

# The Old Run

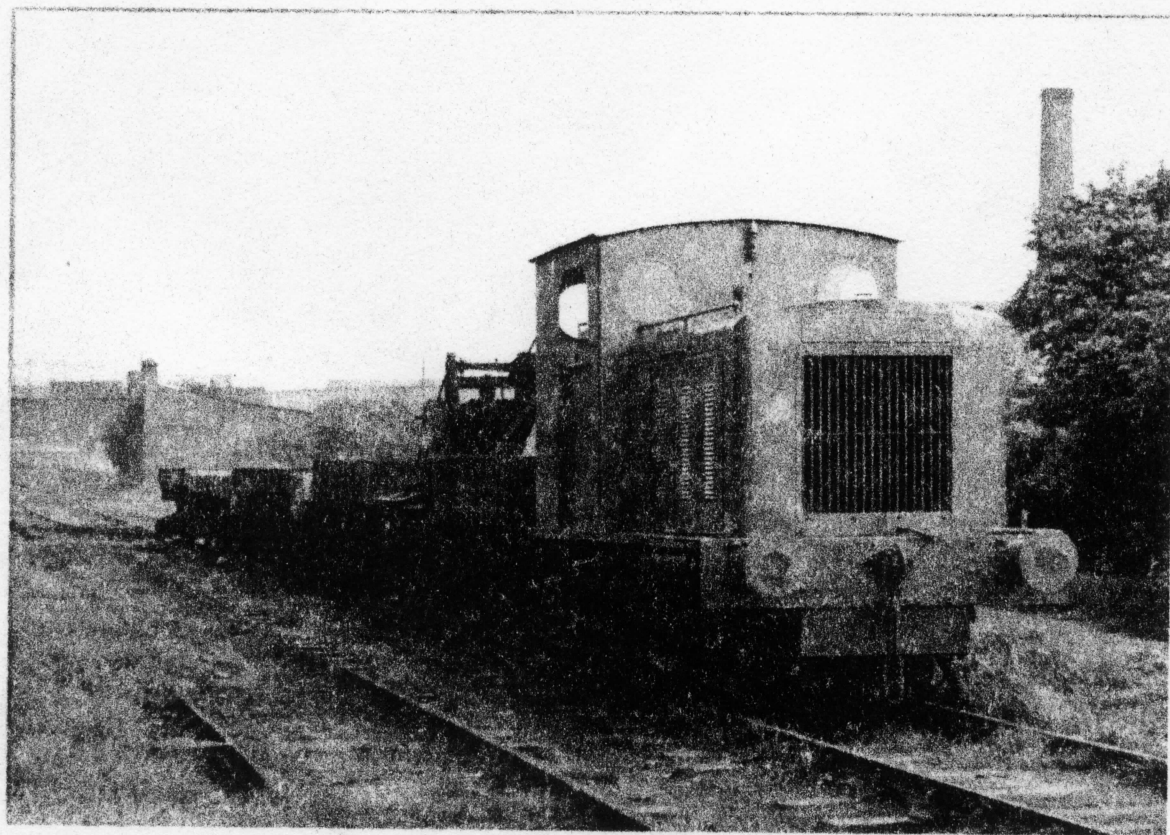
Journal of the Middleton Railway Preservation Society

No. 17 May 1961

and

No. 18 June 1961

The 19th. Centy. Derby built 3 wagon hand crane arrives behind 'John Alcock'



## EDITORIAL

Unfortunately through pressure of work Mr. Roger Southcott has been unable to edit the May and June editions of Old Run and so the job has fallen to the retiring Editor who is amalgamating the two issues into one larger issue. R. S. will be taking over next month and all material should be forwarded to him at either of the addresses published in the last Old Run. He will be glad to receive any articles on railway workings etc, which, for the next edition should reach him by the 27th of the month at the latest.

I am very glad to report that Dr. Youell, Founder and Chairman of the Society, is making excellent progress and while not likely to be on the scene at Middleton for a long time, he is doing excellent work behind the scenes, giving the Society excellent publicity. Dr. Youell sends his thanks and appreciation for all the sympathy and condolences offered during his illness, and hopes to be able to meet all his colleagues very soon.

Now on to a very different topic. Recently a lot of tampering has been done on the Society's locomotive, John Alcock, by unauthorized persons. Many members don't seem to realize that the locomotive is NOT A TOY and costs £1500, no trifling amount by any standards. The Society has therefore decided that further action will be taken when the loco is played with or tampered with in future, not only by non-members but also BY MEMBERS. Several members seem to think that just because they are members of the Society that entitles them to do what they want with the engine. Not only is the engine tampered with, however, but it is used for the slightest pretext: until recently the loco had been averaging 30 miles per week - in a test week when the loco was locked up after use each day this figure was reduced to 15: this speaks for itself. A permanent way trolley that was obtained has been wrecked by some incompetent blunderer: a valuable locomotive is certainly not going to be left around to suffer the same fate! It would be a pity if the loco had to be immobilized when it was urgently required for heavy P.W. work.

In the last month or two we have again been visited by a number of people intent in obtaining metal free of charge: two were caught red-handed recently, for instance. It is again stressed therefore that when members see someone acting suspiciously they do the following things:

Firstly: Ring the police and give full details

Secondly: Only investigate yourself when the police arrive

If you approach by yourself you will only frighten the intruder away thus making it extremely difficult to convict him of anything. Remember, EVERYONE except the employees of Clayton's, Kings and R&B's and Society members are trespassing when on the railway and appropriate action should always be taken. Only by curbing this tendency can we ever hope to reduce the vandalism etc on the railway.

### Freight Traffic

We were kept very busy during May, our best month so far with over 1700 tons, a yearly rate of 21000 tons as opposed to the expected average of 16000. However June marked a decrease to the normal level with about 1300 tons, equivalent to 16000 tons p.a. Full details of traffic are as follows:

<u>May</u>	Robinson & Birdsell's	IN	8 tons	17 cwt.
		OUT	557tons	16 cwt.
	Clayton's	IN	973tons	5 cwt.
		OUT	183tons	4 cwt.
	Total		1723tons	2 cwt.

<u>June</u>	Robinson & Birdsell's	IN	18tons	19 cwt.
		OUT	610tons	12 cwt.
	Clayton's	IN	608tons	4 cwt.
		OUT	75tons	1 cwt.
	Total		1312tons	16 cwt.

Total for the two months	3035tons	18 cwt.
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This is equivalent to about £175.

During the summer we are finding it only necessary to work one train either way each day on most days and hence we are making quite a saving on operating costs. For this purpose the headshunt (at the bottom of Clayton's curve, see map in last month's Old Run) is being completely dug out and relaid; whereas the longest train that could be accomodated comprised 6 - 7 mineral wagons, trains of 10 or 11 can now be conveniently handled in one go, thus saving a lot of time splitting the trains into two, three or even four sections, taking each section round separately. A buffer stop has recently arrived and is to be erected very shortly at the end of the headshunt to prevent wagons or the locomotive from running off. The capacity of the headshunt will then be about 13 mineral wagons which, if empty, is about the maximum load that the engine can propel in bootom gear up the severely graded curve to King's siding where steel empties are mowadays stored pending use. The headshunt is expected to be finished within the next two to three weeks.

Parkfield Metals have been approached with a view to starting traffic for them at their new Moor Road depot (the site of the former Whitaker's coal staith) though no definite decision has yet been made. Messrs. Acme Engineering Co. have also been approached again and we are awaiting developments in that field. The site between Acme's and Balm Road has been cleared but as yet there are no signs of new firms starting building operations. Freight traffic is expected to begin at the end of the summer between the Moor End Works of Messrs Clayton's and Dartmouth Works (i.e., internal traffic) and for this purpose work has started on the construction of the new line into the former works. Further developments in this field will be reported in future Old Runs.

One so often hears of derailments on Middleton and on Big Brother British Railways that it is with pleasure that we print the following report from overseas member Miss Stephanie Craviotto (99) on:

### Californian Catastrophe

"Middleton is not the only railroad in the world to have its share of derailments. One morning at 6.30 a.m. a group of sleepy passengers were standing on the platform of the Monterey Southern Pacific station waiting for the express to San Francisco. As the train pulled in a huge grinding roused most people from their early morning reveries. One glance at the wheels of the first engine (there were two diesels) revealed that something was wrong. Sparks, dust and gravel were being sent in every direction. After a few seconds all was quiet but for the humming of the engines' motors."

"By this time everyone understood what all the noise was about: the first engine had been derailed. At the point where the wheels were embedded in the earth under the tracks, a small piece of rail which lay parallel to the regular track could be seen. It was this bit of rail, apparently used at one time but now only a fragment, which had been switched. The direction in which the engine's wheels were pointing indicated that the train would have followed this switch had there been any more track on which to travel."

"Curious passengers and bystanders crowded around to see the damage. Many asked the most natural question 'When can we get away?' But the only reply the Southern Pacific had was 'This train isn't going anywhere today.' The little Monterey - San Francisco express is one of the "quaintest" runs left in California and the passengers were for the most part amused rather than annoyed; the crew and Station Manager, though, were most upset."

"After some delay it became apparent that the ride to San Francisco had to be made by 'bus and an enjoyable trip on the Southern Pacific was definitely out. I only wish the Middleton crowd had been there with their jacks, for then we should have reached San Francisco by train and not by Greyhound 'bus!'"

### NEW MEMBERS

- |      |                        |                             |
|------|------------------------|-----------------------------|
| 202. | Mr. J. B. Hollingworth | Darlington, Co. Durham      |
| 203. | Mr. D. G. Hebden       | Leeds, 11.                  |
| 204. | Prof. G. Carter        | Leeds University, Leeds, 2. |
- (not no. 202 as previously reported).

There has been a noticeable drop in membership applications in the last month or so. It would be appreciated if all members would please spread the word around, publicizing the Railway as much as possible. For any Society to be successful it must have an expanding, increasing membership: Talyllyn and Ffestiniog can do it - so can we!

MIDDLETON RAILWAY PRESERVATION SOCIETY

CONSTITUTION

1. The Society shall be called the Middleton Railway Preservation Society.
2. Its aims shall be: to purchase, lease or otherwise acquire the use of such parts of the Middleton Colliery Railway, Leeds, as may be available; to preserve, restore to good condition and operate the Railway with any suitable form of motive power; to establish a Museum on the Railway devoted to transport with special emphasis on rail transport in Leeds and Yorkshire; to acquire and preserve for exhibition such articles or relics as may become available; to publicise the Middleton Colliery Railway, Leeds, as one of the world's earliest railways, and the world's first commercial steam operated railway; and to undertake such other activities as are necessary for the promotion of the above specified aims.
3. Membership shall be open to all who are in sympathy with the above aims. Ordinary membership shall be at the rate of £1 per annum. Life membership shall be at the rate of £20. Junior membership at 5/- per annum shall be open to students and those between 16 and 18 and others at the discretion of the committee. Honorary membership shall be by election at a General Meeting of the Society. Subscriptions shall be paid by the calendar year. Members shall receive an annual membership card which shall act as receipt for subscription, and shall receive the Journal.
4. The Society shall be controlled by a committee elected at an Annual General meeting. The committee shall comprise: President, Chairman Deputy Chairman, Secretary, Treasurer and not more than 4 Vice-Presidents together with a Committee Secretary, Membership Secretary, Publicity Officer, Operating Superintendent, Tramway Engineer, Tram Liason Officer and not more than three other members. The committee may call for the appointment of assistants and/or technical advisors who have the right to attend committee meetings but not to vote thereat, should this seem desirable. If no member of Leeds University Railway Society be elected to the committee, the Secretary of the said Society shall be a member of the Committee ex-officio. In the event of a Chairman not being elected at a General Meeting, a Managing Committee, who may or may not be members of the main committee, shall be elected at a General Meeting, to act until such time that a Chairman is forthcoming. It shall be able to attend committee meetings and shall be responsible to the committee. Those members of the Managing Committee present at the main committee meetings shall have a single casting vote in the event of a deadlock being reached.
5. The Committee may appoint sub-committees at its discretion to deal with certain aspects of the Society's work.
6. The Society's property shall be vested in 4 trustees, to be appointed initially by a General Meeting. Any vacancies shall be filled by the remaining trustees, who shall do so in consultation with the Society committee. The trustees shall at all times maintain close touch with the activities of the Society.

7. The funds of the Society shall be held at a Bank or on deposit at interest at the discretion of the committee. The signatures of at least two officers or members of the committee shall be required to withdraw funds. The accounts shall be certified by two Honorary Auditors elected at a General meeting.
8. The Society shall hold an Annual General Meeting in Leeds, six weeks notice of which shall be given in the Society's Journal.
9. The quorum for a general meeting shall be one quarter of the membership or 25, whichever is the least, and for the committee, one third of the members.
10. The business of the Society at General meetings and Committee shall be by Parliamentary Procedure.
11. A Special General Meeting may be called by the committee or by a written request of at least 20 members of the Society, such meeting to be held within six weeks of receipt of the request by the Secretary.
12. Elections shall be by simple majority vote of those present.
13. In the event of dissolution of the Society, the Trustees shall distribute or realise the Society's assets as they think fit, but having regard to the persons or bodies which have provided donations to the Society.
14. A written report by the Secretary and Treasurer shall be circulated to members before each Annual General Meeting.
15. The constitution shall be revised by a two thirds majority of the members present at a General Meeting.
16. The Society shall keep in touch with those firms having private sidings on the Middleton Railway, with British Railways and the Corporation of the City of Leeds, all of which shall receive the Annual Report of the Society's activities.
17. The Society shall be charitable and non-profit making. Any surplus shall be devoted to furthering the aims of the Society, or to such Charities as the Committee may think fit.
18. The committee may appoint operating officers as it thinks fit to conduct the maintenance and operation of the Middleton Railway.
19. Operation of the Railway shall be in accordance with the best established practice, as set out by the Ministry of Transport. Printed rules for operating and safety shall be devised and issued to all persons responsible for the operation of the railway.

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Revised 6th May, 1961.

### Locomotive Preservation

1. The Society has finally decided to negotiate for the acquisition of the Sentinel at present lying in the scrap yard at Darlington Works. Its price has been given as £300. In order to raise this sum many donations are required. Please send as much as you possibly can to the Treasurer, c/o 28, Upland Road, Leeds, 8. Every little helps. We are informed that the sentinel is in excellent mechanical order but may have a leaky radiator - nothing however that cannot easily and quickly be put right. For the technically minded, details of the locomotive are:

No. 68153 or Departmental 54.

Class Y1/2

Builder: Sentinel wagon works (Now taken over by Rolls Royce)

Built: 1927

Wheel arrangement: 0-4-OT

Sprocket gear ratio: 11/25

Weight: 19tons 6cwt.

Pressure: 275 lb. Superheated

Cylinders: 6 $\frac{3}{4}$ " X 9"

Driving wheels: 2' 6"

Tractive effort: 7260 lbs.

Poppet valves.

2. Lord Garnock, the Society's President, is hoping to acquire one of the Scottish Region K4s (possibly 61995) when this type is withdrawn, sometime in the near future it is thought. Built in 1937 by Sir Nigel Gresley, these locos have spent their life in the West Highlands of Scotland (at Fort William and Mallaig). We would most certainly like to see this 2-6-0 at Middleton for while it would not be able to negotiate the tight curves on the line, it will serve as an excellent museum piece and attraction.

Further details of the type are as follows:

Weight: Loco 68tons 8cwt, tender 44tons 4cwt

Pressure: 200 lbs Superheated

Cylinders (3): 18 $\frac{1}{2}$ " X 26"

Driving wheels: 5' 2"

Tractive effort: 36,600lbs

Walschaerts valve gear, derived motion and piston valves.

3. A third locomotive we are interested in is an 0-4-0 saddle tank at present at work in the Hilsea Gas Works of the Southern Gas Board. The loco was built by Beyer Peacock in 1905, is named Sir John Baker and has a tractive effort of about 7000 lbs. Further details will be given when available.

Revised 6th May, 1961

## The Leeds Tradition . . .

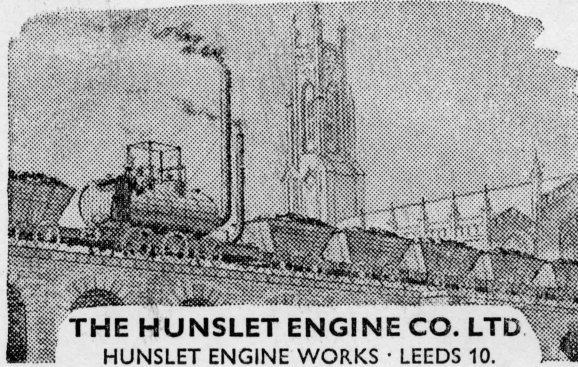
It was at Leeds, and not 100 yards from our works, that the first locomotive went into commercial operation. Matthew Murray built this locomotive, illustrated below, in 1811 at his works in Water Lane and placed it in service hauling coal on the Middleton Railway.

The Hunslet Engine Company has inherited the traditions of a hundred and fifty years of locomotive building in the City of Leeds.

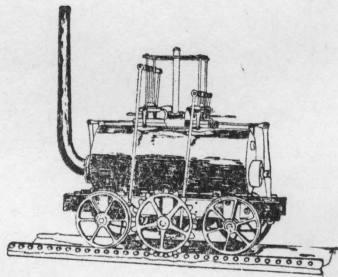
The company also provided the steam locomotives for the first passenger railway in the World — the Swansea and Mumbles, one of whose cars is now at Middleton.

Today the name 'Hunslet' is proudly carried by locomotives all over the World, on the main lines and in industry. The Middleton Railway itself is operated by "JOHN ALCOCK" a pioneer 'Hunslet' diesel locomotive named after the present Chairman and Managing Director.

This illustration and  
notes appeared in the  
1958 BICENTENARY  
BOOKLET



BUILT  
1758



STEAM  
LOCOMOTIVES  
1812

## Middleton Railway

WAGON NO

DATE

FROM Clayton Son & Co.  
Or Robinson & Birdsell

TO

A Wagon Label  
as in daily use

VIA HUNSLET & British Railways

Miscellanea

A number of old Railway magazines are still available, 9d each, from 131, Sandringham Drive, Moortown, Leeds, 17.

Blazer badges are now in the process of being made. Each badge comprises a Middleton locomotive, Salamanca, embroidered in white with a white inscription below reading 'Middleton'. The whole is enclosed in a red embroidered frame on black cloth. Price 2/3d each from Mr. Crew, address above.

Swansea and Mumbles histories still available, fully and lavishly illustrated; a well-produced book for all enthusiasts and only 2/9d post free for members. Write, stating membership number, to Mr. R. Bayliss, 74, Forest Road, Loughborough, Leics.

Past editions of Old Run, 1/- each post free, also obtainable from Mr. Bayliss.

Railway magazine reprints of 'Third Century at Middleton' are available at 1/- each from Mr. Crew, Mr. Bayliss and Mr. M. Gilks, 104, Sandringham Drive, Moortown, Leeds, 17. These booklets are extremely well produced and a copy should be obtained by all members.

History of the Middleton Colliery Railway. The second edition of this publication is now available, price 1/3d post free from Mr. Bayliss. It contains a map of the railway with a complete list of all motive power that has regularly worked the line since steam traction began in 1812.

A Middleton Fireclay works plaque, made in 1811 and depicting Salamanca has been acquired and is available for inspection. Apply to Mr. Crew.

Society photographs are always available from Mr. M. Gilks, address above. All photos are postcard size, glossy and 6d each. Lists of photos available will be gladly supplied on request.

Special wire blazer badges, price 37/6 each, can be obtained if there is any demand. Messrs. Rawcliffes (Leeds) are prepared to do them if we can order say a dozen. The design would be identical to the small variety already ordered but the size would be somewhat larger. Please see Mr. Crew if you are interested.

Pennine Journey. A book produced by W. B. Stocks, priced 6/6d post free from Mr. Bayliss, is available now and is recommended to all serious railway enthusiasts. The book makes very interesting reading and is well produced.

New drivers' passes have been produced and are being issued to qualified drivers over 18 only. All drivers who have not yet obtained a pass (the old white pass now being invalid) should immediately apply for a driving test which is to be made compulsory each year. Pink passes are available for members who find it necessary to frequent Messrs Clayton's Dartmouth Works yard and applications for these should also be sent to Mr. Crew. It is stressed here that NO-ONE is allowed in the yard unless he (or she) HAS such a pass or unless someone with a green Supervisor's pass is present.

Full details of the Society may be had upon application to either of the Secretaries, Mr. C. C. Thornburn, 25, Cavendish Road, Leeds, 1, or Mrs. S. M. Youell, 21, Burley Wood Crescent, Leeds, 4.

Applications for membership should be sent to Mr. T. G. Cawthray, 1, Midland Terrace, Frizinghall, Bradford, 9. Membership is £1 per year and life membership £20. Age limit is 16 years though younger persons may join upon the recommendation of two or more committee members - the membership fee is then only 5/- p.a.

All members living locally (in the Leeds area, that is) are asked to send in duty rotas to Norman Fearnley, 7, Crawshaw Road, Pudsey Yorks, as soon as possible. Please state all the times when it will be convenient for you to come and help on site or even if you can give us help at home even. Remember, even an hour a week can be invaluable. This request is directed at YOU, the member who never bothers to send in a duty form: perhaps you are unable for a number of various reasons to come and help - then there is no harm in letting us know!

Uniforms are getting scarce but a few still remain: they may be obtained at very reasonable rates from 12, Burton Crescent, Dewsbury Road, Leeds, 11. Anyone having some unwanted overalls in fairly good condition also please contact the same address: you may be sure they will be very welcome.

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Magazine edited by M. D. Crew on behalf of the Middleton Railway Preservation Society, July, 1961.