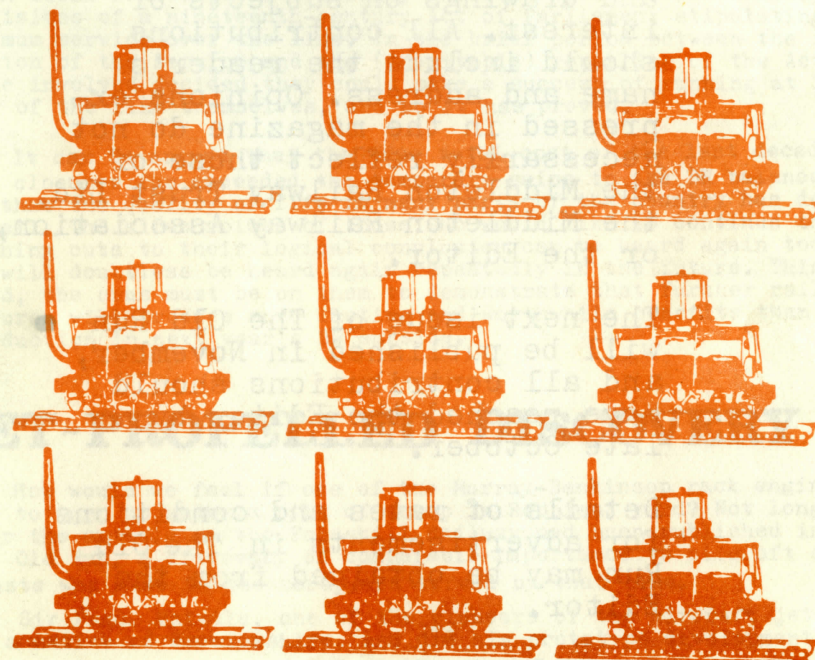


THE OLD RUN



JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS

SUMMER 1975

THE OLD RUN

VOLUME 11 NUMBER 5 SUMMER 1975

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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 Trust should be addressed to: Mr B W Ashurst, 18 Inglewood Drive, Otley, West Yorkshire, LS21 3LD.

EDITORIAL

According to recent reports, the initiative of the Yorkshire Dales National Park Committee, in reopening five stations on the Settle-Carlisle line, and chartering a special train to serve them on four weekends during the summer, is proving to be an outstanding success. The Committee's most optimistic forecast suggested a loss of over £300 per trip, but in fact by the second trip they were earning a surplus, and having to turn away would-be passengers. The Countryside Commission will now back the project financially for another three years, so perhaps we can hope for an expansion from these modest but promising beginnings.

The railway preservation movement also, particularly on the standard gauge, has always been in part a popular response to remote closure decisions made after inadequate public consultation, and on economic criteria whose relevance to the interests of ordinary people were, to say the least, questionable. Our co-pioneer in this field, the Bluebell Railway, was involved in a court case in the 1950s, in which local residents successfully enforced upon British Railways the provisions of a nineteenth-century Act of Parliament stipulating a minimum service over the line. In the brief period between the restoration of the service and the (inevitable) repealing of the Act, those involved decided they could make a success of running at least part of the line themselves, and so it has proved.

It can be argued that the true total cost of the last decade's rail closures far exceeded the temporary gains to the BR balance sheet, and that the quality of life in many parts of the country has declined as well. The siren voices of those who would like to continue the Beeching cuts to their logical conclusion can be heard again today, and will doubtless be heard again repeatedly in the future. This time round, the onus must be on them to demonstrate that further railway closures will produce more lasting and worthwhile benefits than simply a reduction in next year's BR subsidy.

JET-PROPELLED DISCOVERY

How would we feel if one of the Murray-Benkinsop rack engines were to turn up under a pile of scrap in Robbies' yard? Not long after the article on the Foleshill Railway had been published in the last Old Run, a discovery of comparable importance to aircraft enthusiasts was made in the scrapyard served by that line.

Sir Frank Whittle, one of the pioneers of the aircraft jet engine, was a native of Warwickshire, and did his prototype development work, under conditions of wartime secrecy, at the British Thomson-Houston works (now GEC Machines) in Rugby. Among a load of scrap delivered by BTH to J & H B Jackson in the early fifties was one of Whittle's early development engines, entirely hand-built, and dating from 1941-2. It was this which came to light, somewhat battered but basically intact, earlier this year. It is now in the care of the Midland Aircraft Preservation Society, which hopes to establish a museum of the Midlands aircraft industry in part of the former Armstrong-Whitworth factory on the outskirts of Coventry.

MERVYN LEAH

OLD RUN NEWS

CLIVE HIRST RESIGNS

Clive Hirst resigned as the Trust's Publicity Officer at the May Council meeting, as he is leaving the Leeds area. Joe Lee will look after publicity matters until a replacement has been found.

ON THE LINE

HL3860 has been passed by the boiler inspector for a further year, and is once again in service, following the replacement of a number of boiler tubes. A new set of tubes has been ordered for HCL309, following a satisfactory internal boiler examination. S8837 is currently being repainted in preparation for exhibition at Shildon. Work on the LNER brake van has been completed, and the vehicle placed in service.

Recent acquisitions in the workshop have included a 180amp oil-cooled arc welding set, and a 6" B.G.S.C. centre lathe. Permanent way work has included further renewal of the rails below Moor Road, and the usual ballast reclamation and ditch digging.

Members of the Steam Power Trust recently spent a week at the line working on their two locomotives. 1310 was completed mechanically, and steam braking fitted; the boiler was given satisfactory thorough and working examinations by the insurance inspector. Both engines are to be exhibited at the Stockton & Darlington 150th anniversary celebrations at Shildon.

JIM LODGE

MEMBERSHIP NOTES

We extend a warm welcome to the following new members who have joined since the appearance of the last Old Run: Mr Leslie Pitchfork, Stephen and David, Garforth; Edward Harris, Pontefract; Patricia Lodge, Leeds 13; Dr Brian Davidson, Leeds 8; Mrs Sandra Dunn, Leeds 13; Sidney Wood, Leeds 9; Mr G O'Connor, Pontefract; David Charlesworth, Leeds 10; Benjamin Heap, Leeds 10; Mr and Mrs Barry Higgins, Karen and John, Batley; and Stuart Kirkpatrick, Leeds 9.

Many of you renew in June or July, and will receive forms for your subscription with this issue of the magazine, but in the event of a slip-up, don't wait for me to write to you— please send the correct amount to me as soon as possible. Address on inside front cover.

The annual meeting confirmed the rates at £1.50 for MRT members and 25p for each additional member at the same address. Junior (MRA) members should now renew direct with Stephen Dufton, who has taken over membership matters for the Association. Members will appreciate that £1.50 was decided on several years ago, and in the present climate anything more that you can spare when renewing will be gratefully received.

Please do not relax your efforts to make new members. We are still only just making good wastage, and many more active workers are sorely needed. If the regular volunteers are not complaining loudly enough, it is only because they have run out of breath!

BRIAN ASHURST

IT'S EXHIBITION TIME AGAIN

So far this year we have attended model railway exhibitions at Pontefract, Keighley (for the first time) and York. On 26th April we broke new ground by attending a sponsored hockey match, at which Leeds Corinthians were beaten 12-18 on their home ground by Bradford. Whilst our sales were fairly small, it was worthwhile attending the event from a publicity point of view.

By the time these notes appear in print, our first major event of the year, Metro 75, at Roundhay Park, will be over, as will the first traction engine rally of the year at Winterset, near Ryhill. Two future events which we may attend are the traction engine rallies at Masham on 19-20 July, and at Castle Howard on 9-10 August.

The last week in August will be the busiest this year from an exhibitions point of view, with the following events taking place:

23-25 AUGUST: Skipton Model Railway Exhibition.

24-30 AUGUST: Rail 150 Exhibition at Shildon (about 9 miles from Darlington). This event will be open from 11.00 to 19.00 hrs each day. It may be possible to provide accommodation for a small number of staff who are willing to assist with (a) attendance on our exhibit, Sentinel No 54 (incidentally, the Steam Power Trust's two locomotives are also due to be on display); (b) manning the IRT sales stand; and (c) generally helping the exhibition organisers with stewarding and so on. If anyone feels like taking an active part in this great event, please let me know as soon as possible, at 44 South Broadgate Lane, Horsforth, Leeds LS18 4AG.

30-31 AUGUST: Halifax Model Railway Exhibition, and also Harewood Traction Engine Rally.

The other date to note is September 12-14th, when the Huddersfield Society of Railway Modellers are holding their exhibition.

DEREK PLUMMER

DR W A TUPLIN

As many members will already be aware, the death occurred on March 7th of Dr W A Tuplin, Emeritus Professor of Applied Mechanics at the University of Sheffield, who had been associated with the Middleton Railway since the early days of the Middleton Railway Preservation Society, and was for many years one of our Vice-Presidents. He was well known as an authoritative and often controversial writer on railway topics, and was the author of numerous books and articles over a period of some forty years. The railway press will be the poorer for the loss of his stimulating, if sometimes infuriating, contributions.

MERVYN LEAH

MILL ENGINE BRANCH FORMED

The Northern Mill Engine Society, which has been active for some years on the other side of the Pennines, preserving stationary steam engines, formed a Yorkshire branch earlier this year. The impetus came from the proposal to set up an industrial museum at Nutclough Mills, Hebden Bridge, and although this scheme may not materialise in the near future because of the financial situation, the Society will be active in collecting items of interest. They already have two unusual barring engines and a water turbine, and were negotiating for a grass-hopper beam engine.

The Secretary of the Yorkshire Branch is David Hutton, whose address is: 12 Charlesworth Terrace, Pellon, Halifax HX2 0EW.

FOWLERS CLOSING DOWN

Another local name with long-established railway connections will be disappearing shortly, following the announcement late in June by the T W Ward group that it was to close its Marshall-Fowler subsidiary. This is, of course, the successor to John Fowler & Co, the firm which built locomotives in Leeds until 1968, and it had recently been fighting a losing battle in the crawler-tractor market, mainly against North American-owned competition. The closure will take place in stages from the end of July, and will involve 1000 workers in Leeds and Gainsborough.

Letters to the Editor

Sir,

As one of the Council members who met Alan Haigh of Transport 2000 for an on-site discussion of his organisation's proposals for our line, I feel that some points in connection with his subsequent article, 'A Station for Balm Road?' should be clarified.

Whilst the Trust's Council supports Transport 2000's suggestion for a British Rail station to be built near our BR connection at Balm Road, it considers there are too many difficulties in the way of our ever being likely to operate an interchange station as suggested, and that the difficulties and dangers foreseen by far outweigh the few benefits likely to come from a direct passenger train link and a longer ride for passengers joining our train at Balm Road.

Immediate, but hopefully not permanent, problems were the maintaining of a further length of track to passenger train standards, and the staffing of another station as well as two level crossings, when our handful of workers finds it can only just cope with arrangements as they are now.

More important, long-term considerations were the rendering obsolete of the Bagnall and Sentinel locomotives, with their limited water-storage capacity, the probability of running fewer trains due to the longer operating time per trip, and the considerable rise in coal

and oil requirements, and extra wear and tear on the locomotives and rolling stock, the costs of which were not likely to be offset to any great degree by traffic from the proposed new station. Few BR trains would be likely to stop at Balm Road during our operating hours, and as these would be local trains only, nothing like a viable number of passengers would be likely to be using the longer route.

By far the greatest long-term consideration, however, was the fact that two level crossings would be used by regular passenger trains. The Beza Road crossing serves an industrial estate, and is not regularly used at the weekend, but the Moor Road crossing is often very busy. Even with modern gates and flashing lights, etc., the Moor Road level crossing—with a blind corner at one side of the track and an almost blind corner at the other, coupled with an oblique rail approach at each side of the road—was considered to be far too dangerous to use for passenger trains.

It is crossed by a quarter-hourly bus service in each direction, and by local traffic leaving or entering the motorway at the neighbouring Exit 45. It is unlikely that the Highways Department or Metro Leeds Transport would be happy to have the road closed to traffic at frequent intervals, and it is certain that the Railway Inspectorate would not share Transport 2000's blithely innocent enthusiasm for adding this hazard to our passenger route to create "more interest"!

The Trust's Council offered, as an alternative scheme, the idea of a landscaped walkway from the proposed Balm Road station, running alongside the Middleton freight line to the small park recently planted out by the Parks Department at Moor Road. This would be an inexpensive and attractive method of linking Balm Road to Tunstall Road Halt, with none of the dangers and difficulties inherent in the Transport 2000 scheme, and I was a little disappointed to find no mention of our proposals in Mr Haigh's article.

Leeds 11

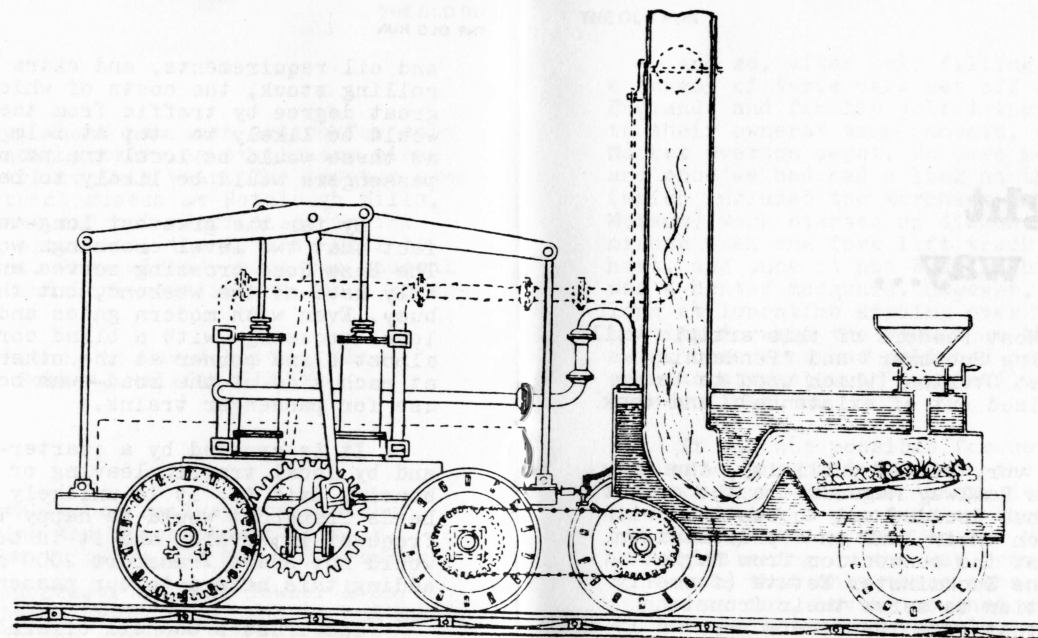
SHEILA YOUNG

Now and then

From The Old Run, Summer 1966:

Our new museum building is a good example of how not to do a thing efficiently. In 1961 the building, 40ft x 18ft x 11ft, was offered to us by Harrisons, the Leeds constructional engineers. In 1962, Dr Youell single-handedly put most of the walls up as a temporary shed for Windle, then about to arrive. Nothing further was done for months, local miscreants smashed all the windows, and the building was dismantled and left lying around Clayton's yard again.

When we started to piece the bits together—then came the shock! After four years lying about, we were probably fortunate to find only one of the 56 sections lost for good. But many uncharitable words were used about the persons (unknown of course) who had wrecked thirty floorboards by lighting fires and lamps in the wrong places; about persons unknown who had driven rusty 8" nails through half-inch roof boards, needing sledgehammers, hacksaws and grunts to remove them; about the persons who had sawn a doorway in half, leaving one half as a temporary roof on a shed, and the other fixed to a wall section with solidly rusting bolts! We were thankful that at least one of the original sixty windows was intact and in parts transparent. In Hunslet, this is miraculous!



ARTICULATED LOCOMOTIVE, BY MURRAY.
He sent the design to Stockton & Darlington Railway Company in 1825.

MURRAY'S LAST LOCOMOTIVE DESIGN

John Bushell

It is appropriate that we should remember Matthew Murray's last design in the 150th year of the Stockton and Darlington Railway. In 1825, the Murray-Blenkinsop rack locomotives had already given thirteen years of satisfactory daily service, though it must be remembered that they were still something of a novelty for the visitor. William Whitehead, of Wolverhampton, wrote to his local paper in 1824 of his visit to Leeds Pottery: "Whilst there I was greatly puzzled to see loaded coal waggons pass by without horses. I afterwards learnt that the locomotive I then saw was built by a Mr Murray to a design of a Mr Blenkinsop."

*

The design of such an established and successful engineer as Murray would deserve the careful attention of the Stockton and Darlington Railway, and the revolutionary design of 1825 would be no exception. The engine and boiler were carried on independent four-wheel carriages, though all the wheels would be driven through a series of cogs, chains and coupling-rods. The wheels were of iron plate with an iron flange plate bolted on. The frames were mounted on springs. Two cylinders were placed vertically, one on each side of the centre

line, with long D valves; exhaust steam reached the chimney by an upturned pipe.

The boiler was to be cylindrical, with a single flue with water bridge and water baffle across it. Note the damper at the top of the chimney. the most remarkable feature, however, is the mechanical stoker, Patent 2531 of 1801, described as a firegrate for consuming smoke, and incorporating a cog wheel and rack for pushing the coal forward. This was, of course, in connection with a stationary, rather than a locomotive, engine. The 1825 version was a hopper above the grate, fitted with a feeding plate and roller, to be driven by the running wheels.

On February 20th 1826, four months after submitting the design, Matthew Murray died. "Newton's London Journal" said of the design: "Mr Murray believes it to possess advantages over all others heretofore made, or at present in use, yet he is far from presenting it as a piece of machinery that is not susceptible of improvement." It is hardly surprising that the design was not proceeded with after the death of Murray, though the separate engine and boiler arrangement was patented ten years later by T E Harrison, and used on the Great Western experimental locomotives, 'Hurricane' and 'Thunderer'.

TONY COWLING

How we brought the permanent way...

...Not quite from Ghent to Aix! Most readers of this article will probably be aware that last year 'Flying Scotsman' and 'Pendennis Castle' moved from their home at Market Overton (which used to be in Rutland until that county was reorganised out of existence), and took up residence at Carnforth.

The reason for this move has had very little publicity, the only mention being a brief paragraph in the Railway Magazine to the effect that the Buckminster Estates Company had decided not to continue with their proposals to operate the lines on their land on a preservation basis. The significance of this is that the connection from Market Overton to BR was over the lines of the Buckminster Estate (formerly operated by the British Steel Corporation to serve their ironstone quarries on the Estate. EDITOR.), so that once these were removed it would no longer have been possible for any engines at Market Overton to run on BR. Consequently, the large engines and all the coaches were moved to Carnforth, leaving behind just the smaller engines and one or two other items of stock which it would have been feasible to move by road.

And so it came to pass that we received a circular saying that Flying Scotsman Enterprises had for sale a large quantity of track, and were prepared to offer it to other preservation groups cheap (well, relatively cheap—permanent way being pretty expensive stuff as a normal rule). So we went to have a look at it, and it was indeed cheap—about half the normal price—and in excellent condition too. This was duly reported to the next Council meeting, and we proceeded effectively to invert the Trust's piggy bank to see what we could afford. After a lot of discussion, we finally decided that the maximum we could afford to spend was £1600 which, allowing for transport costs and VAT, would enable us to purchase forty wooden sleepers for general relaying, and two turnouts ("turnouts"="points", for those who weren't sure; for the technically-minded they are B & 8's). These are intended to form the crossover into our engine shed, when we start to build it.

The next problem was transporting them to Leeds, and since by this time (last Christmas) the rail access to BR from Market Overton had already disappeared, they would have to come by road. However, you can't load a turnout 70ft long and 15ft at its maximum width on to the back of a lorry in one piece, and that meant they had to be dismantled (by us), and then all the bits loaded, again by us, although there were two cranes and a fork lift truck (and, most important, people available to drive them) there to help.

It was therefore carefully arranged that the actual transporting would take place during the week of the schools' half term, so that as many people as possible would be available for the loading up, on Friday 21st February, as well as for the unloading on the following day. In order to make sure that everything would be ready for the loading, we had also arranged for a party to go down on the Saturday a fortnight previously.

And so, after half filling the back of Patrick's van with tools, a convoy of three cars set off down the A1, though the lanes of rural England, and finally jolted their way, at speeds that varied according to their owners' temperaments, up the half-mile dirt track to the Market Overton depot. We were met by Ray Towell, the resident fitter, and once we had had a look at the remaining items of rolling stock (which included the Merchant Navy being sectioned for display at York Museum) work started on dismantling the turnouts. There was a slight mishap when the fork lift truck overturned, but fortunately nobody was hurt, and once it had been righted it turned out that the only damage was a dented mudguard. However, possibly as a result of spending too long at lunchtime arguing over the merits of various steam engines (Ray putting forward the view that the only good engines were painted Brunswick Green and had polished brass safety valve covers—which did not seem to attract much support!), we were not able to get the job completely finished.

It was not possible for us to go down on the following Saturday, and so we arranged to go on the Monday after that. At this point, a certain Civil Engineer's car decided not to co-operate, and started by collecting a puncture on the M62 on the way back. This was sorted out fairly easily, but on the Monday it proceeded to start coughing and spluttering on the way from Sheffield up to Leeds. It was perhaps fortunate that only three other people had turned up to form the working party for, having coughed and spluttered back to Sheffield and dumped the offending vehicle, we were able to continue in Steve's car, and finally arrived several hours later than planned. To make matters worse, the telephone at Market Overton proved to be out of order, and we were not able to let them know we were going to be late. However, once we had arrived, we got everything sorted out fairly rapidly, and even had time to continue the debate as to which railway built the best steam engines!

The Friday of the loading was somewhat hectic, and in fact more people and cars turned up than expected, as if to compensate for the Monday. The lorries also arrived a lot earlier than expected, having come straight from another job nearby, and it turned out that there were another two consignments going out that day as well as ours. So as well as Ray, one of their other permanent staff was there driving one of the cranes, and some of their volunteers too, to say nothing of the other lorries and the various lorry drivers. Despite the apparent chaos everything was loaded safely, although much of the credit for that goes to the two lorry drivers—with a total weight of about 30 tons, we needed two 40ft articulated lorries to shift it all—and they were able to depart at about lunchtime.

The Saturday dawned thick fog, but fortunately the lorries, which we had hired from A-One Transport, had only to come from their yard at Gildersome, and so the first one arrived as arranged at 9.30, followed shortly by our working party, and the crane and driver which had been lent by Robinson & Birdsell. The loading had been done fairly rapidly, but the speed of unloading was quite amazing. The second lorry turned up just as we had finished with the first one, and by midday both they and the crane had departed, leaving just a large pile of permanent way beside the line. It had finally arrived!

To try to thank everybody who was involved would be a disaster, because I would be bound to leave somebody out. I should perhaps mention Dave, Patrick, Steve and Chris, who at various times paid out petrol to take their cars down. For the rest, my grateful thanks—and if anyone else wishes to join in, we have still got to lay the things, to say nothing of building an engine shed to go with them!

OIL THOSE YEARS AGO

It is not very often that we get letters from firms claiming to have supplied the Middleton Railway in the days of Murray and Blenkinsop, but one such arrived a few weeks ago, together with a history of the firm concerned. Filtrate Ltd, who are based at Kidacre Street, only a stone's throw from the site of our Great Wilson St staithes, have been manufacturers of lubricating oils since 1807, and, although they have no records to prove it, are certain that they must have been suppliers to the colliery railway and its pioneering locomotives. Certainly it was their products which oiled the wheels (and other appropriate parts) of 'Locomotion No 1' on its historic first train along the Stockton & Darlington Railway, and also 'Rocket' four years later. Filtrate's history, as recounted by two of its Chairmen, is itself of considerable interest, and the following are excerpts from the pamphlet which was supplied to us:

"But now I must set about the real object of this memoir and tell you how the inception of the idea that oil could be produced from seeds such as Rapeseed and Linseed, with a prospect of business success, comes from my great-grandfather, David Joy (1747-1810), who was on the staff of the first Leeds Infirmary and fond of research work, which he applied to this particular subject with such satisfactory results that by 1789 he decided there was a future for seed crushing. By the year 1807 his two sons, William and Edward, were old enough to entrust with his capital, and before long the millstones were set rolling at Thwaite Gate, Hunslet, beside the river, and the firm established under its original name of W&E JOY of LEEDS, Seed Crushers and Oil Refiners.



"Fortunate it was that England was just at the beginning of a great mechanical age and of the Railway boom so soon to be the cause of consuming all that the new mills could produce. The site of the Thwaite Mills beside the river, and later on nearby the new canal, gave special facilities for bringing alongside cargoes of seed from Hull. Leeds, too, proved to be a new manufacturing centre for supplying the wants of the Railways. Such advantages all helped to put the new firm in the forefront, and we feel proud amongst many early successes to look back on Stephenson having used our products on his famous No 1 locomotive at the opening of the Stockton and Darlington Railway in 1825.

"Then came his famous 'Rocket' built for the Manchester-Liverpool Railway Company in 1829, and, diving into the past, we must not forget how the first locomotive that was regularly worked upon any Railway was constructed for Blenkinsop in 1812 by a Leeds man, Matthew Murray, the chief working partner of the Leeds firm of Fenton, Murray and Wood, of Holbeck. The engine was made for the Middleton Colliery Railway, which had its terminus opposite to our office windows. In all probability we lubricated this engine, but our ledgers do not go

far enough back to show this, although they contain many coming after the Stockton and Darlington Railway, such as the North Midland, the Grand Junction and others, stretching away to the 70-years consecutive contracts with both the Great Northern and Lancashire & Yorkshire Railway Companies.

"My great uncle, William Joy, being the senior partner, brought into the business his two sons, William Glover Joy and Edward Joy, junior, making them partners in 1844. Meanwhile, my grandfather, Edward Joy, looking ahead saw little hope of there being room for any of his six sons, anticipating which in 1840, he parted from his brother William and very wisely decided to take over the property of Sir George Goodman in Kidacre Street, Hunslet, where four of his sons joined him as they came of age and the name of the firm became EDWARD JOY & SONS of LEEDS (late W & E Joy, established 1807).



"Of my grandfather's sons the first to join him was David, who remained with him only a short while as he left to become a famous engineer and inventor. My grandfather wisely apprenticed him to the old Leeds Engineering firm of Fenton, Murray & Jackson when he was 18, where in the following year he became head of the drawing office. David was then only 19 but was largely responsible for the design of the 'Jenny Lind' a locomotive considered to be in advance of the time. Being approached by various Railway Companies he became, in 1850, Superintendent of the Nottingham & Grantham Railway, and afterwards of the Oxford, Worcester & Wolverhampton Railway, but all the time his inventive brain was at work.

"In 1857 he brought out the first of three patents for his Hydraulic Blower—the invention was soon adopted for the Leeds Town Hall and for the Crystal Palace, the largest organ in the world, for which three of his engines were employed to operate the bellows. In the same year David brought out his Patent Compound Marine Engine in which the deep high pressure piston acted as distributing valve for the low pressure cylinder. Soon followed, in 1860, his Patent Steam Hammer which my father used to tell me could be so regulated that it could touch the glass of a watch without breaking it, but I do not believe that. Without doubt the greatest triumph of all was his reversing and expansion valve gear, usually now referred to as 'The Joy Gear', patented in 1879 and adopted by the L & NW Railway Company.



"My grandfather, Edward Joy, died in 1863 and the three brothers remained together for many years, building up an increasing connection with Railway Companies, Steamship Companies, Collieries, and with Merchants all over the British Isles—Railway Contracts ran into big figures, and I remember once when a small boy, being with my father when he was given an order for a thousand tons by the L & NW Railway at St Helen's Junction. I did not think there could be so much oil in the world.

"The three brothers continued in partnership until 1888. Lomas Joy had spent much of his time on the seed crushing side of the bus-

iness and was particularly interested in the refining of the oil produced from cotton-seed. Lomas, believing there was more lucrative business to be done in this direction, offered to take over the Leeds Mill and the New Hull Mill and set up with Walker Joy in Hull. This suited my father well as he retained the name of Edward Joy & Sons with the old premises and the friendly connection he had always been personally responsible for. Before his retirement he acquired, with admirable foresight, all the adjacent property lying between Kidacre Street and Junction Street, which has proved of the greatest value when carrying out necessary extensions since those times.

"At my father's death I was left the sole remaining partner to carry on the old firm, happening as it did at a difficult time as our staple work for a hundred years with the Railways was slowly and surely becoming unremunerative due to the rise of seed crushing Mills around the coast which were able to deliver their produce direct with a single carriage, whereas Mills placed in Leeds incurred carriage on seed from the coast and a second carriage on Oil to the Railways. However, towards the close of the passing century, quite a revolution was happening with the discovery of Hydro Carbon Oils which came in time to relieve the situation.

"These Oils from America were soon found to vastly improve both Lubricating and Burning Oils by judicious additions to Rape Oil of the correct grades of these invaluable Petroleum products. This kept our connection going with Railways and Collieries and incidentally provided one of the writer's most important duties watching over a long row of Railway Roof Lamps, Guards' Lamps and Miners' Safety Lamps being tested for good light and freedom from crust and smoke. This went on smoothly for a while until lighting by electricity proved almost a finishing blow to Oil Lamps, as no Oil, however carefully blended, could compete with the beauty of electric light, to say nothing of its simplicity in use and avoidance of the many drawbacks of cleaning and trimming.

"But our activities up to this date (about the year 1900) were to be assisted beyond belief by the greatest invention since the days when we were lubricating Stephenson's Engines, nothing more nor less than the birth of the Motor Car through the discovery of petrol and petrol-driven Internal Combustion Engines. I received a warning from my cousin, Basil H Joy, that I must instantly study the lubrication of cars which would soon be on the road. He offered to take me on the 600 mile trial (date 1900). I was to be at Fenton Street Barracks at 6 o'clock ready for the start. My recollections are vivid, the noise of 30 or 40 cars being tuned up and the fumes, a veritable inferno, and then the start—once on the way I was scared at the twists and turns the car was capable of performing, especially turning in at the Hotel gate at right angles it seemed to me. All the time I was becoming convinced of the opportunity there was for us ahead as my cousin poured into my ear the details of the new engine and foretold its need for special lubrication."

The rest of the story, as recounted by Alec Joy, Chairman of the Company from 1918 to 1957, and completed by his successor, Tony Warner, is largely concerned with their involvements with motor vehicle lubricants, which, though fascinating, is not really a topic for these pages. The present company name was adopted in 1964, and the firm still operates from Kidacre Street, and can still supply railway lubricants if required. Truly a remarkable record for Leeds' own little sector of the oil industry!

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