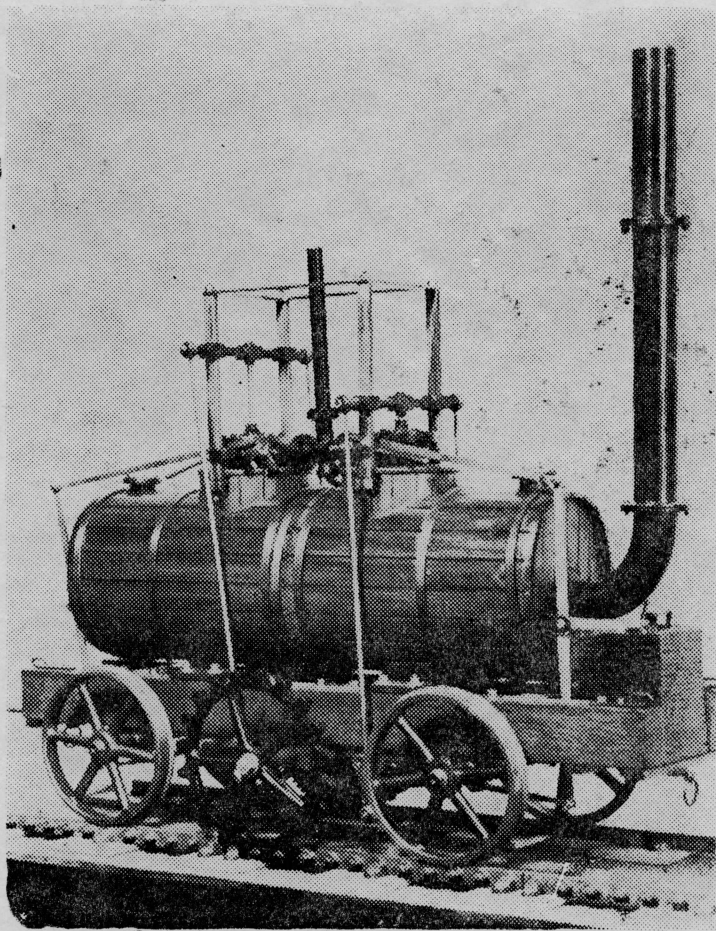


The Old Run

VOL 4 NO 39

SEPTEMBER 1963

1758 Middleton Railway, Leeds



First Steam Locomotive

SALAMANCA 1812

Railway

Look
inside
the NEW
RAILWAY
MAGAZINE
Now on sale
with NEW style
editorial and NEW
livelier features,
NEW bigger page size
Order today from your
Newsagent price 3/- monthly

The new Railway Magazine caters for all age groups. And with its international network of contacts it is *the* authoritative journal that covers all spheres of interest in railway topics, old and new

The Old Run

Journal of the 1758 Middleton Railway Trust

Editor- B. W. Ashurst, 18 Inglewood Drive, Otley,
Yorkshire. Tel: Leeds 23424

Vol. 4

No. 3 9

September 1963

FAST HELP FROM BR

Within half an
hour of being
asked for help,
a British

Railways diesel engine was on its way to the Middleton
Railway to move traffic when the MR engine John Alcock was
out of action.

This occurred during September when the Hunslet Engine Company took J.A.'s cylinder heads away for repair. It was found that they could not be repaired without spare parts which were not available in Leeds, and there would probably be a delay of two to four weeks!

It was then that BR were asked to hire an engine to Middleton to shift the traffic which had built up. It took four hours to deal with the 23 wagons in and 8 out.

Fortunately spare parts were sent to Hunslet much more quickly than had been anticipated, and John Alcock was back at work on September 23. At one time during the hectic week there had been 40 vehicles in Clayton's yard and another 23 waiting to enter Robinson and Birdsell's.

Stationmaster buys MRT tram

One of the Leeds tramcars offered for sale by the Middleton
Railway Trust has been bought by a stationmaster from
Derbyshire who wishes to preserve it.

The car sold is No. 517, the ex-London "Feltham" class. Its new owner is a Londoner who used to live on the 18 and 20 tram routes, which were operated by Feltham cars. He intends to restore the tram and keep it next to his house on a length of rail.

The owner does not want his name and address to be revealed at present. Before moving to Derbyshire, he was stationmaster at Ravenglass, and is a member of the Ravenglass and Eskdale Railway society.

MR impressed early visitor

By

M. D. Crew

Further confirmation that clergymen often take an interest in railways is given in the February, 1950 Railway Magazine: the Rev J. A. L. Hardcastle had sent the magazine some notes taken from the diary of one of his ancestors in which some reference is made to the Middleton line. The following is taken direct from the extract published:

"...Saw also the steam engine by which the waggons of Coal are brought to Leeds. It is sufficiently powerful to propel 36 - each laden with 2½ tons of Coals.

Discharging arrangements

"The waggons are of cast iron - connected together by Chains - they have a moveable button, which by the withdrawal of a pin, opens like a trap door and discharges the load. This is done on a part of the road which is elevated - so that waggons to remove the Coals are driven under the arches upon which the road is built and receive it from the top."

The diary covers a tour made from his home at Hatcham House, Surrey (roughly where New Cross station now stands) to the Leeds district in the autumn of 1819. Notes on the journey to Leeds are also given:

Market day

"The road to Leeds not remarkable - As the town is approached the number of steam engines increased - It was the height of the Market when we entered - and Briggate was filled from one end to the other with carts laden with vegetables, heaps piled up in the street - earthenware dispersed on the flags and other commodities offered for sale ..."

One wonders whether the staiths which the Rev Hardcastle's ancestor saw were, in fact, the old staiths at Whitaker's, still in existence near the site of Hunslet station.

Leeds exhibition

The MRT will have a stand at particularly asked to support the annual Leeds model rail- this event, and if possible way exhibition in the Corn to help staff the stand. Any Exchange on October 31 - Nov. offers - phone the editor.

2. All Leeds members are



John H. Charlesworth operates MRT's historic ex-broad gauge steam crane in July on the arrival of the petrol trolley.

OWNERSHIP CLAIM COULD SAVE 'AXE' LINE

Fisherfolk of St Combs, Inverallochy and Cairnbulg are trying to prevent BR from closing the 5-mile line from St Combs to Fraserburgh on the grounds that they, and not BR, own the railway.

This branch is only a little over 30 years old, and was built with money raised by the fishermen themselves on land given to the people by local lairds. More than 60 years have to go before the original 99-year lease expires.

The line serves a population of 2,500, and is the only means of communication in winter.

HANDLE WITH CARE

(Part 2)

Railway history holds key to dilemma

By William Stocks

The outcome of the Beeching Battle will be very negative if not accompanied by a new public conception of railways.

It is time to kill the old image of "clanking railways" and to replace it with a new one of silver tracks embroidering the landscape, a system going about its business in superb safety with little imposition on the lives of those not concerned - a highly civilised railway, eminently in tune with the spirit of the age.

In an age of increasing leisure it could become as important for the best enjoyment of motoring as for railway revenue for people to discover on a large scale the delights and pleasure of touring by train.

Teaching geography

Modern diesel rail cars are fine observation vehicles and many routes are highly scenic. Day-long school tour trains could be an impressive way of teaching the geography of our native land.

Our three finest scenic lines at least north of the Midlands, are, in my view, the West Highland in Scotland, the Conway Valley branch in North Wales and the Goathland route to Whitby.

The first is safe on Dr Beeching's map but the others are not. Both are near popular holiday areas, of great value to their resident communities, and pass through superb wooded river valleys that they go some way to preserve from the ill effects of excessive road traffic.

Let National Trust help

I would like to see lines like this given specialised publicity by a body like the National Trust so that greatly increased tourist attention in summer would help to reduce their subsidy to survive.

In conclusion, what about ourselves - the railway enthusiasts - at this time of convulsion and revolution? Can we not find a better role than the one we tend to fill,

rather naturally, as mourners for what is being lost and critics of change?

I write as an enthusiastic railway historian and lover of railway antiquity and have come to believe that the greatest compliment we can pay to railway history is to recognise that it is a continuous process and to do our best to ensure that it continues to be made!

Appeal is in ourselves

It may be true to say that the strong appeal of the steam locomotive lies ultimately in ourselves - and we have it in our power to invest the railway developments of the future with a like attraction. Many railway enthusiasts love the days gone by; somewhat fewer are critical of the past.

I advocate a third way - begrudging the triumphs of neither. Whether we want to be or not, we are part of public opinion and our attitudes could have surprising results.

'CASSANDRA' JUST MISSES THE MARK

Cassandra, that doyen of the journalist world, has done it again! This time he has succeeded in capturing the allure of steam in action and, although the object of his affection was a steamroller and not a railway locomotive, many readers will appreciate this fine tribute, which appeared in the Daily Mirror on August 12:

"I have been relaxing on a compound steamroller, Number 15973, built by John Fowler and Company, of Leeds, in 1924.

"Number 15973 weighs six tons, is, of course, coal-fired (none of that beastly diesel stuff) - and is a real Lulu...

"There you stand on the bridge - or is it the quarter footplate deck? - a proud imperious figure if ever there was one. At your feet the roaring fire-box, on your left the lovely spinning fly-wheel; in front of you the hissing iron-bellied boiler and the pressure gauge with the little ominous red mark at 200 lb. per square inch; on top of the boiler the lovely throbbing rhythmic symphony of sliding pistons, tumbling cranks, the sly movement of eccentric cams

and the sensuous writhing of valve-gear.

Magic smell

"Ahead, the proud copper-crowned chimney challenges the world as the figure-head on the bows of the Cutty Sark faced the swinging Indian Ocean. And the magic smell! You take your L a n v i n and your Dior, but for me the magnificent nostalgia of steam and hot oil and the pungent oil factory flavour that comes from b l u e s m o k e....the mechanical equivalent of the fragrance of new-mown hay."

Unfortunately, all is not what it seems to Cassandra. Those who have visited a traction engine rally will agree that, despite the glorious condition of the engines and the devotion of their owners, there is something not quite right about the atmosphere.

Compare such a rally with any busy station up to a few years ago, and the difference is clear. The charm of the steam engine (and, for that, the railway) can only be truly appreciated in a context of work. The steam engines in a station are working; the traction engines at a rally are not.

Unique

This is where the Middleton Railway is unique. Its main purpose is not the pleasure of members of the Trust, nor of the public: it has a job to do.

In the fulfilling of its commercial function, therefore, the Middleton Railway has a dignity which is lacking in the operations of many other preservation schemes.

Middleton's lack of outward charms means that it will always appeal to the few. This is all the more reason why those who do join the MRT must be prepared to work for it.

Your attitude counts

Yet after a long acquaintance Middleton does reveal its fascination. The oldest railway of them all, it is like a stream that meets obstacles and flows round them to broader prospects. Its future seems endless. If YOU turn out and dig.

JOIN THE MRT NOW !



OTLEY SCENE. A Q6 class 0-8-0 shunts early in the morning at Otley, on the Leeds-Ilkley via Bramhope Tunnel line. This branch is condemned under the Beeching Plan. The engine is No. 63426.

Ulster's fate is worse !

Opponents of the Beeching Plan face nothing in comparison with their friends in Ulster, who are faced with the prospect of a complete shut-down of all railways except the three lines to Larne, the border with Eire, and Bangor.

These lines are recommended in the "Benson Report" to be kept open for passengers and mail. According to Mr. H. Benson, a London accountant, "A freight service by rail is no longer indispensable in Northern Ireland and should be discontinued." Mr. Benson feels that the heavy losses on the goods service are an unnecessary burden on Ulster's economy.

In 1914 1,200 miles of railway were open in the Six Counties. By 1960 this had shrunk to 297. On the other hand, there are 13,769 miles of road - one of the most extensive systems in Europe.

The two main lines from Belfast to Londonderry are recommended for closure, together with five branch lines.

LUURS programme

this year's meetings of Leeds University Railway Society. All MRT members are welcome

Enclosed with this Old Run at any of the functions (members only) is a list of listed.

MIDDLETON DAY BY DAY

Your help is needed

Thinking of Christmas gifts?
Why not help us by giving a
friend a year's membership
in the MRT - available at
25s. Od., including free
issues of Forum, the magazine
of the railway preservation
societies.

Another inexpensive way of helping the Trust is by ordering an extra Old Run each month and selling it or giving it away to a friend.

An extra copy will be sent to you for only 10s. Od. a year. Send this direct to the editor. Price of Old Run in shops is 1s. Od.

MRT publications

ONLY TEN SHILLINGS can bring you a set of back numbers of The Old Run dating back to January 1960! Send postal order to Mr. N. Straker, 82 Hunningley Lane, Stairfoot, Barnsley.

Mr. Straker also has a varied collection of MRT publications. "Third Century at Middleton" by Mrs. S. M. Youell is a popular reprint of a Railway Magazine article and costs 1s. Od.

The extremely well

produced glossy history of the Swansea and Mumbles Railway, for which MRT is the sole agent, is available at 2s. 6d.

Other publications are available and a list will be sent on request. Add 3d. postage to each order please.

Subscriptions are due

MRT subscriptions will fall due in the new year, and it would greatly assist the membership secretary if members would send in their subscriptions as soon as possible. 25s. Od. will cover membership and free delivery of The Old Run and Forum.

KVWRPS lends a hand

A large party of members of the Keighley & Worth Valley Railway Preservation Society visited Middleton on Saturday September 21.

After being shown round the line on foot (John Alcock was unfortunately still out of action) and inspecting MRT vehicles, the Keighley members helped to relay a length of track near Acme's Crossing.

The MRT membership secretary is M. D. Crew, 82 Woodland Road
Leeds 15.

ANYTHING &
EVERYTHING
for OO and TT
model railways

9 a m - 6 p m daily. Wed. 9 - 1 p m

★ Thursdays 7 - 8 p m ★

BRADFORD MODEL
RAILWAY CENTRE

202 Frizinghall Rd

Bradford 9 Tel 42515

★ Railway Publications ★

TRANSPORT BOOKS published
by Ian Allen, Oakwood Press,
Percival Marshall, David & Charles,
etc., always in stock

Regular postal service in books and magazines
to any part of the world! We send
magazines regularly to Spain, Germany,

California, Australia, Cyprus and New Zealand

PROMPT SERVICE. Can we help YOU?
MODEL ENGINEERING SUPPLIES
16a Queens Arcade, Leeds 1 Tel 23423