Dep. |
| L-Local, LE-Light Engine, C-Compound, E-Empty, A-Accident, LB-Loos, and Brake | | L-Local, LE-Light Engine, C-Compound, E-Empty, A-Accident, LB-Loos, and Brake | | L-Local, LE-Light Engine, C-Compound, E-Empty, A-Accident, LB-Loos, and Brake | | L-Local, LE-Light Engine, C-Compound, E-Empty, A-Accident, LB-Loos, and Brake |

It was the driver's responsibility to fill in this ticket before each "Turn". It contains the name of the driver, the second man, the engine and the "Turn" they were on. Sometimes when Allan was on loan to another depot, he had to fill in a form like this.



This was the entry in Allan's diary for his last week at Doncaster and with British Rail.

The last entry was 21st December 1968. His last "Turn" was on Friday 20th December. He signed in at 19.45 and didn't sign off until 07.30 the next morning. He slept through most of it.



Questions And Answers:

Q: As a fireman, did you have to get "passed out" on all the different types of locomotives?

Allan: Not on steam.

Q: So, you were expected to jump on each type and just get on with it?

Allan: Yes, it's the same on the NYMR.

- Q:** How often would you be paired with the same driver?
- Allan:** It used to be what we called "link". You would be given eight week's work with the same driver, and you would be with him for those eight weeks. If you wanted to work with another driver, you could do a swap. I liked Bill Marshall as a driver at Doncaster, and I kept swapping so I got six months with him.
- Q:** How far in advance did you know when your signing on time was. Was it a fixed rota?
- Allan:** Yes, it was a rota. But you could be called in. When I was at Doncaster, Royal Mail used to send a telegram saying could you come in at a certain time, so you knew in advance.
- Q:** Where there any particular locos that were difficult to fire, or were challenging?
- Allan:** I didn't like the 4Fs. [Fowler Class 0-6-0]
- Q:** Why was that? Were they underpowered?
- Allan:** The firebox wasn't big enough for it. At the end of the day, you just 'went with it'. You were getting paid. I always liked the Black 5s because they were a "go anywhere" kind of engine, although the Austerity WDs would "steam forever" even with very poor coal.
- Q:** What coal did you use ?
- Allan:** Doncaster used to get a lot, it was Brodsworth coal at Doncaster.
- Q:** Was that hard, or soft Welsh?
- Allan:** I just used to shovel it in. When you look in the manual, the coal put in the firebox should be the size of your fist, which is what we get now. Back in the day, the coal would drop in the tender, and you would have to break it up. The problem with big blocks of coal was they were blocking access to the coal behind. So, if you had a big lump, which happened often, you had to break it.
- Q:** For a typical "Turn" what weight of coal would you shovel?
- Allan:** 2½ to 3 tons. For a local "Turn", about 1 to 2½ tons. It depended on where you were going.
- Q:** How much did you take home for your own fire ?
- Allan:** Well, back in 1968, before I finished at Normanton, we were using diesels and the coal hopper which used to supply the steam engines would still have a lot of coal in it. So, a lot of times I would take a sack home on my B.S.A. Bantam motorbike.
- Q:** Obviously, the driver had to 'know the road'. Did you also have to know the road so you knew when to supply more coal?
- Allan:** A little bit. On one occasion, we were going along to Ryston, with passenger coaches, but the engine needed to be back in Normanton. However, the driver, John Spencer said "I don't know the way". Fortunately, I knew the road because I had done it so many times.
- Q:** I read an article where someone was a fireman on a train travelling from York to Kings Cross. The fireman knew exactly when to add coal, and where along the track, so he had to have an encyclopaedic knowledge of each road and where you would have to put the coal in.
- Allan:** Back in the day you would just shovel it in, and steam would be blown off and it really didn't matter. On the NYMR now, you have to be very careful. You have to manage your fire. You get told when to put the coal in. Back then, you just shovelled.
- Q:** Didn't you worry about blowing safety valves? If you got the firing wrong and caused a delay, would you be reprimanded?
- Allan:** Oh yes, Form 1, Please explain!
- Q:** Not asking you personally, but have you heard of anyone "dropping a plug"?
- Allan:** There was a fusible plug in the firebox. It was a brass plug filled with lead. There were probably two or three plugs in the crown of the firebox. The water in the boiler used to cover the plug. If the water dropped below that plug, the heat from the fire used to melt the lead. It was a safety feature. Without it, the boiler could be damaged and even explode. However, it was very bad if you allowed that to happen.
- Q:** Did anyone drop a plug when you were there at Normanton?
- Allan:** No.

Q: Did you notice any difference between operating Flying Scotsman in 2025 and doing that in 1968?

Allan: I seemed to be shovelling a lot in 1968. Alan Pegler, the owner was on the footplate on that journey in 1968. He had his "Chief Engineer" George with him. It had been 11 months since I had worked a steam engine when I joined 4472 in 1968. It was 32 miles from York to Doncaster. I was on the footplate, and Pedler disappeared down the two tenders attached. He reappeared with George and he sat in the fireman's seat, and he stayed there until they were nearly in Doncaster, and then I was able to sit down. I was relieved in Doncaster. You had to volunteer for that job, but you were paid.

Back then Scotsman had small deflectors and a small chimney. Now it has double chimneys and large deflectors, so the steam flows better.

Q: Do you use Columbian coal on the NYMR?

Allan: We've had Russian coal (which was full of stones), and coal from Columbia, Brazil, Kazakhstan, South Africa, wherever we can get it.

Q: What happened to the Ffos-y-fran open cast mine?

Allan: It was closed under environmental pressure.

Q: It seems from your talk that the steam days were quite anti-social for loco-men. Did you have much of a social life?

Allan: It could be a bit disappointing socially. They were unsocial hours. If you were signed on just before midnight, and you had to do 12 hours, you had to have 12-hour intervals between shifts.

PEEMS thanks Allan for a very interesting talk and giving kind permission for his photographs to be used in this article. Thanks also to Allan for proof reading this article.

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In addition, Allan has also added this further note: A grateful thank you to the following photographers who have kindly given their consent for their photographs to be given in this presentation.

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Peter Cookson.
Gavin Morrison
Jim Livesey
Ron Rocket
Robin Lush and
The Unknown.

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