

AUTUMN  
1968

Price  
ONE  
SHILLING

# The Old Run

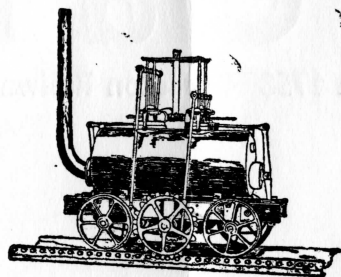
Journal of the 1758 Middleton Railway Trust, Leeds

George



The MRT's natural local:

# THE ENGINE INN



Our best beer exploded your First  
Engine 150 years ago !  
One of TETLEY'S houses  
Foot of Old Run Road

# THE OLD RUN

**Journal of the 1758 Middleton  
Railway Trust, Leeds**

EDITOR: B. W. ASHURST, 18, INGLEWOOD DRIVE, OTLEY.

**Vol. 8**

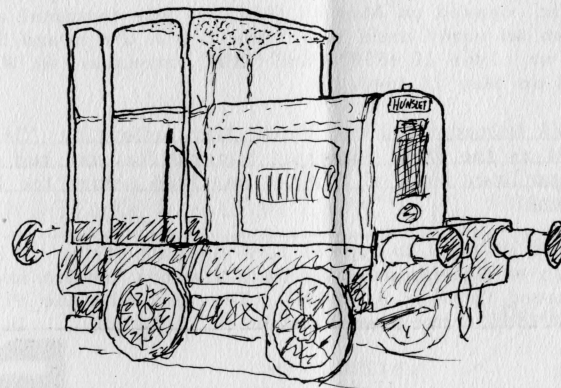
**No. 62**

**Autumn 1968**

## 'BUGGLESKELLEY' SHUNTER COMES TO MIDDLETON!

That classic railway film "Oh! Mr Porter" took place at Buggleskelley on the Southern Railway of Northern Ireland, complete with the ancient locomotive Gladstone, an excursion train filled with gun runners, and a triumphant finale at Belfast. Observant viewers noticed that the gauge was not quite right for Ireland, and that 660 volt DC conductor rails mysteriously appeared.

In fact the line was the Basingstoke and Alton Light Railway with its halts at Cliddesden, Herriard, and Bentworth and Lasham.

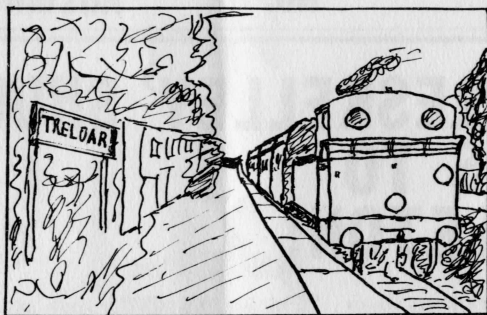


the conductor rails being pure Southern Electric and the locomotives from the SR's ancestors,

Just outside Alton is a private siding leading to Courage's brewery. This is still laid with LSWR track dated 1902 on the chairs and in almost unworn condition, and thereby hangs a tail... However, let us finish the story of the line first.

The Basingstoke & Alton was the first line to obtain an Order under the Light Railway Act of 1896. Like many other light railways built in the period when road motor vehicles were starting to chug about as the first sign of unpleasant things to come, this railway did not come up to expectations.

None of the villages it served was very large-only Cliddesden was close to the railway; and a road suitable for buses ran

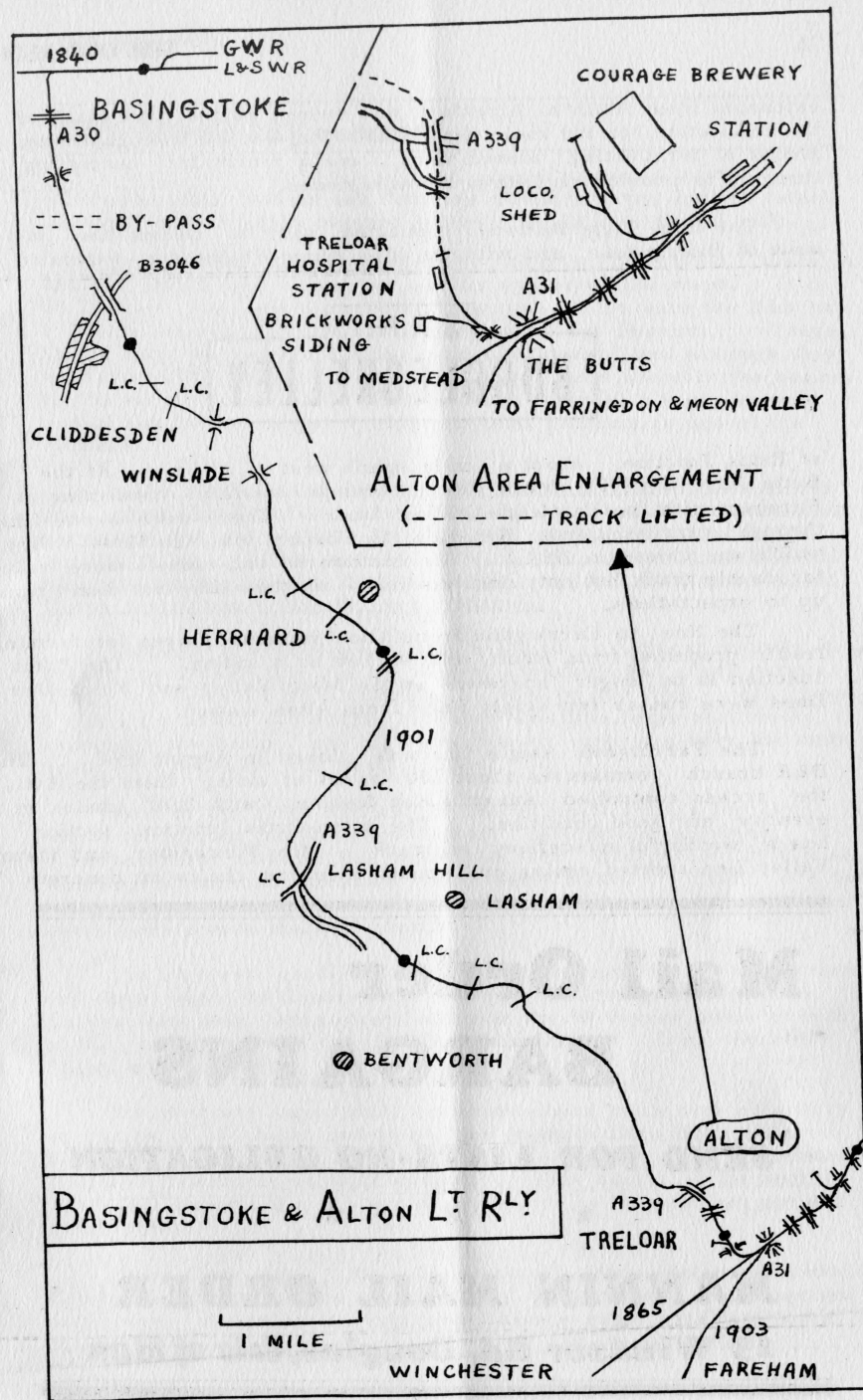


alongside. Even Cliddesden viewed as a suburb of Basingstoke was not likely to fill the trains. Early LSW rail motors were tried out on the line; otherwise short trains pulled by tank engines did the work. The two terminal stations were and still are important for rail traffic.

Passenger services on the railway ceased on September 12 1932 and all traffic ceased on May 30 1936. The terminal at Basingstoke was on an early main line, the London and Southampton reaching it on June 10 1839, and the extension to Winchester being opened on May 11 1840.

The B&A helped the First World War effort by "lending" its rails, and just as the West Somerset Mineral Railway had difficulty in getting and lines back at all, it was 1924 before the B&A was able to reopen!

Alton was reached in typical LSW devious style. It started from a branch at Guildford facing back towards London and going to Farnham, opened October 8, 1849. Together with the Pirbright Jct and Aldershot loop, the branch went on to Alton. In 1865 the





extension from Alton to Alresford was opened as the first stage of the connection to the main line at Winchester. The LSWR had a phobia of terminating branch lines, and a genius for connecting them up to provide circuitous through routes.

The B&A Light Railway connected with its parent line just west of Basingstoke and with the 1865 Alton-Winchester extension

S.R.N.I.  
**BUGGLESKELLEY**

at Butts Junction, about a mile uphill west of Alton. At the Butts Jct, the 1903 Meon Valley branch started, connecting at Fareham with the Eastleigh-Gosport line. There were at one time through expresses from Waterloo to Gosport via the Meon Valley, which was closed in 1954. The earthworks and tunnels were built for double track but only one was laid - another line that didn't come up to expectations.

The line to Farringdon from Alton remained open for farming traffic propelled from Alton and worked as a siding. The Butts Junction is no longer operative as the Meon Valley and Winchester lines were run as two single lines from Alton station.

The Farringdon single line was closed in August 1968. The B&A branch remains as about 200 yards of siding from the Butts, the access controlled Annett's Key fashion, with LSW chairs in quantity and good condition. The Alton-Butts Junction section has a wonderful miscellany of track - the Winchester and Meon Valley line sported chairs and wooden sleepers, chairs on concrete

## Mail Order BARGAINS

**SEND FOR LISTS-NO OBLIGATION**

★ ★ ★

**MANNIN MAIL ORDER**

**13 Windsor Rd, Douglas, Isle of Man**

## Buggleskelley — cont.

sleepers, flat bottom on concrete sleepers, and ancient steel sleepers with integral pressed chairs - all in less than a mile.

Apart from the B&A stations already mentioned, there is another station which does not usually appear on the maps. It is at Treloar just beyond the Butts Junction. To here the B&A ran a special hospital service for the nearby Alton Hospital. These trains were worked from Alton main line station, and although they only used 200 yards of B&A metals they were probably the busiest traffic on the line. Only short sections of track remain at each end of the B&A, and the Treloar Hospital platform is one of the sections.

In the short Golden Age of Light Railways (if there ever was one) about the Edwardian era, the B&A put on quite a reasonable service of six all-stations trains a day, taking 45 minutes for the 14½ miles. This was just under 19mph, including stops - not bad considering the top limit of 25mph on Light Railways and the 10mph restriction at the ungated crossings.

Normally one imagines light railways as almost entirely on ground level, with ungated level crossings and sharp curves. There are certainly such things to be seen on the B&A, with 10mph limits at the crossings, but there are also large earthworks, especially the bridge and high embankment crossing over the main roads at Cliddesden and west of Alton.

Most of the route can still be traced apart from a few fields where the ground has been levelled for agricultural purposes, and a section near Lasham Hill which has been incorporated in a road widening scheme to eliminate some nasty bends. There are two bridges over farm tracks at Winsford where earthworks were unavoidable due to the land profile.

The steepest gradients were from Lasham Hill up to Herriard and down again to Cliddesden, the rest following valley sides. Curves were only excessively sharp at the 90 degree bends at both of the junctions with the LSWR main lines. It is obviously "Light Railway" here!

Not everyone knows that, whereas check rails are obligatory on curves of 10 chains radius or less on main lines, light railways need only have them on 7 chains or less - and the curve at Treloar station is certainly as tight as that! This curve is the sort where one expects driver and guard to be able to lean out and shake hands!

Other films than "Oh! Mr Porter!" were shot on this line. It became extinct before the amateur preservation movement got under way; otherwise it would have been a good candidate for a Bluebell-type scheme.

(Continued overleaf)



## Buggleskelley—cont.

Halfway between the Butts and Alton is the Courage brewery siding. In 1935 the company bought a Hunslet Hudson 22hp locomotive for shunting in their yard. Soon after this the brewery changed over to road transport but the locomotive has been kept in excellent condition, the most worn parts being the brass number plates from surfeit of polishing! Courages decided to dispose of it to a society rather than for scrap. Low horse power diesels are not in great commercial demand, and amateurs are so busy chasing steam locomotives that the good diesel is missed in the rush.

The Hunslet Engine Co produced the complete diagrams within a matter of minutes, even down to a list of the spare parts supplied with the engine, on July 30th, 1935, when it travelled under its own power from Leeds.

The motor is a Lister cold starting airless injection type. A bucket of hot water in the radiator and a heave of the handle, and she fires. She is controlled by a reversing lever, accelerator and combined clutch and gear change with two speeds. The speeds are 4 and 7mph and a load of 93 tons can be started on the level. Though small she can start 22 tons up 1 in 50 and shunt round curves of under 1 chain radius. Her total weight is 6tons 12 cwt.

Courages are a very old established firm, founded by John Courage in 1787, the last John Courgae having recently died in Yorkshire. The crest is a black cockerell on a red ground, and crest plates are being supplied with the locomotive.

It had become clear for some time that we could use a quick starting diesel for light work at Middleton. The civil engineering team had often been held up for hours waiting for a locomotive to be made available for moving the crane or equipment to a job. Inspection made it clear that this engine would fill the bill.

Locomotives which have had only one owner tend to be well kept and this is certainly true here. All metal parts are polished and shining, not a spot of rust anywhere, and all steel parts well greased if not out of sight. It is clear that when we get her, we must keep her like this, and active search for a shed is being carried out now, so that she can be kept in spotless condition. When we consider how shoddy and grubby so many steam locomotives became in their last years, it is inspiring to find a diesel kept so well despite 33 years of disuse.

The Hunslet number is 1786: her firm was founded in 1787; and she is coming to a 1758 railway! She has 2ft 9in wheels on a 5ft 6in wheelbase, Height 9ft 8 $\frac{1}{2}$ in; width 7 ft; length over buffer beams 10ft 7 $\frac{1}{4}$ in. Motor 22hp plus 10 per cent overload on starting at 1200 rpm. Maximum tractive effort 1,800 lbs. Adhesion to tractive effort ratio 8.15 to 1.

Early in December 1967 we inspected the locomotive and were offered it at a price far below the commercial value of an almost unused diesel. Later that month we inspected the site and found that loading would be very awkward either for road or rail transport. The only road was at an awkward angle, and the only level surface had a roof over it and planking over the rails. British Railways turned



up trumps by finding a Lowmac truck that could take the engine without the risk of demolishing either the cab roof or all B.R.'s bridges.

Meanwhile University members were trying to raise the purchase price. Two months later things were getting rather critical and the University Union refused to make a grant. Within a few days an ex Member of the University staff gave the money for the locomotive to be bought and for it to be used by the University members, particularly the Civil Engineering team. Meanwhile half the transport price was raised by University members, and half from Middleton funds.

To be concluded in the next issue of The Old Run

**Be on the right lines!**

**Have a top-link Haircut at**

**JOHN**

**Platform 2a Shire Oak Street,**

**Headingley. Express Service!**





excellent buy, containing photos of all the engines except the Avonsides, and the stories of where they came from and how they reached the line, as well as mechanical details. So if you haven't had your copy, send for one NOW - 2s 6d post free!

Refreshments did a roaring trade. In the brake van, the "nerve centre" for the day, the public address system (by courtesy of David Bushell) announced such events as a competition to pinpoint a station on a BR map, the winner being the one who located John Bushell's favourite spot. This turned out to be a station somewhere in the Furness district, and the prize, a year's membership of the MRT!

Apart from the winner of the competition, six new members were made on the day, and others would no doubt have followed when those interested reached home and money-box. By the way, if you are a non-member, it's simplicity itself to join - just send £1 1s to Mr. John Bushell, 12 Trelawn Crescent, Leeds 6 (or 10s 6d. if you are still at school or college or if you are an OAP).

A luscious-looking fruitcake made by Mrs Susan Youell (MRT publicity, joint secretary and now head chef) was given to a lady from Middleton who found by guesswork (for 6d) roughly how many currants it contained. One might have hoped for a steam Pudding in the circumstances; but never mind, next time perhaps!

**HARDY'S**  
**Motor Radiators Ltd.**

**All Makes Repaired or Rebuilt**  
**B.M.C. SERVICE STATION.**  
**Panel Beating & Body Repairs**  
**BEZA ROAD, HUNSLET, LEEDS 10**  
**Prompt Service Tel. 73434-5-6**

It was good to see several old members of the Trust who had been temporarily missing; especially George Taylor, after his recent illness. Back from the past was founder - member Gerry Cawthray (the first membership secretary), now living at Menston and hoping to take a more active interest in the railway again. Norman Fearnley too looked happy to be back on the line of which none better than he knows every bump and contour.

A feature of the road vehicles section was the 3 fair organs, at least two of which were playing at once. Pride of place went to a newly restored Gavioli trumpet organ, 100 years old. Lovingly polished and fitted with flashing lights, it played selections of old tunes and ended up with the Sound of Music! The MRT was privileged to have the first appearance of this organ.

The larger Gavioli show organ was the same as appeared last year and proved equally popular with its fantastic volume and moving figures - not all of them modestly clad! Both these organs are owned by L. D. & J. Cole of Leeds.

The other was by comparison a baby organ and fitted in a small modified van. Owned by A. Bennett, of Aberford, this was an organ built in Paris by the Frères Limonaire in 1912 as a roundabout centrepiece. It played chirpily enough and was a great attraction.

Eight steamers took turns in parading round the field, including two Foden overtypes steam wagons, one from Fearnley's of Castleford and the other owned by Mr H. Parkin, also of Castleford.

A magnificent showman's traction engine, four steamrollers, and a steam tractor (used for driving the organ dynamos) were also much admired. The restoration work seen on some machines was truly a joy to behold.

A small exhibit which should not be overlooked was a 1920 Crossley petrol tipper truck with hand-operated tipping mechanism.

All present had a thoroughly enjoyable afternoon, whether helping or visiting. The overall impression was of a friendly spirit between the visitors and staff. Just sufficient organisation to keep things running nicely, and all the railway "officials" seemed genuinely pleased to welcome the public. Another success for the Middleton Railway!

# What is the new transport policy?

The recent flush of White Papers on transport policy will have important long-term effects on today's railways. So that readers may view future developments on the railways in the light of these policy documents, this précis of "A new Policy for the Railways" has been prepared.

"A new Policy for the Railways" is at the centre of the Government's transport policy. The Government believes that a sense of stability and of self-confidence must be restored to the industry.

The Government's first problem has been to determine the size and shape of the basic route system to meet both commercial and social needs. The details of the Government's decision were published in March 1967. The plan brings to an end the reductions required under the 1962 Transport Act. The Government intends that the new basic network will be adapted and developed to meet present and future needs.

The second task has been to give the Railways Board a financial target they could realistically be expected to attain. The community must explicitly take financial responsibility for the socially necessary lines. These lines must be identified and costed. A Joint Steering Group was detailed to do this and their conclusions have been accepted by the Government.

As to the railway's social obligations, the services which require long-term assistance will be identified and separately costed so that a conscious decision can be made whether the social benefit to be obtained from the maintenance of a particular service is sufficient to justify the cost of continuing it. The decision will be made by the Minister.

In reaching the decision the Minister will weigh the costs of retaining the service - in terms of the amount of grant which will have to be paid - against the social and economic benefits which it will bring. Where the Minister decides against a grant the Board will be free to submit an application for the withdrawal of the service. The Steering Group's report estimates that the likely amount of these grants will be £40M per annum in 1969.

The Government accepts the Steering Group's conclusion that "standby capacity" additional to that required for the railway's commercial and social services would not be a permanent element of any foreseeable railway network. But surplus capacity does exist in the railway system in the shape of excess track mileage and until this can be eliminated the cost of its temporary retention adds to the operating loss. Consequently it has been decided to pay a grant to the Board to assist in the rationalisation of the system. This grant will taper off completely by 1974.

There are certain other continuing social obligations for which there is a case for relieving the Board of part of their existing liabilities for maintenance of overline road bridges and level crossings, superannuation obligations resulting from the policy of their predecessors, and the cost of the Transport Police. The total cost of all these obligations is about £8M per annum.

The Railways Board prepared for the Joint Steering Group detailed financial forecasts for the years 1969 and 1974 but the Group concluded that they were too optimistic. The Group estimated that the Board's accounts would be in deficit in 1974 to the extent of between £5/55M and concluded that if the Board were to be given a target of financial equilibrium within any reasonable period, a radical financial reconstruction was inevitable.

The Group felt that the continuing deficit has been a major cause of the feeling that the industry was ailing and in decline. Past savings have been cancelled by higher wages and the deficit for 1967 was likely to be the same as that for 1962. Accordingly the Government fully accepted the recommendation that the capital debt of the Board be written down to a level at which it is reasonable to expect that the interest payments could be met out of the revenues early in the 1970's.

The Government considers it essential that the valuation of the Board's assets be scaled down. Also that there should be no further need for any deficit grant from the Minister.

One of the first tasks of the Board to consider is what realistic level of investment is compatible with the future earning capacity of the industry and to relate their investment policy to a long term financial plan covering all aspects of the Board's business. In future the funds available for capital investment will have to be found either from depreciation or from sales of scrap, surplus land, or from loans. This will make it even more important that the methods and criteria used for investment appraisal should be realistic and up to date.

Changes in management structure and organisation are necessary. The Group recommended that it should consist largely of members who would not be tied down by day to day responsibilities for specific functions. The Board should be smaller than at present. The need for effective long range planning and financial policies is stressed. There should be senior members of the Board responsible for each of these two aspects of policy.

The Group proposes that the Board should be required to submit a general scheme of organisation for the Minister's approval, and that the statutory Regional Railway Boards should be abolished by the repeal of Section II of the Transport Act 1962. The Railway Regions as management units will still exist.

The Government's acceptance of the Group's recommendations means that there will be a major recapitalisation and that grants will be available for socially necessary services and for track rationalisation. The Board's new task will be to operate economically and effectively on the new basis and to move to a position of financial equilibrium.



## End of a footbridge ....

Bridge collapse is always spectacular and sometimes historic: the train that was blown into the River Tay in 1879 and took the bridge with it; the bridge over the River Kwai; the American suspension bridge that resonated to a gale and shook itself to bits; and the narrow gauge Irish train that got blown off the Owencarrow viaduct. Then there are famous films like Eric Portman as a German escapee going backwards and forwards over a bridge from Canada to the USA while the customs officers decided what to do! the Staithes bridge that rang a bell when the wind was too strong to allow safe crossing; and railway bridges that weren't, like the Tadcaster bridge on the York line that was never opened, and the viaduct between the GWR and LNWR south of Birmingham left unused for a century while the opponents glared at each other. This is the story of a sad little bridge that no-one wanted and nobody loved. In 1881 the Middleton Railway opened the connection to the Midland at Balm Road, when the gauge had to be changed from 1758 standard 4ft 6in to the 1825 Stephenson 4ft 8½in. The bridge connected two allotments on either side. One is reminded of the Lady of Shallote:

"On either side the Railway lie  
Long fields of gasworks and pigsty,  
And on the fields the road runs by  
To many-towered Middleton."

This bridge was bent at one end by Evans (Leeds) Ltd in 1961 to fit the new Beza Road when built, but the bending was in the nature of a patch up rather than a proper engineering job.

# MURRAY

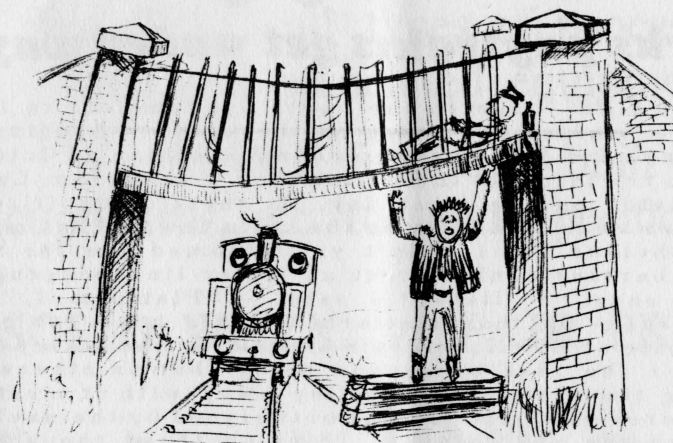
## The greatest name in engineering

★ ★ ★ ★ ★

## For automobile engineering

# RONALD S MURRAY

## West End Garage, Hyde Park. Leeds 54266



*The seriousness of the situation was not immediately apprehended by everyone!*

Local proletariat aided by gravity and gale caused three out of the four stone pillar caps to cascade down on to the line, and finally the mortar began to show signs of anxiety between the pillars and the main framework. In 1967 there was a prospect of replacing the bridge by a foot crossing at a point where this could be done with safety to railway and footpath users. The path is hardly used and only the legal atrocity known as a Statutory Right of Way made its retention obligatory. The diversion with the erection of a new siding for Clayton Son and Company gave us a reasonable chance of demolishing the bridge. Most of the locals walk defiantly across the rails instead of using the bridge anyway. Finally in a gale in September 1968 the West side made an equinoctial descent. Both coping stones and railings cascaded down, fortunately without killing anyone. British Railways rang up the police who interviewed the MRT chairman. Something had to be done at once, so the chairman girded up his loins and spent some hours sawing up the dangling 3 cwts of steelwork, and sledgehammering the 5 cwts of brickwork that were hanging 5 feet off the ground and swinging in the breeze. Ropes round both ends of the bridge. Two DANGER signs. Examination of documents to see whether this constituted a Railway Accident and needed reporting to the Ministry of Transport. A visit to BR Balm Road to say that the line was now safe. Notification to the Traffic Manager, and so to bed! The Bridge has now been made safe (but not for crossing), and investigations into whose responsibility it is are now in progress.

# 'Fares ready please!'

## Yorks paytrains get under way

"PAYTRAINS" - new to the North but familiar to East Anglia - started operating on the Leeds - Bradford - Ilkley and Esk Valley services in Yorkshire on October 7th. To try them out the Editor took a trip from Leeds to Menston on the first day. At the ticket office in Leeds we were told "Pay on the train now." That might seem obvious but I hadn't yet fathomed how the man on the barrier could detect an Ilkley line passenger. It was easy. "Ilkley" I said. "Platform 3," he observed. On that platform I could have got on a Harrogate or Bradford train as well as the Ilkley one. However the risk of anyone doing that or otherwise abusing the system and getting away with it must be considered so small as to be outweighed by the savings made by the paytrains. Thinking these thoughts I climbed absent-mindedly (how else?) on the Ilkley train, to be caught in a blaze of flashlights and a ripple of laughter. It was none other than the Yorkshire Post. I was just about to take a bow and offer my autograph for sale when I realised it wasn't me they were photographing at all - it was a group of pretty girls "buying" a ticket from the guard. The excitement over, the guard then got off the train and said "Goodbye!" The real guard then got on with his ticket machine and - buzz buzz - we were off. Backwards at first, but after a few minutes decidedly forwards, with a jerk. First the guard tackled the first class passengers. (Footnote to BR: Why load two different classes on to the guard on paytrains - he's got enough to do already). Then he came out to the rest of us and asked, "Anyone for Guiseley? I'll take the Guiseley fares first." His machine was sticking and he didn't want to keep having to change the fare. After that he took all the rest mingled together. "Burley," said one young lady. "So would you be after 20 years on this job" he countered. "That'll be 2s 9d." "It was only 2s 6d this morning!" "Well, it's uphill on the way back." Moral, buy a return.

It was eerie to see the station buildings locked up and deserted and yet the platforms open to traffic. BR is to demolish or dispose of all of them and just provide lighting. Local councils will be given the option of providing "bus shelter" type accommodation. Most won't.

Despite this drawback local reaction was encouraging, and many believe that this obvious economy would go a long way to keeping the lines open.

# Timber !

We SELL all types of processed tree and associated equipment

We MAKE furniture, built-in cupboards, etc. to your specification

SOLID WORK - FAIR PRICES

## Headingley Woodcraft

NORTH LANE, LEEDS 6 TEL. 53659

Cameras - Projectors and  
everything Photographic

## PEARSON & DENHAM

6 BOND STREET, LEEDS 1

Open all day Wednesday Closes 1 p.m. Sat.

TEL. 22114

ESTABLISHED 1875



