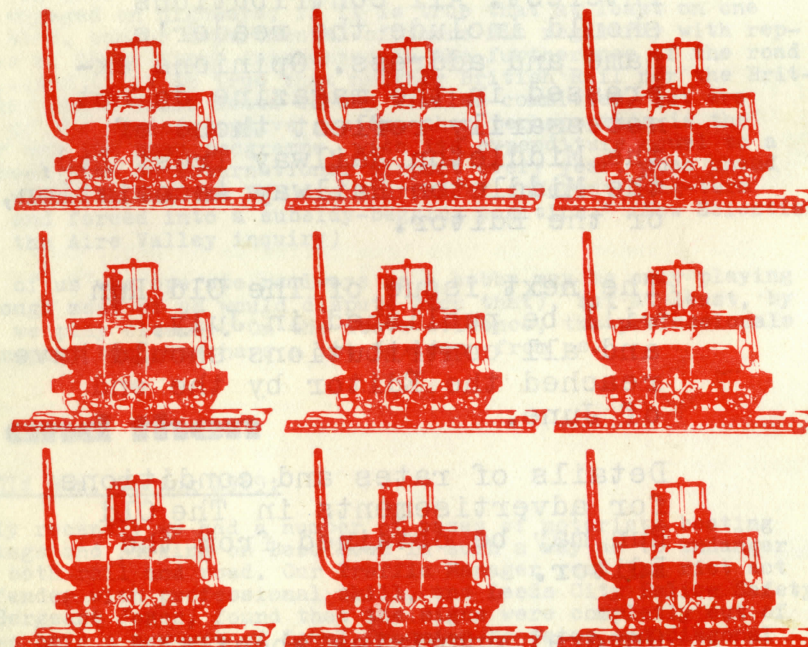


THE OLD RUN



JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS

SPRING 1976

THE OLD RUN

VOLUME 11 NUMBER 7 SPRING 1976

EDITOR: Mervyn Leah, 134 Frobisher Road, Bilton, Rugby, CV22 7HS.

The Editor invites all readers to contribute articles, news items, letters, photographs and drawings on subjects of interest. All contributions should include the reader's name and address. Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd, the Middleton Railway Association, or the Editor.

The next issue of The Old Run will be published in July, and all contributions should have reached the Editor by the end of June.

Details of rates and conditions for advertisements in The Old Run may be obtained from the Editor.

General enquiries about the Middleton Railway should be addressed to: Mr B W Ashurst, 58 St Davids Rd, Otley, West Yorkshire, LS21 2AW.

EDITORIAL

"But little is heard of the T&GWU's...resistance to private siding development. On the face of it there has been an inexplicable failure by industry to take up the Government's offer of financial support in this area. Yet we hear that one traffic division of BR alone has more than a score of cases in suspense; some admittedly are snagged awaiting local planning approval, but others are alleged to be hamstrung by T&GWU threats to strike against the firms concerned if their goods are transferred to rail." (Modern Railways editorial)

"Railmen blacked work under Newcastle Central station for ten weeks last summer; for five weeks now locomen at the Gateshead depot have refused to admit tunnelling contractors to a site at the south end of a £5 million bridge over the Tyne...Quite extraordinary precautions had to be taken by the PTE to avoid being held to ransom by the railmen. Land for the 1½ mile test track was bought from the Duke of Northumberland, though miles of abandoned BR lines were available, and the two prototype trams were sent from Birmingham by road rather than on their own wheels, in case they got 'lost' on the way." (Guardian article on the Tyne & Wear Metro)

"If it is true that over 75 per cent of the transport personnel of DoE are engaged on highways; if it is true that at least on one major committee, senior departmental officers sit regularly with representatives of those firms interested in the furtherance of the road programme;...and if it is true that neither British Rail nor the British Waterways Board share seats on any similar committee, but are locked out of the administrative system, then perhaps this is the explanation why the road programme, with its expenditure equal to a Channel Tunnel plus an international airport every year, goes ahead unchecked, while BR and the BWB are starved of coherent long-term investment and forced into a subsidy-begging position." (New Scientist article on the Aire Valley inquiry)

Those of us who operate railways as a hobby may be only playing trains (though most of us would dispute even that), but at least, by and large, we play cleanly. On the above evidence, the professionals in the transport business have a lot to learn from us.

Now and then

From The Old Run, Spring 1969:

Fairly recently we had a number of cases of motorists beating the red flags and parking on Beza Road in such a way as to endanger safety on both rail and road. Our Traffic Manager read the riot act to one offender with professional skill, and Leeds City Police Safety Officer, Sergeant Jones, found that the signs were completely out of date. So we have a new set of Level Crossing No Gates and diagonal red crosses now at both Burton Road and Beza Road. So Middleton has moved with the times. The only trouble seems to be that whereas 'Trains Cross Here' is a fair warning, few people seem to understand the new continental equivalent. To be on the safe side, Burton Road also has a 'Level Crossing No Gates' first warning sign protecting both level crossings. To our pleasure and appropriately for Middleton, the "modern" warning sign contains a delightful STEAM locomotive—apparently nothing can replace this as a clear warning of a railway ahead!

OLD RUN NEWS

CAN YOU HELP?

More volunteers are urgently required for the new operating season. In particular short supply are guards, and staff for the shop, and Chris Rogers would welcome any offers from people willing to take over the running of the shop completely. Please come down to the line any weekend if you would like to help with any of these duties—the railway can't run properly without them!

ON THE LINE

Following the boiler inspector's annual visit, locomotives P2003, WB2702, EB53, S8837 and L310 are expected to be serviceable for the 1976 passenger season. The firebox was dropped out of S8837 at this examination, and EB53 underwent a hydraulic test and examination of concealed surfaces. Both engines have been reassembled, and EB53 only required repainting for completion. L310 blew a tube on the last day of the 1975 season, but was able to complete the turn; examination of the burst tube on removal gave no indication of the need for retubing. Further weld repairs have been carried out on the boiler of HCL309. Future work on this engine will consist of fitting new boiler tubes and a replacement stay, and dismantling for hydraulic test. Heavy repairs are to be undertaken on HL3860.

New cylinder blocks have been fitted to HC D631, and this engine, together with JF3900002 and HE1697, is now serviceable. Work has continued on refurbishing and installing the lathe, one vee pulley and a mains supply being the final requirements.

Much effort has gone into the new Tunstall Road platform, and progress is also evident on the installation of the new turnout adjacent to Whittakers Junction. Further drainage work has taken place in the vee south of the motorway tunnel.

Jim Lodge

ALL CHANGE!

Our President and Vice-Presidents have recently been in the news in their various professional capacities. Viscount Garnock, who already has an impressive list of senior appointments, mainly in industry and commerce, has added to them with his election to the board of the Bank of Montreal.

Mr John Alcock, the designer of our pioneer diesel locomotive which now bears his name, was appointed President of Hunslet Holdings Ltd, parent of the Hunslet Engine Company, at the end of last year. Now aged seventy, Mr Alcock was previously the Chairman of Hunslet, who are now the only survivors of the Leeds locomotive building industry, of which our own Matthew Murray was the founder.

Finally, Eric Treacy has announced that he is to retire as Bishop of Wakefield some time next year, to go and live in more rural surroundings near Keswick.

EXHIBITION AND RALLY DIARY

Towards the end of 1975, our exhibition plans were curtailed by the cancellation of two model railway exhibitions, because of building problems in Huddersfield and Leeds. Events at which we hope to exhibit in 1976 are shown below. Any offers of assistance please to me at: 44 South Broadgate Lane, Horsforth, Leeds LS18 4AG.

APRIL 17, 19 and 20: Harrogate Easter Model Railway Exhibition, in the No 1 Exhibition Hall, Kings Road. Open at 10.30 each day until 20.00 (Sat.), 19.00 (Mon.) and 18.00 (Tue.). MRT will be attending with a sales stand and a layout.

Also at Easter will be the York Model Railway Exhibition, which we shall not be attending, but we will have an advert in the programme.

JUNE 12 and 13: Metro '76, at Roundhay Park, Leeds.

JUNE 26 and 27: Winterset Traction Engine Rally.

JUNE 27: Rotherham Vintage Vehicle Rally.

JULY 17 and 18: Masham Traction Engine Rally.

AUGUST 28, 29 and 30: Harewood Traction Engine Rally.

Crich Extravaganza.

Skipton Model Railway Exhibition.

MID-SEPTEMBER: Huddersfield Model Railway Exhibition.

MID-OCTOBER (usually): Leeds Model Railway Exhibition.

Derek Plummer

MEMBERSHIP NOTES

We extend a warm welcome to the following new members who have joined since publication of the last Old Run: J Dixon, St Albans; Neil King, James Guthrie and Wayne Pratt, all Leeds 10; and the following family corporate members who have joined under the wings of their husbands/Dads: Matthew and Sally Parker; Adam Dennis; Mrs Joyce and Philip Mason; Mrs Carmel, Sandra and Hazel Fearnley; and Mrs Betty, Dawn and Gail Lee. We hope all these members will enjoy taking an active part in the railway activities when possible.

There has been little change in the overall membership position since the AGM report was distributed. A number of 1975 members have still failed to renew, and they may like to note that they will not be receiving any further literature after this issue of The Old Run.

If you can make one more member this year, I shall be happy to report our membership has doubled next year!

Brian Ashurst

DIGGING FOR COAL AGAIN?

Both the National Coal Board and West Yorkshire County Council have designs on Middleton coal, but this time from opencast workings rather than deep mining. The NCB plans involve five sites to the west of the Middleton Railway, in the area of the disused GN branch, and would lead to the extraction of 500 tons per day over a period of nine months. Road transport would be used to take the coal for processing at Temple Newsam, and local opposition was expected to the routing of additional heavy lorries through built-up areas such as Dewsbury Road and Tunstall Road.

West Yorkshire County Council also has plans for opencast working, under licence from the NCB, on a site to the east of the Railway, immediately south of the remains of the GN line. Interestingly, the NCB application looks like meaning the re-excavation of part of the rubbish tip which was so laboriously and odorously established alongside us a few years ago....

A HOME FOR THE WAGON

The Trust's historic but delicate Middleton Colliery wagon may soon be given a new and more secure home. It was announced at the AGM in March that negotiations are taking place for the Armley Industrial Museum to have the wagon in its collection on loan, initially for a five-year period.

END OF THE STEAM CRANES

The Spring 1974 issue of The Old Run carried an article on the coal barge traffic of the Leeds Industrial Co-operative Society, which operated from a wharf at Victoria Bridge, alongside City station. Coal was unloaded from the barges by a pair of steam cranes which ran on rails along the side of the wharf, and were a well-known sight to those who passed through that part of Leeds—including, of course, successive generations of Middleton members. They were the last steam cranes to work regularly in the city.

The coal barge traffic to Victoria Bridge ceased in April 1975, a result of the decline in household consumption of solid fuels, and early this year a planning application was submitted for the redevelopment of the wharf site, as a warehouse and leisure centre.

HIGHLY RECOMMENDED!

We recently came across a lighter aspect to the closure of Marshall-Fowler, reported in the Summer 1975 issue. The Gainsborough factory, now owned by British Leyland, has been advertising for sale its Fowler diesel locomotive—"in need of repair." Nothing like inspiring confidence in your own product!

WAKEY-WAKEY POSTSCRIPTS

The article by Kenneth Hartley on 'The Wakey-Wakey Train' was of special interest to me because of the mention of 68089's last job, and the following recollections might be of interest.

On a day trip to Morecambe, my curiosity was aroused by what appeared to be a huddle of five or six crane jibs pointed skywards some distance alongside the promenade, near the West Pier. As we approached closer, it was evident that a contractor had set up a site depot on the promenade, after first carefully removing an area of paving stones. To my amazement there was a strange steam locomotive, the like of which I had never seen before, but recognisably of LNER origin by its BR number in the 680XX range (the last two digits I failed to remember).

What was going on was explained by a neat sign on the contractor's site office, which apologised for the inconvenience, and also that the work was expected to last for about 18 months. I regret that by the time of my next visit, the whole job had been completed and no trace of the site camp could be found. The following, therefore, are simply conclusions drawn from my observations of the equipment in use.

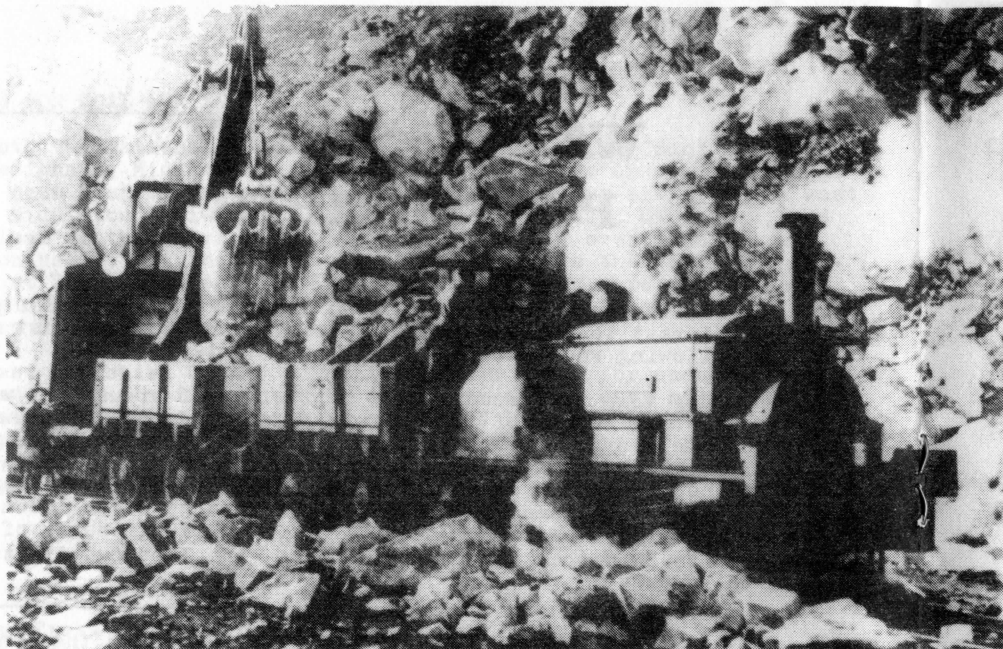
Standard gauge sidings on the promenade converged into a single line which went down to shore level by means of a timber trestle incline, and continued out into the sea. The contractor was constructing a main outfall sewer out into Morecambe Bay, and so the standard gauge railway was a means of moving compressors, pumps, concrete mixers, pile drivers, etc., to and from the work in progress. The Yorkshire comedian, Albert Modley, himself a Morecambe resident for many years, commented in one of his sketches, "They're building a railway to Barrow!" Parallel to the standard gauge line was a narrow gauge one to convey sand, gravel, cement and other materials to the work sites.

Derek Plummer



The other Y7 preserved in Britain, which had been stored out of public view for many years, recently emerged, and can now be seen at Loughborough Central station, headquarters of the Main Line Steam Trust. Built at Darlington in 1923, as LNER No 985, it became No 68088 under British Railways, ending its main line career as Departmental No 34 in 1952. After a spell with the NCB East Midlands Division, it was bought for preservation in 1964, and has spent most of the time since then in store on a Nottinghamshire farm.

Mervyn Leah



'Lord Mayor' (Hudswell Clarke No 402 of 1893)
at work at Cliffe Hill quarries, Markfield,
Leicestershire.

(Author's collection)

IN SEARCH OF AN EXILE

Kenneth Hartley

I was very pleased to find that Hudswell Clarke 0-4-OST, 'Lord Mayor' (No 402 of 1893) was featured in the Winter 1975 issue of The Old Run, as this locomotive has for many years been of particular interest to me. I first read of "her" in The Model Engineer (issue of September 28th 1950), in which appeared illustrations of both the full-size engine and the 1" scale model made by Mr P J Dupen and his brother, and which was awarded the Championship Cup at the 1950 M.E. Exhibition. I was much impressed by the appearance of No 402—in both gauges.

About eighteen months later, I accompanied a friend on a business trip to Spurn Point, the idea being to explore the little-known Spurn Head Railway before heading back to Selby. Quite unsuspected by us, alas! Messrs T W Ward, of Sheffield, had pretty thoroughly dismantled the line only three or four months earlier! However, we did see some remains, including the engine shed and water tank, near the light-house; met an old chap who had formerly driven the single locomotive acquired by the WD, with which to run the railway; and saw a number of photographs, including two of the engine, 'Kenyon' (Vulcan Foundry No 1233 of 1888). Better still, we obtained an address from which to try to obtain copies of the latter.

Thus it was that, during the next few months, I received not only



the desired prints, but also a list of locomotives which had worked on the railway during its construction and, later, on WD contracts there, during the Great War of 1914-18. Three of the engines were standard 10" Hudswell Clarke 0-4-OSTs—one of which was 'Lord Mayor'!

During the 1960s, one or two shots of No 402 came my way, as well as some works information as regards both specification and history. Amongst this also came the unexpected news that a slightly older edition of the same class (No 342 of 1891) had actually been the very first engine owned and used by the late Easingwold Railway, though it did not stay long in North Yorkshire, being quickly replaced by the more powerful 12" Hudswell Clarke 0-6-OST, 'Easingwold' (No 334 of 1891).

Later I learned other items of news about 'Lord Mayor', including the presentation to the Middleton Railway Trust by Messrs George Cohen & Sons. It was, indeed, the hope of viewing this new addition to the stock list, and the certainty of seeing another favourite 0-4-OT, No 1310, that inspired my belated first visit to what I may reasonably term "the wilds of Hunslet Moor", in 1967. However, I was doomed to disappointment—402 was not to be seen anywhere on the railway site, nor could I discover just where she actually was!

Eventually, of course, news over the "grapevine" revealed that the engine had gone to the Keighley & Worth Valley Railway, at Haworth, and was being restored to full working order up there. In due course, 402 was in good fettle again, and had been very pleasingly photographed alongside that other Leeds-built veteran, Manning Wardle 'L' class 0-6-OST, 'Sir Berkeley' (No 1210 of 1891).

I had never managed to get to the Worth Valley line, even in LMS days, but it was obviously time I rectified this omission as soon as possible. In actual fact, the opportunity did not arise until early in October 1972, when I spent a very pleasant 2½-3 hours on the railway. After exploring Haworth yard, and its assortment of locomotives and rolling stock (amongst which neither No 402 nor the Manning Wardle was to be seen), I took a trip up to Oxenhope, behind the ex-GWR pannier tank, and was surprised to see the quantity as well as the variety of engines on display in the two Museum sheds.

Here I did, at last, see 'Lord Mayor', looking very smart in light green and black livery, and fully up to my best expectations! I tried to picture her at work on some of her various jobs, particularly in the wild isolation of the Spurn peninsula, all those long years ago. I looked in vain, however, for 'Sir Berkeley', but saw not a sign of the old Manning Wardle. Mystified, I returned to Haworth, where further enquiry finally prompted the reply: "'Sir Berkeley'? oh! it's up at Oxenhope! It's locked up in a little shed". I had no time to return to the outer terminus, even had I located the custodian and key of the "little shed". I have not yet been able to make a further visit.

For the record, I include a brief résumé of the main events in the history of 'Lord Mayor':

Ordered 24 June 1893, and delivered new, 3 July 1893, to Edmund Nuttall, at the Ship Canal Docks, Salford.

Acquired 1903/4 by C J Wills, and used on the GWR Castle Carey-Langport cut-off contract, and later on, c1905-8, believed to have been used on Wills' Tyseley-Stratford on Avon (GWR) contract. He almost certainly used it on the Immingham Docks contract in the years prior to 1914, as well as other nearby projects at Grimsby and Hull.

Early in 1915, went to Spurn to assist on the construction of both sea defences and military batteries, at Kilnsea and Spurn Head. There is a lack of information as to any definite dates regarding the contract, and it has been impossible to discover just when 'Lord Mayor', and three other locos, left this area.

From 1920-34, used by Wills on a number of large housing contracts for London County Council.

Acquired 1934 by Cliffe Hill Quarry Company Ltd, and used in their quarries in Leicestershire until 1948, when it became the property of George Cohens, and used on various contracts, including, in 1958, dismantling the Liverpool Overhead Railway. From some time c1966, the engine lay out of use until presented to the Middleton Railway Trust, and was subsequently moved to Haworth in 1968.

Give a talk, they asked

MERVYN LEAH

Give a talk on Middleton to the LCGB Bedford branch, they asked. It was then some time in the depths of the Winter before last, and May seemed ages away, so I agreed, and shunted to somewhere near the back of my mental marshalling-yard.

When Spring arrived, if Spring can ever actually be said to arrive these days, I realised that I didn't yet know what I was going to tell these people when I got there, and that my talk was being described in their programme as "illustrated", although I had few illustrations available. I am fortunately able to have a little influence on the contents of The Old Run, and a mention of my plight in these pages brought offers of colour slides on loan. Belated thanks to those who helped.

So now down to the content of the talk. I was down to speak for about an hour, but how long is an hour on paper? I did a few experiments, and decided that two sides of foolscap takes about five minutes to read at a moderate pace, so an hour's worth is about twelve double sides of foolscap. A daunting thought!

Now I had to find some sources of information. The various Histories the Trust has published were invaluable, of course, as was John Bushell's new paperback, but I decided that, as I should be talking

to main-line enthusiasts whose historical perspective almost certainly stopped well on the wrong side of 1825, I had better make my own historical perspective start well before 1758. (I actually began with the Leeds of the Domesday Book, which probably surprised a few people!)

So out came the economic histories and the industrial archaeology books, and particularly useful were Bryan Morgan's 'Railway Relics' and Sidney Pollard's 'The Genesis of Modern Management'. The latter, despite its slightly whizz-kid title, is a highly readable account of the Industrial Revolution, from the point of view of the largely anonymous people involved in organising and running it. With all these sources and others, including, of course, the wealth of historical articles that have appeared in The Old Run over the years, the story was told, and the preservation era could be written from my own experience of it, which now covers more years than I care to remember. Miraculously, my twelve pages were full, and my fingers were kept firmly crossed, hoping that I had got my timing right.



Soon the evening of May 5th arrived, and I picked up a train for Bletchley at Rugby station. One of the attractions of visiting Bedford was that I would have an excuse to travel over the Bletchley-Bedford branch, which is all that now remains of the Oxford-Cambridge cross-country service of late memory. Bedford St Johns turned out to be a typical post-Beeching branch terminal, with all buildings demolished, and trains stopping as far away from the passenger exit as possible. The LCGB Branch Secretary was waiting for me in his car, and drove me into the centre of Bedford.

The meeting was to be held in an upstairs room of an elderly building, of vaguely educational-looking origins, near Bedford Midland station. I arranged the sales items on a convenient table, and acquainted myself with the epidioscope and slide projector. As 7.30 approached the room began to fill up, and eventually every seat was taken. Would all these gricer-looking individuals really want to hear about technical changes in the seventeenth-century mining industry, I wondered? It was too late to change now!

The notices and preliminaries were soon disposed of, and I was launched. The Chairman, in his introduction, had mentioned an LCGB party some years ago being greeted on their arrival at the yard with a very welcome free round of fish and chips. I was able to explain this by reference to our Membership Secretary's occupation, and so the ice was broken. Now into the text proper. I had hardly started when two people got up and walked out—they had apparently come to the wrong meeting, but I did wonder!

Those remaining seemed to be listening with interest, though. There were slightly astonished murmurs when the 1758 coal price was converted into modern units at 21p per ton, and restrained cheers from the copper-cap lobby when I mentioned that Round Foundry had gone on to build broad-gauge singles for the Great Western. Later on, the suggestion of Dr Youell's, that we should have a level crossing over the motorway, was greeted with a round of applause—why are all the best jokes always someone else's?!

Almost before I knew it, my hour was up, and so were my twelve pages. A few minutes of questions, mainly straightforward ones about details of operating methods and the like, and it was time for a break and a very welcome cup of coffee. This was the time when the sales items sold, leaving me to go home with a much lighter case and a

much heavier pocket. Informal contacts were also made, including one fellow who asked me if I wanted to buy a diesel—I didn't personally, but forwarded the information to a certain well-known Mechanical Engineer, to see what he made of it.

After the break came the slides, and then, after the traditional vote of thanks and farewell handshakes, I was whisked back to St Johns station at painfully high speed, in the car of someone who turned out to be an auxiliary fireman, and apparently always drove as though he was on the way to a fire. The ride in an elderly diesel multiple-unit back to Bletchley was positively peaceful by comparison!

The evening had been an enjoyable one for me and, I think also, for those who had attended, and it had certainly been profitable for the Trust, in terms of public relations as well as sales revenue. Maybe we should be doing more of this kind of thing, particularly those of us who are physically remote from the railway, and are limited in the range of activities we can help with. And we do now have an official collection of slides available, which should make preparation a little easier!

ASSOCIATION ADVERTISER

JOURNAL OF THE MIDDLETON RAILWAY ASSOCIATION

NEW EDITOR

I have now taken over the position of Editor of the Association Advertiser, and all contributions for this section should be sent to me at: 21 Moor Flatts Road, Leeds LS10 3SW.

Philip Morgan

ANNUAL GENERAL MEETING

The Annual General Meeting of the Middleton Railway Association will be held on 10th April at Cockburn High School. It is hoped to arrange an MRA visit to the Hunslet Engine Company on the morning of the AGM.

GOING VISITING

After a rather lean time last year, the MRA is venturing into the visits field again. Trips planned for 1976 are as follows:

31st MARCH: Bury Transport Museum and Lytham Museum or Steamport Southport.

10th APRIL: Hunslet Engine Company, as above.

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