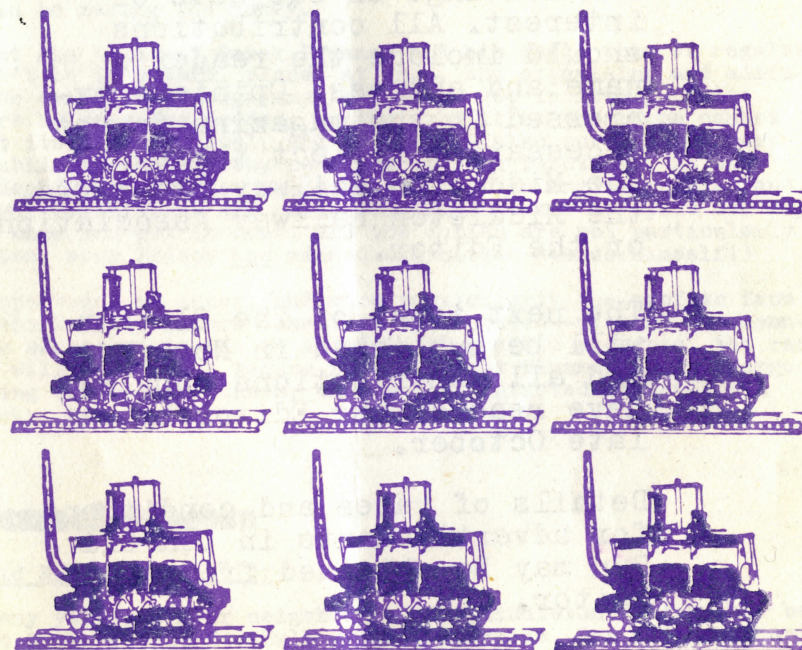


THE OLD RUN



JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS
SUMMER 1977

THE OLD RUN

VOLUME 11 NUMBER 11 SUMMER 1977

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 November, and all contributions should have reached the Editor by late October.

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, 68 St Davids Rd, Otley, West Yorkshire, LS21 2AW.

EDITORIAL

Running a railway, even with volunteer labour, is not usually a very profitable activity, and preservation societies generally have to find other sources of income to supplement traffic receipts. Membership subscriptions are largely devoted to members' services (of which the publication you are reading is the most costly single item), and therefore much of the difference between profit and loss on the railway's overall accounts depends on how much profit can be generated from sales of books, badges, refreshments, and the like. Last year, the Middleton Railway Trust made a loss on its sales activities.

Although disturbing in itself, particularly when other preservation societies can make a handsome surplus from this side of their business, the way in which the losses were incurred give real cause for concern. Put quite bluntly, there was often nobody available to man exhibition stands continuously, so some of the contents got stolen. Not a very clever way to run a business, particularly the part of it which should be making the money.

So what can be done? Derek Plummer and his small team of regular helpers can't be in several places at once, and organising and administering the exhibition programme is a large job in itself. Quite simply, more helpers are needed, or the exhibition programme cannot continue at its present level, and this would also curtail the very valuable publicity the railway receives at such functions. So what about it, dear reader? (This means you!) Traction engine rallies and model railway exhibitions are quite congenial places to spend odd days, especially when you get in free, and the duties are not particularly arduous. (Yes, your Editor has manned exhibition stands himself!)

The importance of sales, and more particularly the profits from sales, to the Trust's future cannot be understated--without a reasonably secure source of income in addition to traffic receipts, the railway itself will not have a secure future. Derek Plummer is in charge of organising exhibition stands, and can be contacted on Horsforth (0532) 581851. Ring him!

Now and then

From The Old Run, Summer 1973:

For many years, a near neighbour of the Middleton Railway has been the Hunslet Rugby League football ground, Parkside. Our old headshunt finished in the car park, and something of a love-hate relationship developed with the Club. In the days when there were big attendances, it was not unknown for our trains to be delayed by cars parked too close to the tracks. In the days when the Committee had an imagination that ran riot, one stalwart seriously suggested that we should make provision to receive 'Rugby Special' trains over our tracks, thus allowing direct access to the ground! The mind boggles--and the tracks buckle--at the thought of such a Peak-hauled twelve coach train. And so we look forward to a new industrial estate on the site. 'Parkside' is no more, but the club will continue to play Rugby on an alternative site.

OLD RUN NEWS

FREIGHT TALKS CONTINUE

Joe Lee reports that negotiations are still continuing with BR and other interested parties over the future of the Middleton Railway's freight traffic. The situation over the prospective coal traffic from the Phase 2 opencast project has advanced little since the report in the Winter 1976 Old Run, except that the headshunt has been proposed for a temporary loading and unloading platform. There seems to be little prospect of the baled waste, which is being tipped adjacent to the line, being transported by rail.

British Rail representatives are in touch with Robinson & Birdsell's over the future development of their rail traffic, currently the only regular flow over the line, and are in contact with other potential customers in the area, who might use our facilities.

Joe also reports that Greenwood & Batley are likely to be using the line shortly to test a new battery locomotive destined for Hong Kong. (Pictures for the next Old Run would be much appreciated. EDITOR.) Hunslet Holdings Ltd have also been invited to use the railway for test purposes if required, a facility which has been extended to the locomotive builders of Leeds for many years by the various operators of the Middleton Railway.

RALLY AND EXHIBITION NOTES

So far this year we have attended model railway exhibitions at Pontefract and Keighley, which were financially satisfactory, but which had staffing problems, as I stated at the AGM (see also the Editorial in this issue. EDITOR). Since then a few members have offered to help at traction engine rallies and model railway exhibitions, but other helpers would be most welcome, particularly if they have a car available, and better still if the vehicle can either tow the Middleton Railway road trailer or be fitted with a roof rack.

By the time these notes appear in The Old Run, it is expected that we shall have attended Ryhill and Masham traction engine rallies, and be looking forward to attending the events detailed below:

August 6th/7th: Ilkley Model Railway Exhibition. Winter Gardens, Ilkley.

August 27th/28th/29th: Leeds & District Traction Engine Club Rally, Bramham Park.

September 10th/11th: Sheffield Traction Engine Rally, Oaks Park, Sheffield.

October 1st: Model Railway Exhibition, Yeadon Town Hall.

October 27th/28th/29th: Leeds Model Railway Exhibition, Corn Exchange.

November 26th/27th: Wakefield Model Railway Exhibition, Unity Hall, near Westgate Station, Wakefield.

If you would like to help at any of the above events, please let me know, either in writing to: 44 South Broadgate Lane, Horsforth, Leeds LS18 4AG, or by telephoning Horsforth (0532) 581851.

Derek Plummer

AROUND THE LINE

Our worthy station builders have not rested from their labours. Recovered sleepers have been attached to the rear of the new platform at Tunstall Road, to form posts for a fence to improve the safety of passengers waiting for trains.

Lever-operated firehole doors have been fitted to Windle, and this improvement should make life a little easier for our hard-working firemen. The blastpipe on Windle has been shortened in an attempt to improve the loco's doubtful steaming capacity.

Work continues on the fitting of the continuous braking system to locos and stock used for the passenger service, and Major Olver, of the Railway Inspectorate, who visited the line on 25th June, expressed his satisfaction with the design, and the work carried out so far. He proposes to carry out his own tests when the system is completed.

VISITS AND VISITORS

On 28th May, MRT entertained a party of members of the Stephenson Locomotive Society from Newcastle upon Tyne. The party had been on a conducted tour of the Hunslet Engine Company's works during the morning. After looking over the MRT stock of locomotives and rolling stock, they enjoyed rides on a train up the line to Middleton Park. It seems fitting that our Geordie friends should be hauled by the Steam Power Trust Y7--reports that raucous strains of 'The Blaydon Races' were heard in Middleton Park have not been confirmed! The party left us to visit the Yorkshire Dales Railway at Embsay.

On the same afternoon, a party from South Hunsley School at Brough, near Hull, who had been visiting the Keighley & Worth Valley Railway, arrived at Tunstall Road in time for the last round trip of the day, before returning to Brough. On 19th June, a young railway enthusiast from Switzerland visited the line--surely proof of the spreading of MRT fame!

MEMBERSHIP NOTES

The non-operating season is always a quiet time for recruiting new members, but we nevertheless extend a warm welcome to the following who have joined as family members since the last Old Run: Edith and Patricia Barber; Mrs Hilda Lunn, Wendy and Mandy Dunn; Peter Leah; and John Bye (although the last two will have to wait a few years before they can appreciate our greeting!)

Congratulations to Mervyn and Sue Leah on the birth of their second son, and to Colin and Sheila Bye on the birth of their first. (Mervyn is Old Run Editor, and Sheila was for a long time our passenger train guard.) We should be pleased to receive details of personal events such as engagements, marriages and births, for inclusion in this column. We welcome Nigel Short once again into membership.

Members whose subscriptions expired at the end of June will find a reminder with this Old Run. Please complete and return the form with your £2 without delay. Thanks to those who have renewed without any prompting.

Please do your best to strengthen membership this summer, by bringing friends down to the railway and welcoming any visitors. If you are at the railway and not otherwise occupied, many people appreciate being shown round the yard and having our operations explained to them. Conclude your tour by giving them a membership form.

Brian Ashurst

FROM THE COUNCIL MEETING

Among the minutes of the May meeting of the MRT Council were the following points:

Bookings for the May School Steam Day had totalled £66, and the Playgroup Steam Day £34.

The organisers of the Middleton Gala had invited the Railway to participate. It was agreed to offer reduced fares for travellers with a Gala Programme.

A coupon was appearing regularly in the Yorkshire Evening Post, offering free travel for accompanied children on Saturdays.

The Middleton Railway signpost at the Dewsbury Road/Tunstall Road junction has been re-erected.

MIDDLETON COAL FOR MIDDLETON STEAM

Early in March, a Middleton wagon delivered a load of unscreened opencast coal from the new Middleton workings to the MRT stack, and shortly afterwards the Peckett 0-4-OST became the first of the present generation of Middleton locomotives to steam on Middleton coal. Since then the Bagnall and the Steam Power Trust Y7 locomotive have also been found to run satisfactorily on this opencast coal, but Windle and the Sentinel require deep-mined coal; all locos use deep-mined coal for lighting up. It has been necessary therefore to ensure that deep-mined and opencast coal are separately stacked. A 16-ton wagonload of deep-mined coal was delivered to the stack in June.

DERWENT VALLEY PASSENGERS AGAIN

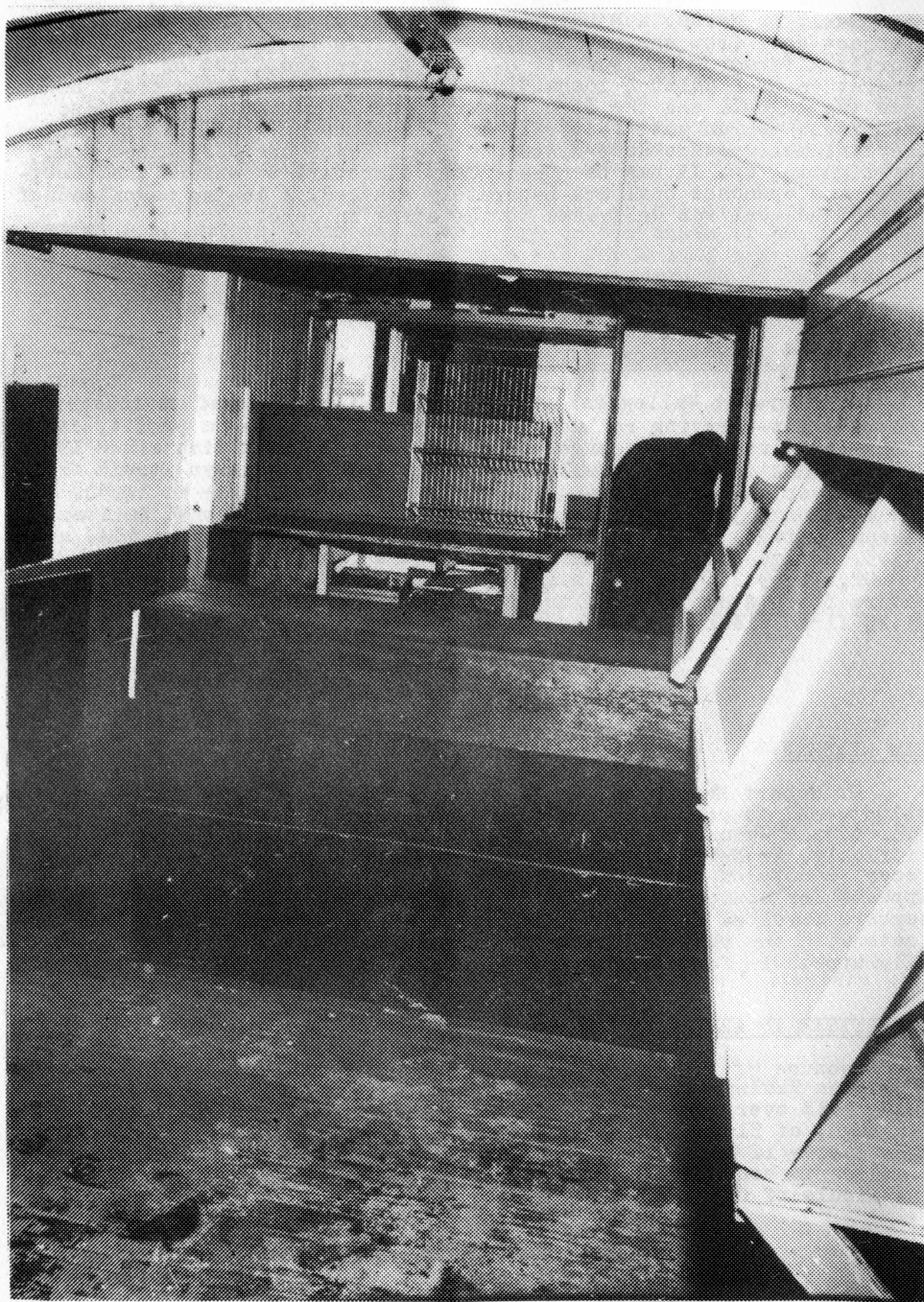
The Derwent Valley Railway, that unique example of an independent, freight-carrying railway company that also makes a profit, is going back into the passenger business for the first time since 1926. Until 2nd October, there will be a daily (except Mondays) train from York (Layerthorpe) to Dunnington and back, leaving York at 14.30, and returning at 16.00. Bus connections leave the National Railway Museum (service 13A) at 13.50, and York BR Station (service 11A) at 14.05. Motive power for the DVR service is being provided by the J72 0-6-OT, No 69023, 'Joem', built by BR to an NER design in 1951. The return fare is 85p for adults, 45p for children (3-14 years), and £1.25 first class.

NEW NEWSMAN

Mr Hubert Nettleton, of 31 Barkly Road, Leeds LS11 7JS, has kindly volunteered to co-ordinate the gathering of news items for The Old Run, a task which your Editor, for obvious geographical reasons, finds difficult. Mr Nettleton would be pleased to receive information about recent events on the line, and announcements about future events, appeals for equipment or voluntary assistance, or anything else which members involved in the running of the railway would like to communicate with the rest of the Trust, particularly items which do not normally appear in formal officers' reports.

ADVERTISER IN ABEYANCE

Because of Philip Morgan's recent appointment as Secretary of the Middleton Railway Association, the Association Advertiser feature is being held over for this issue. The Advertiser's new Editor is Neil Kavanagh, of 51 Jackson Avenue, Leeds 8, and it will make his life much easier if MRA members and others with news, views, articles and pictures to contribute to the next issue can let him have them by the middle of October.



Happy faces at the Schools Steam Day
in April.
(Photo by Brian Ashurst)

Almost ready for business--the shop side
of the new station building on 26th March.
(Photo by Mervyn Leah)

Steam trams

Kenneth Hartley

My first Continental holiday was made in 1931--a week on the Belgian coast--and the entire cost from Bradford was, believe it or not, a copper or two under £7-10s! This covered all train and steamer fares, hotel, excursions and everything else, including being fined--on the spot!--by a Belgian policeman, for not using a bathing van to get my swimsuit on! It was indeed a very memorable holiday.

Not the least interesting part of it was, of course, the railway and tramway scene, so different from UK practice. Of the former I shall not write anything here, as it was all main line stuff, but the tramways --virtually an interconnected light railway system embracing most of the country--provided some striking contrasts.

Along the coast, from Ostend to the Dutch border at Sluis, cream-painted, four-wheeled electric cars hauled two (and often three) four-wheeled trailers with end platforms; on other electrified lines, long double-bogie cars hauled a similar trailing load, or a non-powered bogie vehicle--cream-liveried and, as usual abroad, single-decked. In Ostend one could see steam tram engines, of the enclosed type, hauling trains of vans across the area in front of the Belgian State Railways station; and out in the open country, for example between Heyst-sur-mer and Bruges, one encountered similar steam locos hurrying along with a swaying train of perhaps seven or eight smaller, four-wheel, open-end coaches, all painted dark green. When cycling in such regions as this latter, one had to keep a sharp look-out for these 'trams', for although the engine bellowed plenty of warning, one hardly expected the roadside track to suddenly cross over from one side to the other--which it sometimes did!

The standard SNCV loco was an O-6-OT, with wheels and motion enclosed by plates which reached close to rail level. They could be driven from both ends, and the boiler and dual controls were enclosed by an

overall bodywork. They were built by various makers, including Alco and at least one British firm, and were fairly massive machines as tram engines go. Some of them, at least, had pleasing copper-capped chimneys which tended to relieve the dark green and black paintwork. A projecting windscreen with sliding windows was a feature of these locos--whether an original fitting or a later addition I do not know.

The SNCV lines, as the Belgian tramways network was known, were almost wholly metre gauge (unlike similar lines in Holland), and connected up at Sluis--and doubtless elsewhere--with the Dutch trams. Sluis was a frontier and Customs point, and its policemen were noteworthy (in 1931, anyway) for their magnificent dark blue uniforms with silver trimmings, and long swords!

Not so very far away, at Breskens, where one took the steam (passenger and goods) ferry across to Flushing, on the Isle of Walcharen, one met up with two important Dutch metre-gauge lines, both of which were steam-worked, and independent, concerns. These were the Stoomtram My. Breskens-Maldegheem, and the Zeeuwsch-vlaamsche Tramweg Maatschappij, or ZVTM.

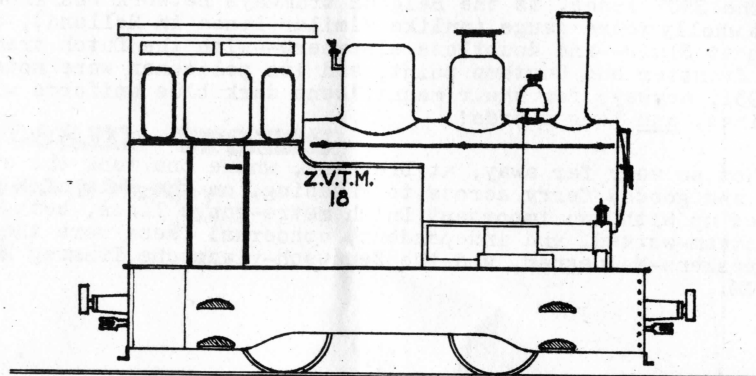


Breskens was, in fact, a veritable 'tramway Clapham Junction' in miniature, with quite an amount of activity and interest. Of the considerable amount of rolling stock to be seen, various types of both four-wheel and bogie carriages, numerous goods vans and open wagons, and 'enclosed' locos, attracted the visitor's eye. The older company, SMBM, had engines generally not unlike those on the Belgian system, but smaller--Nos 1 and 19, which I photographed, were, I believe, O-4-OTs. However, I have no details of the full list of motive power, but I understand that it was more varied than that of the ZVTM. The locos were painted black, all over.

There was no chance for photography until we had returned from the Isle of Walcharen, but, in addition to Nos 1 and 19, I managed to get several other snaps, the most interesting of which was a 'tram' on the ZVTM. This line was a short distance from the other one--neither one had any platforms, of course, nor buildings, so far as I was able to see! The loco was certainly different from any other tram engines seen, for only the wheels were enclosed, and the general appearance suggested an origin in Germany--later found to be correct.

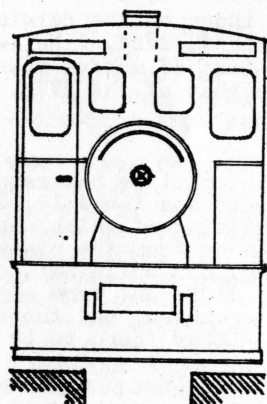
It was not, however, until 1959 that I learnt a little about these two Dutch lines and, more especially, details of the 'standard' ZVTM locos, thanks to the kindness of Mr S Overbosch and his friend, Mr H Waldorp--both of them experts on the tramways of Holland.

The ZVTM was one of the latest steam tramway companies in the country, having been built in the 1914-18 period, although it took over two older steam tramway companies, which owned only small branch lines. It was considered to be very modern, and was, until about 1935, a very fine light railway. Like most other transport systems in Holland,

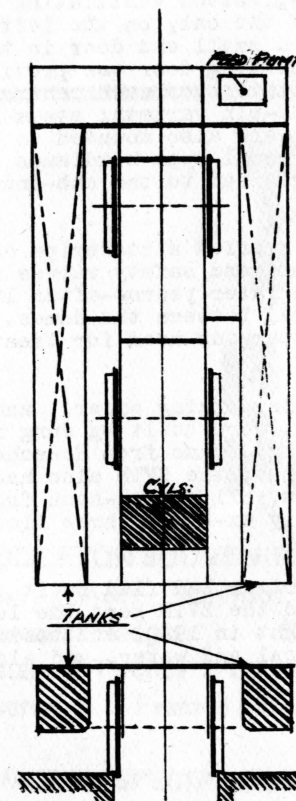
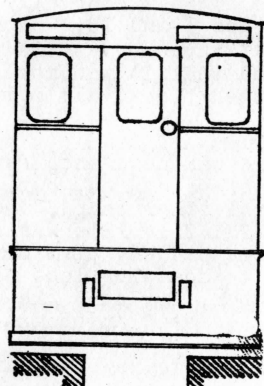
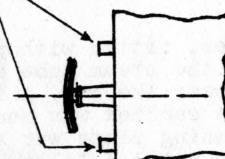
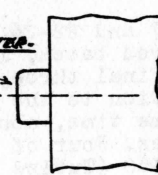
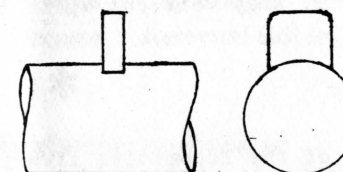
ZEEUWSCH VLAAMSCHE TRAMWEG MI

JUNE 0-4-0T Loco. No 18.
(No 2480/17)

SCALE 0 1 2 3 4 5 6 7 8 IN FEET



K.E. HARTLEY, 1964.

BUFFER & STOP-PLATE DETAILJACKING-UP POINTSDRIVER'S STEP-PLATESAND BOX

K.E. HARTLEY, '76.

however, it suffered very badly in World War II, and was completely closed in 1950, all the rolling stock being sold. By 1952, nearly all the track had been removed, but a line of ten locomotives still stood near the village of Hulst, awaiting the breaker's torch.

The 'standard' engines were 0-4-0Ts designed by the celebrated Dutch steam tram designer, Mr Verhoop, and were, apart from minor differences, very similar. Twenty were in use on the ZVTM, although, in all, some 72 were built for use on various tramways in Holland. They were very successful machines, with a surprising capacity for fast running, 40-50 km/h being usual on good track, 60 km/h fairly common, and even 65-70 km/h has been recorded in north-east Holland.

In general, the design was an 0-4-0, with inside cylinders and valve motion, and with the tanks beneath the running-plate, alongside the wheels--a common feature of Dutch tram loco design. Between the running-plate top and the boiler, a long plate, with sliding panels for access to the motion, enclosed the working parts.

The cab was almost fully enclosed, with plenty of windows on both

sides and ends, and also had horizontally-pivotted ventilating panels all round. The fuel bunker was in front of the cab, on the left, while on the other side was a door leading, via a small end door in the sheeting, to the running plate. A full-height sliding door was provided in the cab back sheet, and there was a step-plate over each centre buffer. Couplings seem to have been of the link-and-pin variety; steam-heating and brake pipes, as well as jacking lugs, were also mounted on the drag beams. A pair of large, round, Continental-type headlamps flanked the smokebox, and would seemingly be transferred to the cab-ends, as required.

The boiler, fitted with superheater, carried a stovepipe chimney, a steam gong, the steam dome with regulator, and safety valves mounted on top, and, near the cab, a feed dome. In later years--after 1931--a flat, square sandbox was mounted (on edge) between the domes. On the right-hand running plate was a box-like apparatus used for treating the feed water with, I believe, soda.

Nos 10-17 and 22-26 (21 tons weight, in working order), and the smaller-boilered batch, 18-21 (19-tonners), were built by Jung in 1916-21. The final three, Nos 27-29 (18 tons), came from Henschel in 1929. In addition to the above twenty engines, the ZVTM also had, not all at the same time, about ten other locos, all second-hand from various sources. Four of these were actually ex-SNCV--three Alcos of 1915, and No 360 (Tubize 1405, of 1904).

The last-named was a 'refugee'--its driver had fled on it from German-occupied Belgium in World War I, and the ZVTM kept the loco until the war was over. The Alcos were bought in 1920, and became Nos 7-9; they were, however, so heavy on coal and water, and also on the track, that they were cut up in 1929.

*

Details of the locomotive livery prior to 1931 are not known, but when I saw one of the 18-21 series at Breskens, it was, as Mr Overbosch confirms, "...a sort of dark olive green" all over, "except smokebox door and chimney, which were black--no red bufferbeams, of course. (My own memory is that the whole smokebox was black.) The passenger cars were smart bogie saloons, with enclosed end vestibules, and, in their well-kept varnished teak finish, they ranked among the best in use on the Dutch tramways.

The 'standard' ZVTM locos--particularly the 18-21 batch--would make an attractive and unusual prototype for the modelmaker who prefers light-railway subjects to DMU and HST designs. It could be done in 3mm or 4mm scale, using N gauge (9mm) or TT (12mm) track, fairly easily--or even, taking a little modelmaker's licence, merely fitted with standard-gauge axles, in either scale, for these Dutch engines were not unlike some of our own industrial standard-gauge locos in overall dimensions, and had plenty of character, while giving lazy or perhaps not-so-skilled modellers an excuse for not making watchwork-like cylinders and valve gear, as often found on normal locomotives.

The drawings which illustrate this article have been prepared from dimensioned sketches made by Mr Overbosch from official Jung drawings, but as all measurements were in metric units, a corresponding scale in feet has been inserted.

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