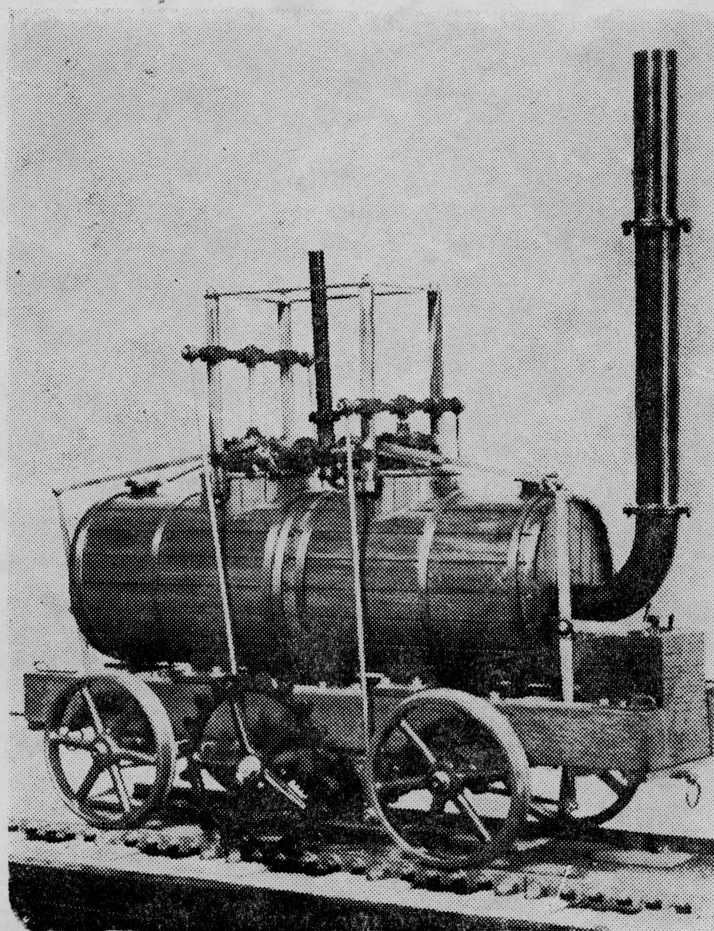


The Old Run

VOL 4 NO 35

MAY 1963

1758 Middleton Railway, Leeds



First Steam Locomotive

SALAMANCA 1812

The Old Run

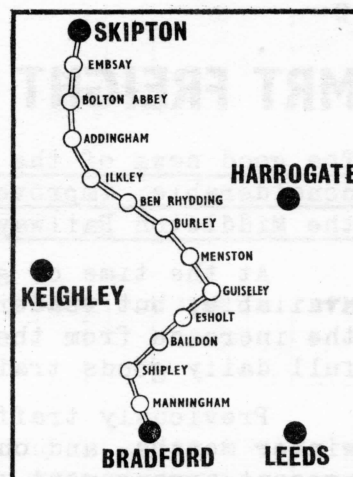
Journal of the 1758 Middleton Railway Trust

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Ilkley prepares !

Campaigns for beating the Beeching proposals are gaining momentum all over the country, and one started by a group of Ilkley business-men may turn out to be the most ambitious of them all.

As yet they have formed no official action group, but the nucleus of a leadership is already formed under Group Captain D. Peverier. A public meeting, attended by the MP for Ripon, local councillors and representatives of the M.R.T., among others, is to be held on Tuesday, May 7, at the King's Hall, Ilkley.

The group wishes to use all means it can find to keep the Ilkley-Bradford, and possibly Ilkley-Leeds, lines open. It consists of regular users of the line, which carries over 1,000 passengers a day to Bradford, and many more during the holiday season.

'Railway is essential'

Ilkley councillors feel that the railway is essential, and they are prepared to back an attempt to save it. An article in the Yorkshire Post on April 10, commenting on the seasonal peak travel on the line, said:

"The demand for extra buses would be huge during these seasonal periods, but can the bus companies afford to purchase new vehicles ... when, for at least half the year, they would be idle?"

Captain Peverier is confident there will be sufficient support to form a society, which will act in co-operation with local councils (subject to their agreement) to operate the line at as small as possible a cost to the ratepayers.

What methods the society will use to achieve its aims will depend, of course, on the decisions of the future committee.

MRT FREIGHT TRAFFIC RISES

The good news of the month is undoubtedly that there has been a considerable improvement in the amount of freight traffic on the Middleton Railway.

At the time of going to press, the latest figures are not available, but readers will gain some idea of the measure of the increase from the fact that there is now, once again, a full daily goods train five days a week.

Previously traffic had been light, particularly during the winter months, and only three trains a week were operated. The present arrangement is that the Monday, Wednesday and Friday trains are run in the afternoon, as before, and the additional trains are run on Tuesday and Thursday evenings.

New siding will help

It is too early to say whether the increase will be permanent, although indications are that it will be. In any case, if work on the new siding into Clayton's Moor End works continues to progress, a fall in traffic would be compensated by an increase in internal traffic - although by what amount remains conjectural.

All this traffic will call for more drivers, shunters and guards, as well as more work on line maintenance. A new scheme for testing drivers has been devised which will cover shunting, maintenance and preparation of the engine, and the responsibilities of being a driver on the Middleton Railway!

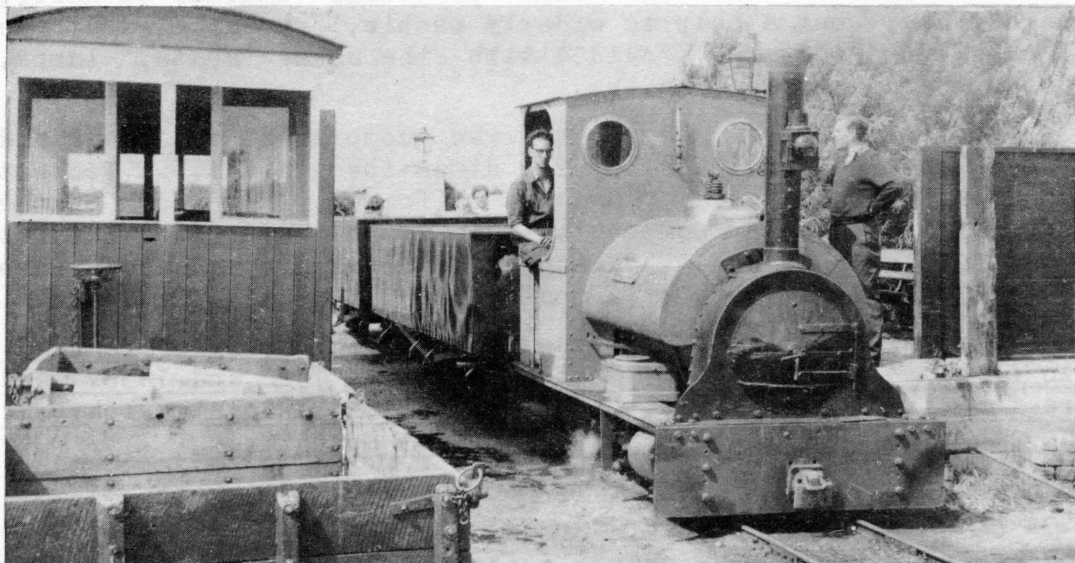
Vintage crane had successful steam trial

The vintage steam crane built in 1880 by Clyde, Crane and Booth of Rodley, near Leeds, was steamed again on April 27 for the first time since it was given to the MRT last September.

The crane is of exceptional historic interest, and it is believed to be the only existing vehicle that originally ran on the Great Western broad gauge of 7' 0 $\frac{1}{4}$ ", which it did at Gloucester.

Another interesting feature of the crane is its boiler, built by Clayton and Son. It is still in good condition!

When in full working order, the crane will play a big part in permanent way and other work on the line. The MRT member in charge of the restoration work is John H. Charlesworth.



Peckett 0-6-0 saddle-tank "Jurassic" on train at North Sea Lane Humberston, on the Lincs. Coast Light Railway. July 1962

Lincs. Coast Light Railway

Among the ever-increasing number of railways run by enthusiasts perhaps the Lincolnshire Coast Light Railway can make some claim to fame in that it runs a continuous passenger service for twelve hours a day, seven days a week during the summer months.

So far it is also the only railway actually constructed by volunteers, as opposed to the rehabilitation of an existing railway.

Construction of the half mile of 2ft. gauge railway between North Sea Lane and Beach, in Humberston, near Cleethorpes, commenced in April 1960, and the works were sufficiently well advanced for an official opening on Saturday, August 27.

Passenger receipts encouraging

Before the railway closed for the season in mid-September over 8,000 passengers had been carried. This promising start has been reflected in the passenger carryings of 60,000 in 1961 and 50,000 in 1962.

The line is single with run round loops at each station. The motive power depot and stock sidings are situated at the North Sea Lane station. A half way passing loop exists, but at present is only used for rolling stock storage.

The stations have full height platforms (unusual on narrow gauge lines, but a help to elderly people, who make great use of this line) and are provided with the usual seats, lamps, poster boards and fencing.

Motive power in use on the line comprises two steam and three diesel locomotives. The steam locomotives, a Peckett 0-6-0 saddle tank named "Jurassic" (formerly at work on the Rugby Portland Cement Company's lines at Southam) and a Hunslet 0-4-0 saddle tank named "Elin" from Penrhyn, are used when traffic is heavy. This is mostly on Saturdays and Sundays.

When traffic is lighter the diesel locomotives are used. Two of these were built by Motor Rail in 1926 and 1938, and are from the Nocton Estate Light Railway and a local brickyard. The other is a Ruston of 1933, also from Southam.

Coaching Stock

Coaching stock consists of two ex-Ashover Light Railway coaches and two bogie opens constructed on ex-Nocton Estate Railway underframes. The Ashover coaches have Liverpool and Glasgow tram seats but the open coaches have wood slatted ones. Livery is maroon and cream (except the open coaches, which are maroon only).

On the freight side there are two bogie vans and two bogie open wagons, coal and ballast being carried in smaller four wheel wagons. These are painted red or grey.

A full-time driver and booking clerk are employed in the season, but otherwise all duties are carried out by volunteers. Adult and child single Edmondson card tickets are issued. There are no return tickets, but local passengers make use of weekly season tickets.

The track, consisting of flat-bottom rail on steel sleepers, came from the now closed Nocton Estate Light Railway. Before being laid at Nocton it had seen service on military railways in France during the first World War, and one length of rail still bears witness to this with a shrapnel hole through the web of the rail!

Points are at present worked by hand levers, but it is hoped eventually to have them worked from ground frames in conjunction with the ex-main line miniature signals at present being installed.

The railway is not without the stimulus of competition, and has a Grimsby-Cleethorpes Transport Committee mini-bus covering the adjacent road!

Ownership of the railway is by a limited company, of which

"Jurassic"

and train

have real

railway

appeal!



the majority of shareholders are local railway enthusiasts, but some come from as far as London and Liverpool. To assist the Company in its objects and to enable those not wishing to invest in shares to help in a constructive way, a Lincolnshire Coast Light Railway Society has been formed. Details of this Society can be had from Mr. B. J. Hastings, 31 Moorland Avenue, Leeds 6.

Middleton has link with Nidd Valley

A Yorkshire by-way, long since closed, was the subject of an article in the June, 1927, Railway Magazine. The Nidd Valley Light Railway was incorporated under a Light Railway Order of 1901 - the railway was to run from Pateley Bridge to Loithouse in Nidderdale in the North Riding of Yorkshire.

Extension

Due to a lack of financial backing, the promoters sold their interests in the Light Railway Order to Bradford Corporation, who were interested in the proposed line in that they wished to extend it northwards to their waterworks at Angram.

The 13 mile line was formally opened to the public on September 9, 1907, and a special train, driven by the Lord Mayor of Bradford, ran from Pateley Bridge to Loithouse. Here the locomotive used, "Holdsworth", was changed for a contractor's engine and the train proceeded to Angram.

Rolling stock on the railway was composed of a very mixed

bag: a steam rail coach, part of which had originated on the Great Western Railway; two ex-Metropolitan Railway engines and coaches from the Maryport & Carlisle and Metropolitan Railways.

In the 1927 timetables, five trains were run in either direction daily for passenger use. There were also additional freight trains, one of which originated on the LNER and was worked by the NVR to Lothouse, whence it was taken to Angram by one of the waterworks engines. Passengers were not taken on the section of the line between Lothouse and Angram.

The single-line standard gauge railway served two stations between Pateley Bridge and Lothouse - Wath and Hamsgill. A. P. Herbert states, "the scenic beauty of the district is of the highest class." Of this there is no doubt - even the railway had a certain charm with its severe curves and gradients, especially between Lothouse and Angram.

A well-preserved relic of the Nidd Valley Railway lies close to the Middleton Railway: in the yard of Messrs. Robinson and Birdsell's, in fact. Close examination of the bodywork of a coach there yields very interesting information concerning its life history. Members are, however, requested to ask for the necessary permission before turning R. and B.'s yard upside down to find this coach!

With the present-day urge to preserve railways here, there and everywhere, it is perhaps a pity that the NVR became defunct so long ago - it surely would have been an excellent line to be kept going by a NVRPS!

LATE NEWS

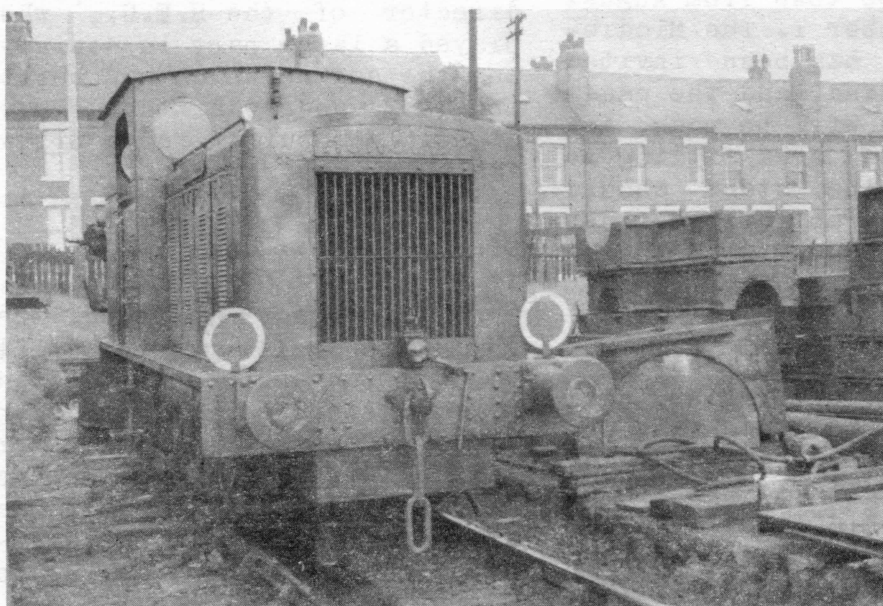
1. The Great Marquess (LNER 5442), Lord Garnock's preserved K4, arrived at Neville Hill, Leeds on Monday, April 29. The MRT president had accompanied the loco from Cowbairs. Full report with picture next month.
2. The last Gresley D49 4-4-0 Morayshire is still intact and waiting for a buyer. An offer must be made in the next few weeks. Appeal fund opened by N.Stead, 56 Tranby Ave., Hessle.

Recommended excursions

1. GREAT CENTRAL COMMEMORATIVE RUN, using the restored FLYING SCOTSMAN. Saturday June 15. Leave Sheffield 9am on slow up journey. Four hours in London. Return FAST, arriving Sheffield 9.30pm. Fare 45s. to E.Cowell, 24 Chorley Drive, Sheffield 10.
2. Sunday, June 16. From various towns in North Lincs. and Sheffield to Aberystwyth via Cambrian main line. Includes trips on the Welshpool and Rheidol light railways. Fare 60s. (40s. child) to E. Ingram, 45 James Street, Louth.



The 1888 Midland Railway hand crane has recently been restored to working condition, and is seen here being tested at the foot of Clayton's curve.



A familiar sight to all who have visited the Middleton Railway! The Railway's diesel, "John Alcock", snug up against the water tap and fuel dump in Clayton's Dartmouth yard.

MIDDLETON DAY BY DAY

Trams may be saved

Since last month, when the trams belonging to the Middleton Railway Trust were offered for sale, there have been replies from a few prospective purchasers. All these offers are being considered and there are good prospects that some at least of the vehicles will be saved from the scrap merchants. More inquiries will still be welcomed, and should be addressed to Phillip Worsfold, the M&T treasurer.

Knarborough exhibition

The Britannia Railway Society, of Knarborough, is holding a model railway exhibition at a school in the town from August 26 to September 1. The Middleton Railway has been invited to have a stand, and the usual arrangements will be made. Any member in the area willing to help staff the stand should write to the Publicity Officer (Stephanie Ashurst, 18 Ingledwood Drive, Utley).

A helping hand

Mr. Mitchell, of Mitchell and Co., the timber merchants who are constructing a yard and works adjacent to the point where the Middleton Railway joins British Railways at Balm Road, Hunslet, has offered to display a "MIDDLETON RAILWAY" sign facing B.R.

Mr. Mitchell has also generously loaned a bulldozer

and driver on 1 or 2 occasions for clearing the "seven-foot" alongside the M.R., and for helping in the construction of the new siding into Clayton's Moor End works. He has also expressed a desire to have a track laid into his own works, traffic for which would come over the M.R.

'J.A.' goes on show

The Railway's diesel engine, "John Alcock", will be the prize exhibit at an exhibition in the Hunslet Engine Co.'s works at Jack Lane, Leeds, on May 6. The Institution of Locomotive Engineers is visiting the firm. The "John Alcock" is, of course, named after the present managing director of the H.E.C., who played a large part in designing the engine, which was built in 1932 and was the first diesel loco built for a British main line railway.

Dr. Lawrence

Dr. "Reggy" Lawrence, the Middleton Railway's permanent way chief and acknowledged expert, is ill and has been unable to work on the line for several weeks, although he has been able to advise. Until his recovery, Dr. Youell and helpers will keep the track up to standard. At a recent M.R.T. committee meeting, all members expressed their best wishes for Dr. Lawrence's speedy recovery.

The MRT membership secretary is M. D. Crew, 214 Headley Way Headington, Oxford.