

Chapter 1 : What does the word 'riding' mean in 'west riding of yorkshire'

*West Riding Engineman [Bill Addy] on calendrierdelascience.com *FREE* shipping on qualifying offers.*

They were classified by their cylinder type – simplex single-acting cylinder or duplex a compound engine ; by their connection to the winches or "drums" – triple-drum, double-drum, etc. A good deal of the cable-logging terminology derived from 19th-century merchant sailing, as much of the early technology originated from that industry. A logging engine comprised at least one powered winch around which was wound hemp rope or later steel cable. They were usually fitted with a boiler and usually equipped with skids, or sleds made from logs, to aid them during transit from one "setting" to the next. The larger steam donkeys often had a "donkey house" a makeshift shelter for the crew built either on the skids or as a separate structure. Usually, a water tank, and sometimes a fuel oil tank, was mounted on the back of the sled. In rare cases, steam donkeys were also mounted on wheels. Method of operation[edit] Patent , This describes the use of a steam donkey for logging operations. In the simplest setup, a "line horse" would carry the cable out to a log in the woods. The log was taken either to a mill or to a "landing" where the log would be transferred for onward shipment by rail , road or river either loaded onto boats or floated directly in the water. Later, a "haulback" drum was added, where a smaller cable could be routed around the "setting" and connected to the end of the heavier "mainline" to replace the line horse. If a donkey was to be moved, one of its cables was attached to a tree, stump or other strong anchor, and the machine would drag itself overland to the next yarding location. In Canada, and in particular Ontario, the donkey engine was often mounted on a barge that could float and thus winch itself over both land and water. Log booms would be winched across water with the engine and it would often be reconfigured with a saw to mill the timber. Though some have been preserved in museums, very few are in operating order. A great number still sit abandoned in the forests. Other uses[edit] Steam donkeys were also found to be useful for powering other machines such as pile drivers , slide-back loaders also known as "slide-jammers", cranes which were used to load logs onto railroad cars and which moved along the flat-bed rail cars that were to be loaded [4] , and cherry pickers a sled-mounted crane used for loading, onto railroad cars, logs that a grading crew had cut down. An auxiliary engine on a sailing craft which does propel the vessel is still sometimes informally known as "the donk". A non-functioning steam donkey accompanied by a plaque explaining the history of the machine is on permanent display at Grizzly River Run , an attraction at Disney California Adventure Park. The collection includes various steam donkeys, including one of the last very large ones built, and others at various stages of restoration. Another steam donkey is on display along an interpretive trail at the Sierra Nevada Logging Museum in Calaveras County, California , an indoor open-air museum about the Sierra Nevada logging industry and history. It is now the only commercially operating steam donkey in North America. On that occasion, due to extreme fire risk, demonstrations of the donkey were not performed, but the logs hauled by previous test runs of the donkey and had been loaded onto a truck were dumped into the McLean Mill millpond, representing the first steam-powered commercial logging operation in North America in decades. This machine continued to operate after R. Mclean shuttered the steam-powered McLean Mill site in It ran until and was abandoned on site. Agreements have been made with forestland owner Island Timberlands owned by Brookfield Asset Management to log, mill, and sell trees and lumber from the surroundings of McLean Mill. A wide-face steam donkey called that because the width of the drum is greater in proportion to that in later machines has been operational at the Tillamook County Pioneer Museum in Tillamook, Oregon, since the early s. The steam donkey was rescued and restored from to It was donated to the Pioneer Museum by the Ned Rieger family and has been on display on the Museum grounds.

Chapter 2 : Dalesman railway books

The motto of West Riding of Yorkshire is 'Audi consilium'.

Here are two ladies standing against No Green Arrow. They are standing on the ballast, well off the platform at Stratford-on-Avon, as are several other would-be passengers and photographers in the days before Health and Safety. My wife Gwenda is on the right with her lifelong friend Pat Carden. They had come to Stratford from High Wycombe behind No to soak up the culture, whereas I had come to work my passage. The photograph was taken in in the days when sensible photographers were allowed to take photographs such as these. You can see a couple in action and good luck to them as such a picture could never be taken today. I am sure that you will understand that it would be quite unnatural for me, in this sort of book, to adopt what amounts to an unnatural house-style. Here are two short stories to finish. Stan Hinbest started at Stratford Running Sheds in as an apprentice fitter and we first met the following year when I went there to chase material to keep engines at work in those difficult times. Stan worked in the machine shop and I worked closely with his Chargehand, Jack Welsh, which did not stop that young man burrowing, late one afternoon, under the wide bench on which I was doing some paperwork, with a pot of whitewash and skilfully decorating my shoes! There was much laughter in which I joined but it was over 45 years before the artist himself let on! Stan was skinny and small and it was no surprise when Fred Lucas, the Foreman came into the shop, spotted Stan and said: There were also the two pins further down which were held in position by split pins, to provide the linkage between the regulator and the spindle that went through to the cab. How easy this may sound if the nuts and pins came free easily but they never did for Stan when he had been lowered head first into the dome with the lower part of his midriff and his legs still outside and his arms at full stretch holding a hammer, chisel, spanner and maybe a pin-punch. If the nuts on the bolts defied every effort to free them, they had to be chopped off with the hammer and chisel, bad enough right-way up but far worse for a 14 year old upside down with his arms at full stretch. In March , our Chief Clerk, Charlie Bayliss, at Stewarts Lane asked me to interview a potential engine cleaner, several years older than the usual school leavers of the day. Charles said that he was something special and so he was. He was very dark skinned, mature and immediately likeable and I could see that Charles was right. So Percy Abeydeera from Ceylon started on the railway and achieved his aim to become an engine-driver in this country. We did not have many boys from abroad at that time, four from the West Indies, two from Africa and Michael Motha from Sri Lanka who was doing well as a young fireman. We had some good cleaners at that time on the verge of being appointed firemen so Percy began to go firing but when there was a special job which demanded a very high level of cleanliness, we used him and one or two regulars of his seniority. And then in the autumn of , Haile Selassie, Emperor of Abyssinia, visited this country and was welcomed by the Queen at Victoria station. The engine was No , one of our Bulleids, and she looked a picture when she went off to Eastleigh light engine ready for our men to bring the Royal Train up from Gosport next day. Percy had worked wonders on that engine along with his fellow cleaners and adult helpers and, when the Emperor returned a few weeks later, I took Percy over to Victoria on No to see the young Queen Elizabeth and the Prime Minister, the legendary Winston Churchill. It has given me great pleasure to keep in touch with Percy and, well after I left the Lane in January , I was able to give him experience of footplate work with Stratford men to Ipswich and wherever he went amongst locomen, he was welcomed. In time he had married a Swiss lady and when he retired, he invited Gwenda and me to dine with the Abeydeera family at an ASLEF gathering, a happy evening surrounded by his old mates from the Lane. In time, he lost his wife and he faced life with great fortitude, an example to all of us. He undertakes all manner of handy work for friends and family, he goes to railway gatherings and RIGHT: Stewarts Lane in , more than two years after I had left the Lane in January This Brighton Atlantic No was by all accounts a wonderful engine for her age. The last Great Northern C1 from which the Brighton engines were derived, had been withdrawn in The Fitter on the left is Art Martin, a man of experience and I think he originated from the Battersea Park depot and came over to Stewarts Lane when the shed was closed in Les Penfold on the right is his quiet and knowledgeable mate, and in the centre is Sid Norman. This elderly driver looks the part and yet

he has fallen on hard times and has had to come off the footplate for some good reason, maybe eyesight or the dreaded colour vision. He may be a cloth cap man or just refuses to wear the LMS shiny top pattern which has become standard. The photograph is marked Doncaster so we must be in the early 50s. A little Great Eastern J69, No , had been built in and lasted to the end of steam at Stratford in September She had been many years in Scotland having been transferred there in about She and several others returned to Stratford in the mids.

Chapter 3 : calendrierdelascience.com: west riding engine man

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On November 14, , there was a collision between portions of two freight trains on the Western Pacific Railroad at Winnemucca, Nevada, which resulted in the death of one employee. Location and method of operation This accident occurred on that part of the Eastern Division extending between Gerlach and Elko, Nev. The point of accident was within yard limits, where the main track is a single-track line over which trains are operated by time-table and train orders. There is a cross-over between the main track and track 1, the main track switch of this crossover being located 2, feet west of the point of accident, this is a trailing-point switch for westbound trains. At a point feet east of the main track crossover switch there is a switch leading from track 2 to the rip track, this latter track extending towards the east. The grade is level at the point of accident. The weather was clear at the time of the accident, which occurred about 4. At the time of the accident two freight trains were being made up preparatory to leaving this point, one train westbound and the other train eastbound. Westbound freight train extra was in charge of Conductor Damon and Engineman Vetter. The crew of this train pulled 40 cars out on the main track and left them standing between the east switch of the new passing track and the main track crossover switch. The engine then moved through the crossover to track 1, where it picked up about 30 cars which were standing on the east end of that track and moved them forward to the rip track switch, where a car in damaged condition was set out, and just after the two sections of this portion of the train, on track 1, were recoupled, the cars which has been left standing on the main track were struck by a cut of cars being handled by the engine of extra Eastbound freight train extra was in charge of Conductor Jones and Engineman Woods. The crew of this train was assembling their train on track 2, and while doing so a movement was started westward on the main track with the engine headed east, shoving three cars and pulling the caboose. It was while this movement was being made, at a speed of from 8 to 10 miles per hour, that it collided with the cars of extra As a result of the collision the leading car being shoved by engine coupled to the car at the east end of the cut on the main track, moving them forward about feet. None of the equipment was derailed, although the end car in the cut of cars and the three cars coupled to engine were damaged to some extent. The employee killed was a brakeman of extra , who was between the two cars at the west end of the car cut. Summary of evidence Engineman Vetter, of extra , stated that after picking up about 30 cars on the east end of track 1, one of these cars was found in bad order and was set out on the rip track; it was just after coupling up the 30 cars again, that he heard a crash and noticed that the 40 cars on the main track moved ahead about feet. The statements of Fireman Thorne, of extra , substantiated those of Engineman Vetter. Conductor Damon, of extra , stated that the cars on track 1 had just been recoupled, after setting out a bad-order car, and that he was standing between the main track and track 1, 10 or 15 car lengths from the east end of the car cut on the main track, when those cars were struck by the cars handled by engine The reason the cars were left standing on the main track was that they comprised the head end of his train, and that in view of the bad-order car in the rear portion of the train he considered the best movement was to set this car out before the head end was coupled to the rear end on track 1, so as to avoid a long switching movement. He also said that it was dark out the weather was clear and he estimated that standing cars could have been distinguished for a distance of 10 or 20 car-lengths. He further stated that it is not customary to place lighted lanterns on cars left standing on the main track within yard limits while making switching movements when no first-class trains are due. The statements of Brakeman Blakesley added no facts of importance. Brakeman Stephens, of extra , stated that his engine left the sandhouse track at 3: While doing so he was instructed by the conductor to look out for extra and not to delay that train. As his engine was switching cars into track 2 he noticed engine placing a caboose on some cars standing on track 1 and formed the opinion that that train was about ready to leave the yard. He rode on the west end of the leading car while the engine was shoving them westward on the main track and was keeping a sharp lookout ahead, but did not discover that the track was occupied until he was within about three car-lengths of the cars standing on the main track. He immediately

gave stop signals and they were acted upon promptly, but before this portion of his train could be stopped it collided with the standing cars. He estimated that his train was traveling at a speed of not more than 10 miles per hour at the time he gave the first stop signal, and said that on account of the darkness it was impossible to have seen the cars ahead any sooner than he did in this case. Engineman Woods, of extra , stated that he coupled to three or four cars which had been left standing on the main track and was moving them westward at a speed of 8 or 10 miles per hour when he received a stop signal from the brakeman who was riding on the leading car of this cut, he immediately placed the automatic brake valve in emergency position, closed the throttle, and set the reverse lever in the center of the quadrant, but by the time he had taken this action the cut of cars his engine was handling had collided with the cars standing on the main track. He did not see the cars prior to the accident as he was watching closely for signals from the brakeman riding on the leading car, and he thought that the distance his engine moved after he received the first stop and before the collision occurred was about one car-length. He further stated that while the movement was being made at a speed of about 10 miles per hour, he considered that this speed was not excessive in view of his dependence upon receiving signals from the brakeman. Fireman Perry, of extra , stated that he did not see any signals given from his side of the engine, and his first intimation of anything wrong was when the engineman applied the brakes in emergency, the engine moving a distance of about one car-length before the collision occurred. Conductor Jones, of extra , was examining the cars of his train which were standing on track 2, and when the cut of cars moving westward on the main track passed him he notified Brakeman Stephens, who was riding on the leading car, to be on the alert for extra as the cabooses of that train was still standing on track 1. He estimated that the engine and cars passed him at a speed of about 4 miles per hour. He heard the crash of the collision shortly afterwards, about 25 car-lengths from where he was located. Brakeman Keller, of extra , was riding on the step at the rear of the tender while the engine and cars were moving westward on the main track and saw the first stop signal given by Brakeman Stephens, which he then repeated to the engineman. The engineman took immediate action to stop the cut of cars, which was then moving about 8 or 10 miles per hour, but was unable to do so before the collision occurred. He said that the air was coupled to the car next to the engine and when the brakes were applied it sounded like an emergency application. He did not see the cars on the main track prior to the accident and was unable to state how far his cut of cars traveled after the brakes were applied and before the collision occurred. Trainmaster Renner stated that according to his interpretation of the rules the crew of extra had a right to leave cars temporarily standing on the main track within yard limits and without flag protection while they were setting out a bad-order car from the rear portion of their train. Conclusions This accident was caused by the failure to operate under proper control within yard limits, for which Brakeman Stephens and Engineman Woods are responsible. The rules provide that within yard limits the main track may be used, protecting against first-class trains; all trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear. According to the evidence, the crew of extra , westbound, left a cut of cars standing on the main track, and during the course of making up extra , an eastbound extra, a movement was started westbound on the main track with three cars west of the engine and with Brakeman Stephens riding the leading car. A speed of 8 or 10 miles per hour had been attained when the brakeman discovered the cars standing on the main track, about three car-lengths distant but it then was too late to avert the accident. Brakeman Stephens said that it was impossible to have seen the cars on the main track any sooner on account of darkness, and Engineman Woods stated that he did not see the cars as he was constantly watching for signals from the brakeman. It is quite apparent that these employees either were not maintaining a proper lookout, or else the movement was being made at too high a rate of speed. The employees involved were experienced men, and at the time of the accident none of them had been on duty in violation of any of the provisions of the hours of service law. All information is presented in good faith as being correct. Links to this site from any other railroad, railfan, or hobby related web site is welcomed and appreciated. Copyrights on any graphical material presented on this site are retained by the owner s or are believed to be in the public domain. Any links should be considered copyrighted by their respective author s. The contents of this site are presented for personal use only and reproduction in whole or in part is prohibited.

Chapter 4 : Engineman | eBay

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A saturated engine and a very fair one although nearing her time for a General. Driver Ted Hailstone and Fireman George Howard of Bradford, a wonderful pair who could tackle any job with any engine. George was nearly 50 when he was passed for driving later in , having started late in after service in France. On this journey, George went in the train, Ted fired and I drove. Leaving Batley Carr on a rising gradient, I was notching up and the screw slipped out of my hands into full forward gear, cracking the back of my hand on the way. This started the boiler priming. My old mentor was not amused and I got a good rollocking as well as a black hand! He retired in having aged considerably. He had Jim Wilson as his fireman and a splendid one at that. John loved the job and was a true railwayman, dedicated to his work and his advancement. He never neglected an opportunity to see or learn something new, hence an evening on the GN main line from Kings Cross. It was one of the hottest days that I can remember, in summer , and Ted Hailstone and I had worked a London express from Wakefield to Exchange. We had been commandeered at short notice and started with a barely burned through fire of dust, rather than coal, after I had cleaned it. Ted handled so delicately that I was able to maintain steam and water while gradually improving the state of the fire to a blinding whiteness after which Ted opened out still further and we had all the steam we needed throughout. He used to say that was my best exhibition of firing against all the odds. The journey was only 18 miles but, at the end, with the strain and concentration, I had to sit on a station barrow to cool off and come to my senses. If you could fire a Bradford express against the odds and maintain steam unwaveringly, you might be considered to be a fireman. One slight mistake with the shovel and you were finished. These engines, built in , had been at Bradford for some years and had worked specials before the war to Skegness, Cleethorpes, Brid and Scarborough, even expresses from Doncaster with 10 or 11 cars. On the express, was truly thrashed and, as we tore through the short and low Gildersome tunnel, I had never seen so much fire thrown from a chimney in my life: I was to learn that, with the old GN engines, the more fire they threw the better they steamed. George Stoyles was a Bronte enthusiast and talked with great enthusiasm on the subject whenever he could during the journey. This tested both engine and crew which I greatly enjoyed. Eng , one of the early C12s, was a good little engine which would steam and run and was always worked with a full open regulator and short cut off whenever possible. But the double train on the last round was hard work for a C12 or a GC N5. Both were GE men from Colchester, the only two at Bradford at that time. A GC C14, excellent superheated engines whose only fault was the low pressure of psi which was soon if things went wrong. A slow to Castleford with L- R Hugh Gibson, a premium apprentice a couple of years younger than me, a splendid railwayman in the making who learned all he could in his spare time. His wife ran the Chelmsford refresh. George rarely drove and enjoyed firing while his 46 year- old mate took the opportunity with both hands. The extensive bridge work takes a passenger to any of five other platforms and there could well be trains from Bradford to Keighley standing in their respective platforms to connect. We have the starter off and the advance starter in the distance carries a distant for Clayton which is at caution until we are on our way. Both Harry and the lady porter are wearing the oval Railway Service badge issued to all railwaymen in the War. She has a sizeable load and at such stations as Upper Batley and Howden Clough in the middle of the bank, the fireman had to hold the train with the hand brake until the driver opened the regulator, then frantically unwinding it. The N1s were marvellous engines and always got away up the bank. On a Sunday, they took five Buckeyes up from Batley on the London expresses without assistance. The bay platform a Wakefield Westgate with the excellent superheated N1 The snifting valves can be seen behind the chimney. The starter is off for the down main platform and the Balne Lane yard is on the up side. Driver Harry Nottingham, originally from Hitchin and his 49 year- old fireman, Dick Lampow, an old New England man, another master of the job. A GC N5, , a good strong engine but with quite big cylinders. The fire had to be in perfect shape and the firing exact and the boiler not too full, otherwise there would be trouble. But, by hard work, I made it to Queensbury up the fearful bank and all was

well. George Howard, just passed for driving with his young fireman, Hughie Cansfield. He has the City of Bradford coat of arms in his cap. On the right is his regular mate, Harry Smith, 48 year of age. The former was a remarkable man. Well read, well educated, a GC man from Staveley, he was also a capable masseur and I believe that he retired early to practise. He had strong views on enginemanship and Hugh Gibson, a fellow premium apprentice, learned much from him. Charlie Roberts had come from Colwick many years before for a regular firing job. The Gresley GE type long travel valve N7s were at Bradford for about eighteen months and went south much better engines. They could not run the Bradford expresses as they were shy for steam and D W Harvey was sent from Loco Running HQ at Gerrards Cross to improve them which he did by altering the design and diameter of the blast pipe. It is not known whether the remainder of the N7s were altered but, in my experience, they steamed pretty well. Driver Hailstone was in charge on the trial engines. Here was one of twenty built in with vacuum and steam brakes, rather than Westinghouse, for work on the GN section. Fireman George Barker and Driver Rimmer, a spare driver. He enjoyed his day out with us immensely and, in later years, visited me when I was Divisional Manager at Kings Cross. He was a signals expert and amazed our Chief Signal Inspector with his practical knowledge of the old GN signalboxes at Finsbury Park in the evening rush. A truly remarkable student of railway affairs from whom I learned much. She is climbing the 1 in 41 to Laisterdyke and we were in the carriage sidings on the B4, , shortly to drop down to Bradford on the rear of the 12 cars for the Kings Cross. Load 10 coaches, pretty full but a piece of cake over a level road. He is almost on the site of his long closed shed. The day of my first journey out of Bradford with a London express and I had never known anything like it. We had 12 cars to Wakefield and 16 on to Doncaster, and was a very strong old engine. We stood at Bradford Exchange, actually on the 1 in 45 grade, well off the platform, with an N1 ahead of us. On getting the right of way, Driver George Cowell ex Immingham GC opened the regulator wide and we set off absolutely flat out. About St Dunstons, George notched up one notch and thus we climbed up and beyond Laisterdyke. The fireman was Arthur Hand who was passed for driving not long after. He came from Neasden, still a Londoner! A time exposure on a wet winter day. The bay platform at Westgate. Bradford engine saturated on a Bradford via Batley train. A London express in No1 platform at Bradford Exchange. The fireman, Percy Thorpe, is on the gangway. As always with Ben, he was doing the driving on a C14 en- route to Ranskill Munitions Factory at Doncaster, taking water. A perfectly matched crew: Benny Faux of Ardsley was an amazing character. He was, to some extent, a daredevil who enjoyed himself at work but never talked about it off the job. He knew exactly what he was doing but if he could shock his comrades, he would do so. He took me under his wing and taught me all the dodges that management was not supposed to know. I was nearly always the driver when I went with him and he would leave it all to Percy and me, taking no apparent interest in what we were doing. I fired on this journey and had a hell of a job to keep up with the old gentleman over that heavy road where the easy stretches were 1 in on which we immediately accelerated without the engine being eased. The J1 and J3 classes had lever reverse and slide valves so that it was impossible to notch up further without closing the regulator. So the driver would leave things as they were and the chimney already full of fire would become absolutely solid with sparks, lumps of coal and fire, for you had to go hard on an express even with a 3 or 4 coach load. Always bunker first up the bank but the Ardsley men with their C14s were always head first with the five buckeye ex Bradford express via Batley. This was a hell of a job but I never travelled on it. Cyril was an educated man and shortly afterwards moved to the Control at Bawtry. The last time I saw him was at High Wycombe in 50 where he had been appointed shift Controller. Sadly, he died very young, for he could have gone a fair way in management. These are Ardsley men: Jimmy Ledbetter is the fireman and Archie Wade, the driver. He ran a dance band. The C14 in Copley Hill Carriage sidings: Driver George Hutchinson was a lovely man but camera shy, the only West Riding enginemanager I met who did not want his photo taken. We have taken water at Keighley in the GN platforms and the fireman, Stan Pilsworth, very photogenic, poses with pleasure. We thought nothing of the Midland and the Lanky was just bearable! In many ways, they were a tender version of the N2s which came out after the war in They had the same blessings and failings as the N2s, J6s and D1s: With a 12 car London job, the engine stood out beyond the overbridge.

Chapter 5 : Gulf coast in March? | Adventure Rider

Notes: a clean and unmarked copy, fine excepting the ridiculous price sticker on the cover, this publisher used these stickers which are impossible to remove from the card boards without damage, from our experience we have not attempted to remove this sticker.

Chapter 6 : What is the motto of West Riding of Yorkshire

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Chapter 7 : West Riding Engineman: Bill Addy: calendrierdelascience.com: Books

I come from the West Riding of Yorkshire, an area known for its woollen mills and textile industry. In school holidays I used to cycle to a mill known as Washpit Mills, situated near the top of our valley.

Chapter 8 : Life on the Lines Sample by Bloomsbury Publishing - Issuu

With twenty miles of stunning West Somerset countryside and coastal scenery there is something for everyone from novice to enthusiast. Our Diesel Engineman courses are designed for moderately fit men or women aged 18 years or over who will experience aspects of our railway operations unseen by our many passengers.

Chapter 9 : Richard Hardy Bradford

The West Riding of Yorkshire is one of the three historic subdivisions of Yorkshire, England. From to the administrative county, County of York, West Riding (abbreviated: " County of York (W.R.) ") (the area under the control of West Riding County Council), was based closely on the historic boundaries.