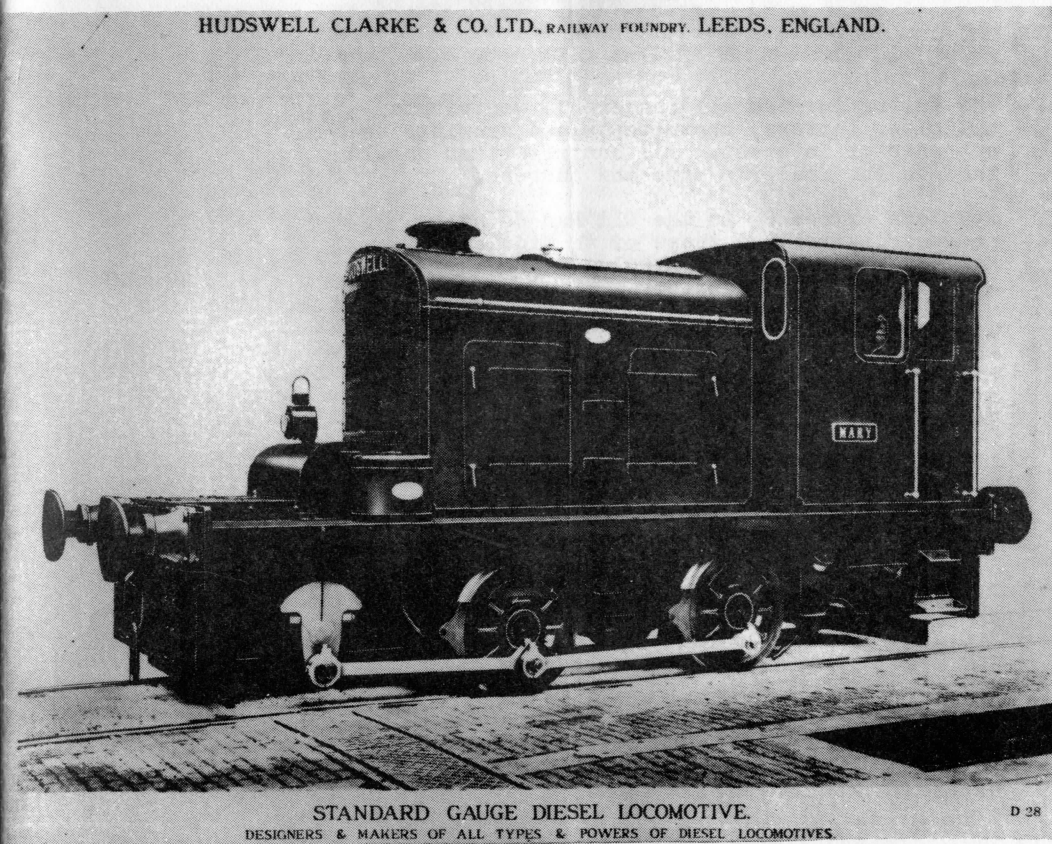


THE OLD RUN

HUDSWELL CLARKE & CO. LTD., RAILWAY FOUNDRY, LEEDS, ENGLAND.



STANDARD GAUGE DIESEL LOCOMOTIVE.
DESIGNERS & MAKERS OF ALL TYPES & POWERS OF DIESEL LOCOMOTIVES.

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**JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS
AUTUMN 1981**

THE OLD RUN

VOLUME 13 - NUMBER 101 - AUTUMN 1981

EDITOR: Ian Smith, 8 Manor Farm Drive, Belle Isle
Leeds LS10 3RW, Yorkshire.

The Editor invites all readers to contribute articles, letters, photographs and drawings on subjects of interest. All contributions should include the reader's name and address.

Opinions expressed in the Old Run do not necessarily reflect those of the Middleton Railway Trust Ltd, The Middleton Railway Association, or the Editor.

General enquiries about the Middleton Railway and its activities should be addressed to:
The Middleton Railway Trust Ltd,
c/o Messrs Clayton, Son and Company,
Garnet Road, Leeds LS11 5JY, Yorkshire.

MATERIAL FOR THE SPRING 1982 ISSUE SHOULD BE SENT TO THE EDITOR
BY 28th FEBRUARY, 1982 AT THE ABOVE ADDRESS.

FRONT COVER. Official Works photograph of veteran Hudswell Clarke diesel locomotive HC D577/32. This locomotive is featured in an article by Steve Roberts in this issue and was purchased from the Severn Valley Railway by the Editor and Graham Parkin in October 1980.

Photo courtesy of Steve Roberts

EDITORIAL

There is a saying "Life is full of surprises" and this job is no exception from that! No sooner had work commenced on the current issue of this magazine than news came in that Professor Khorting from West Germany, one of Blenkinsop's descendants, had donated a substantial sum towards production of a special "Old Run" to commemorate our Twenty First Anniversary. After some consultation, therefore, it has been decided to abandon the earlier 'three issue' format, and produce a de-luxe Winter Edition with extra photographs, plus articles specially written or reprinted for the occasion. This should be ready by December and will be well worth keeping.

At this point I should perhaps apologise to members for the inordinate delay in getting this issue out to you. This has been due to pressure of work recently, but all is now back to normal and Old Run should resume its normal, sedate progress. Whilst on the subject of the magazine, your editor has concluded an investigation into its cost, as requested by our last AGM.

The upshot of this is that from next year we shall be reverting to a quarterly format, with magazines being due as follows; Spring, March, Summer, June, Autumn, September, Winter, December. The deadline dates for each issue will be the last day of the previous month, ie: February, May, August and November. Many members have asked for this format to be reintroduced, and so Council has done as asked, BUT If this is to be successful then contributions must be forthcoming. Apart from some articles by Kenneth Hartley, I have very little extra material for a quarterly magazine so the onus is on the membership to send in articles for possible publication. Remember that a successful magazine depends on its contributors!

Finally, there appears in this issue an article by Glyn Hiscock which I firmly believe sums up the spirit of preservation, Middleton style. Middleton may not be the biggest society in the business but it would certainly seem to retain the one thing that many of the larger organisations sadly seem to lack - the human element. Too many societies these days seem to be "Uniform mad", appearing very efficient and almost British Rail efficient. Many appear aloof from the visitor and casual member alike. Thank goodness that Middleton has not gone the same way and all new members and visitors are usually treated politely and with a freindliness lacking in other places, for this is the only way to keep both members and visitors at a time when both are sorely needed.

NEW PASSENGER VEHICLES FOR MIDDLETON

It has been well known that MRT has for some time been on the lookout for suitable rolling stock to convert into passenger vehicles. Our problem has always been providing suitable accommodation without prejudicing our unique "industrial flavour".

The arrival at Dartmouth Yard of several tender forms for BR wooden bodied stock seemed to provide the answer to our problems, so after consultation with several Council members I made a journey to Bradford Forster Square to view items 007 and 008 on my tender form. Having sought out the C. & W. supervisor with my copy of the tender form to prove I was a bona fide purchaser, I began inspecting the vehicles.

In all, there were six similar vans at Forster Square all of which I looked at, but my main interest centered around Nos SI074 and S2084, both of which had appeared most suitable as they had received overhauls within the past few years. Both vehicles were as good as expected and following further consultation with Council tenders were sent in for both vehicles, and we sat back to await the outcome.

The answer came on 6th July when Derby informed me that My tenders for both vehicles had been accepted. Arrangements were then made to transport the vehicles to Middleton.

On Friday 17th July the C. & W. supervisor at Bradford confirmed that the two vans were all oiled up and ready to go, only awaiting a special movement order to release them. The C.M. & E. E. condemned vehicles section was contacted and Murray Brown (joint editor of NYMR's 'Moors Line') soon set the wheels in motion.

The order laid down the following instructions for the movement:- "Max speed 45mph; Vacuum Brake Operative, and not to be diverted from direct route". It was expected that the move would take place during the week ending 25th July.

Sure enough, the move finally started on Tuesday 21st. A phone call from Steve Roberts confirmed the arrival, and I then contacted Tony Bell who agreed to come to the line. On arrival at the yard, we were met by Chris Rogers, who was to drive "CARROLL" and then set off for the Balm Road loop.

The first job on arrival was to couple up to the vans, then uncouple the vacuum hoses. This took a little time as Middleton crews are not familiar with such advanced technology as Vacuum brakes! However this was eventually accomplished, and with screw couplings loosened and photos taken, the train slowly moved off.

We stopped at Vicarage Curve to ensure that buffers were not locking, then proceeded to the yard. Once there, we carefully propelled the vans round the reverse curves before uncoupling to allow Graham Parkin to couple on with "COURAGE" in order to draw the vans into the dead end thus allowing "CARROLL" to run round the vans. "CARROLL" then released "COURAGE" and then propelled the vans back into the dead end, their final resting place.

General Details

Southern Railway Parcels and Miscellaneous Vans (PMV)

Weight I3T tare (odd vehicles were I6T)

Wheelbase 21ft.

They were built in several batches between 1936 and 1951. All were wooden bodied, with canvas covered roofs.

The vehicles were all vacuum braked, with small lever brake each side, and were through steam piped. None were lit.

SI074

This van was built at Ashford as part of Lot No 855 in 1936/7. Inside length is 32ft, height is 12ft and the van has a load of 10 tonnes. It has a compo corrugated steel floor covered with red compound. There is a small hole in this floor which requires attention before the vehicle can be used. It was lifted and given a general repair at Horwich in July 1979.

S2084

This van was built at Lancing in 1943 under lot I695. It is 35ft 8inches long by 9ft wide. This particular example has a wooden floor. It was last given a light repair in November 1977.

My thanks go to RCTS for information gained from their "BR Coaching Stock Book 1980".

Derek Plummer

Editors note

It has been agreed that Derek will purchase one van, but that the Trust must purchase the other. Funds are very short at present so any donations towards the purchase price of £300 would be most welcome, and should in the first instance be sent to project manager Steve Roberts at the line.

Shop Plans

Planning permission has now been received for a new single storey building to replace the present shop. Work is now going ahead towards providing building materials for this. Obviously, this will depend on finances but it is hoped that work will commence sometime in 1982. In the meantime, the old shop has been externally clad with plastic coated aluminium to provide a more respectable looking building and a measure of security against thieves breaking in.

NEW PASSENGER VEHICLES FOR MIDDLETON

NOTES & NEWS

Depot Appeal Fund

Unfortunately this has met with a somewhat restrained response. Thanks are due to those few people who have been able to assist with the scheme, and CME Steve Roberts will be in touch with you in due course. To all members, may the Council say the following?

We now have the roof trusses and plans are being prepared for our much needed depot. If members can possibly see their way towards donating even just two or three pounds towards this scheme, then our valuable assets could be under cover within a very short time indeed.

Theft

Once again the MRT has been the victim of theft. The first theft took place in May, when the shop was burgled and stock to the value of over £200 was stolen. The second took place only last July, when the Dartmouth Yard hut was broken into. The thieves stole only one item, the hired generator set. Fortunately this was later found near the back of Clayton's works. The locks on the hut have now been changed and other security arrangements are under review to help prevent a re-occurrence.

Membership Notes

We would like to welcome the following members to the Trust:- G. Beadle, N Bird, I Biscoe, Peter Burke, J Chapter, Mrs Dimie, Brian Harris, G Hebden, Ciaran McKenna, D Monger, J. E. Mees, S. R. Oltwanger, E.N.T. Platt, F. A. Quayle, J. E. Salmon, Guy Salt, Leonard Scales, D. Siddal, Mark Turner, T.E. Velvick and D. Wilkinson.

"May I take this opportunity to remind anyone who has forgotten to pay their subs to do so now please in order to save our having to send our reminders, which in these inflationary times are quite expensive. I am always pleased to receive subs late, and of course you may send them without actually being reminded!

With regard to MRA members, I am pleased to hear from those wishing to renew subscriptions, and my thanks to those who have already done so!

E M LEE
Membership Secretary.

Middleton Successes

The "Waterways Weekend" on 15th and 16th August involved the railway being in use from 1100 on both days. The loco in use was trusty P2003 which performed impeccably as usual. Trains were usually well filled, and passengers were conveyed to and from the Waterways Exhibition by a vintage bus. A very good spin off from this event is the interest that Hertfordshire Railtours have shown in the possibility of running a special train to Middleton and other preservation schemes in this area.

The other major success has been our "21 years of freight at Middleton" day held on 5th September. Although this was a very hastily organised event, and made very little actual money due to an almost complete lack of advertising in the railway press, the day was a great success and everyone who attended enjoyed themselves. Publicity Officer Tony Bell surpassed himself with this event, printing hundreds of small leaflets advertising the event - and even spent two days at Bramham Rally putting them under windscreens of cars in the car park there!

The day's events started with P2003 bringing waggons from Dartmouth Yard to BR, then collecting some more from BR Balm Road Yard, one of which promptly fell off on gaining Middleton metals.

Ah well, the best laid plans..... The delinquent wagon was soon re-railed and the train proceeded to the top of the line, banked by "MATTHEW MURRAY" as planned. Passenger services commenced at 1400, and were hauled by P2003, leaving "MATTHEW" on the Balm Road Branch hauling demonstration freight trains for the afternoon.

In the yard, the crane did some demonstration lifts and people could view progress on the locos and stock.

Coverage of the event was extensive to say the least. Radio Leeds gave extensive coverage both before and during the event. Newspapers reporting the event were particularly generous, some giving us $\frac{1}{2}$ of a page. Overall, we created a good impression and people were wanting to come back for more, which is what was intended. Whilst we did not do too well financially, we did succeed in keeping the Middleton Railway in the public eye, and in keeping the good name of the railway, which is all that was intended. Thanks are due to those who worked so hard to make the event a success, particularly those who worked against the clock to make "MATTHEW MURRAY" fit for service after she burst a steampipe only two weeks before the event.

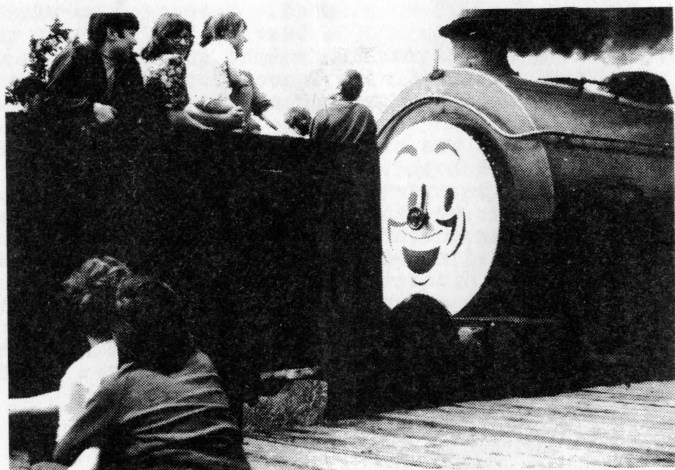
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It's hard work being a loco driver! Member David Hebden with the inevitable can of coke at Middleton Park before landscaping began in 1977.

MRT Collection



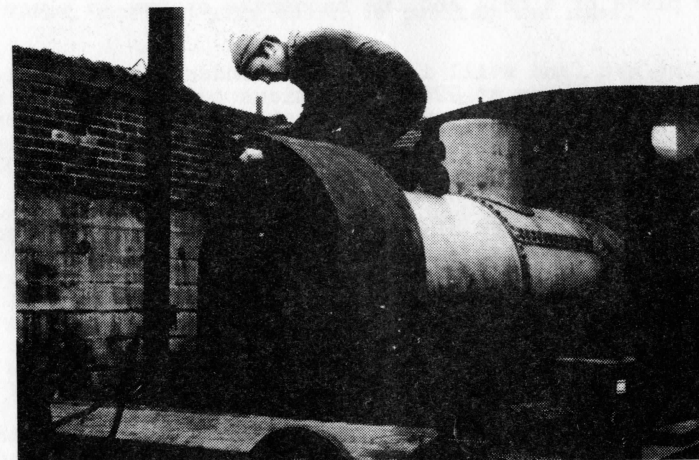
Ex- APCM Swanscombe 0-4-OST HL 3860/35 masquerading as "PERCY" on passenger duty 15th June 1973. Currently in store awaiting major repairs, this loco may well see service in the near future.

Tom Apperley



Middleton Gala scene, 2nd July, 1966. Bagnall 2702 shunts Mersey Docks & Harbour Board No 21, whilst "WINDLE" and S Sentinel 54 are visible in the background.

MRT Collection



"MATTHEW MURRAY" will be out of action for major boiler repairs this coming season. The above view shows the loco having her smokebox replaced by member John Foster on 7th March 1970.

John Edwards

BUILDING MARY

A casual conversation at work recently resulted in a copy of the original order book for "MARY" coming into my possession. It is a fascinating document and tells an interesting story about the building of this early diesel.

The loco was the second standard gauge diesel supplied to Beswick's Lime Works, Hindlow, by Hudswell, Clarke & Co. and was officially ordered on August 31st, 1932. The quoted price was £1875 delivered. Somewhat amazingly by today's standards, delivery was quoted as eight weeks. However, this proved somewhat optimistic and the order books records that the actual delivery date was November 30th, 1932, a still creditable 13 weeks. Interestingly, some of the major items such as tyres and springs had been ordered from suppliers some time before the loco was officially ordered whilst 'bought out' items were still being ordered as late as mid-November. However, it is possible that these were merely replacements for items already held in stock - a not uncommon practice.

The order states that the loco was to be a duplicate of the earlier machine (D559/30), except for the fitting of air starting in place of a J.A.P. 8hp engine, special large oval buffers, a whistle in place of a bell and one handbrake system in place of two!

The engine was (and still is) a six-cylinder 'Mirrlees Ricardo' diesel developing 120hp at 1200 revolutions per minute. It came complete with the air start system, a set of spares, accessories (including tools) and a two year guarantee for the total price of £483. Bostock and Bramley supplied the gearbox, designed to give speeds of 3 and 7 mph at an engine speed of 915 rpm.

The livery was described simply as "Midland Red". No other details of this are given. Apparently, Hudswells sub-contracted the business of painting locos and all paint details were kept by the firms concerned and probably no longer survive. Perusal of the works photograph (reproduced on front cover) gives some idea of the scheme used, and the owners of the loco intend to use this photo to aid their restoration plans. The general scheme is very similar to that used for our Hudswell steam loco "HENRY DE LACY".

Two owners plates labelled "Beswicks Lime Works Ltd, Hindlow, Buxton" were supplied and fitted between the engine compartment doors. The nameplates "MARY" were fitted on the cab sides. There is a note in the order book to say that two old nameplates were altered and used but it is not clear as to whether this refers to these nameplates or the Hudswell makers plates, which were affixed to the sandboxes.

It is apparent that starting these early diesels caused problems. As already noted, "MARY"s predecessor employed a donkey engine for starting. Its rejection on "MARY" indicates that it did not prove satisfactory. However, the air start system was not without its problems as is evidenced by the fact that the loco was designed and supplied with one air receiver yet within a year of its delivery a second, identical receiver had been fitted, which necessitated the enlarging of existing holes in the framing. It is intriguing that these cylinders have a safe working pressure of 600 p.s.i. and were tested to 1500 p.s.i but the associated safety valve is designed to relieve at 350 P.S.I. which would seem a more realistic pressure for the system used.

As will be seen from the photograph, there has been little change in "MARY"s external appearance from new, and the equipment appears to be original. The only obvious changes in appearance are the removal of the re-railing beams fitted fore and aft, and the insertion of the second air cylinder to the left of that seen in the photo. As was common with early diesels, the design contains many steam loco characteristics. The steam loco chimney exhaust was a feature of Hudswell diesels almost to the end (A number of locos built for BR had this feature). Less obvious are the 'Reversing lever' and throttle arranged like a conventional steam regulator complete with quadrant.

In conclusion, I must thank Hudswell, Clarke & Co Ltd and in particular Peter Fox for providing much of the information in this article, and for permission to publish the same.

Steve Roberts

Editor's note "MARY"s predecessor at Beswick's was HC D559/30 delivered on 3rd July that year. It was fitted with a 6-cylinder McLaren engine developing 90hp. Although not officially named, the loco was known as "t' old Lizzie" and was scrapped in the early seventies.

CLOSE ENCOUNTERS OF THE MIDDLETON KIND!

"The Middleton Railway....Who on earth are they?". That was the first reaction received from most members of the Gosport & Fareham Railway Society when new member Ian Smith mentioned it at one of our meetings. Ian proceeded to enlighten us with a slide show one evening, regaling us with tales of "Pea", "Dumbo" and the legendary (but very unpopular) "WINDLE". This last loco fascinated me, with its most unusual looks.

After some persuasion (He's good at that!) from Ian, three of our members ventured north for the May 1979 Gala, and their slides were shown at our next meeting to cries of "Matthew's the best", "No, Peckett is" and "Rubbish, Henry beats the lot of them", but it took only one slide to convert me to "Middleton Mania", the one taken by Lee Snelling, showing "WINDLE" raising steam with a dustbin on the stack! Suitably convinced of a worthwhile place to visit, arrangements were made to visit the railway for its September Gala.

The Gala coincided with Crewe Works Open Day that weekend, which afforded the opportunity to contrast the latest in railway technology with the make do and mend of the Middleton. The overnight ride to Crewe convinced us that, contrary to popular belief, the Middleton was not the owner of the worst track in the World - anyone who has travelled the West Coast Main line in a Mark I will know exactly what we mean! Eventually, the Gosport party met up at Crewe, and after touring the works, Colin, Lee Alan and myself set off in the car for Leeds.

We arrived at about 5pm on the Saturday afternoon. A couple of people and a derelict siding was all that could be seen, but a distant whistle was heard, which materialised into a red shape approaching from the distance. It was pulling a yellow truck and blue van. Was it an apparition of the days when passengers were carried in open coaches - after all the Liverpool & Manchester had yellow coaches? Could this be the ghost of the first train into Leeds? The loco even carried the name "MATTHEW MURRAY". The whole marvellous dream was dispelled when the name rang a large bell in my head, and Ian arrived to tell us we were late.

The following day, after some much needed sleep, our intrepid party walked along the well trodden path between a well known hut and Dartmouth Yard. Round the corner, past the wire fence and through the green gate....and there it was, Middleton in all its glory. Moving engines, still engines, shiny engines and dirty ones, and to complete my own scene there was "WINDLE" in all her glory!

Before long, a classic battle commenced. "WINDLE" backed onto a group of locos comprising I310, 385, and 59, fireman Ian Smith saying to me, "She'll take these out no bother". The resulting sight and sound could only be compared to that of a fifteen coach train being restarted up Lickey by a "Jinty". "WINDLE"s wheels turned enough times for five trips up and down the line, but despite the efforts (and probably curses too) of driver Andy McKenna, the train hardly moved. It was only after liberal shovelling of that ash/dirt mixture that Middleton calls ballast that the train finally began to move. This simply added to the whole atmosphere of the Middleton, which must be unique amongst preservation societies.

Our party retired to Gosport very happy indeed, and determined to visit again. Our next opportunity came in May, 1980 when the railway held another Gala.

On that visit, I was amazed that people recognised me, and even called me by name! Mind you, I suppose that my nickname of "Gannet" is fairly easy to remember. On that occasion, we were given that most gamorous of jobs to do, cleaning locos. This is not the best of jobs, I suppose, but someone has to do it and anyway the sight of Henry working more than compensated for that.

Once again, we were made welcome, and thoroughly enjoyed the weekend.

The early morning of Saturday September 6th 1980 saw six weary Southerners crawl into Dartmouth Yard and flake out in the LMS van.

By about 6am we had recovered slightly, and began looking around for something to do. Well, there was this 16 tonner full of coal waiting to be unloaded, against which some thoughtful beings had left a number of shovels. In the great traditions of British workmanship we put the kettle on and set to thinking, "well, why not?". By 9 am we knew only too well why not! It's hard work shovelling coal, but we were rewarded by the look on Jerry Wilkinson's face when he arrived at 9-30 to find the wagon almost empty.

To add insult to injury, though, we found that we had ballast wagons to empty that afternoon as well!

The purchase of "MARY" by Ian and Graham Parkin soon became something of a joke down south, particularly after we had seen slides of the wreck at Highley, and on arrival at Middleton. However, a rumour spread about that the thing was to be started, and since this event coincided with the John Blenkinsop naming ceremony, I decided to visit the railway again. Steve Glendenning and I arrived at the dereliction that is Middleton in Winter and were soon put to work by the loco owners cleaning the object we had come so far to see. Our first cuppa of the morning was interrupted by the arrival of Doug Harvey, another self confessed nutter hot-foot from Sandy complete with camera to record the event on film.

Before long, the uncivilised element (South of Sheffield you understand!) were in fits of laughter arguing the toss with the regulars as to the merits of people north v people south of Sheffield. We also found out what acceptance at Middleton really means..... Walking into the hut and being told where to go!

The actual starting of "MARY" proved most interesting - that thing out kellogs a Deltic! (For 'Kellog', read Smoke -Ed). Despite this small drawback, I wouldn't have missed the event for anything - "MARY" is quite a beast and I almost wish I had one too. We visited the Boy's club in the afternoon for the Blenkinsop event, and enjoyed it very much, especially that Lord Nelson film.

That weekend was by far the best I've spent at the line. The work was varied, everyone was happy and it was a darn good laugh. The Middleton regulars must think we are all mad coming up all that way but all our members enjoy the chance to be part of the Middleton "team", and I personally am grateful to be part of something really worthwhile. I think all the Gosport members will join me in thanking MRT Chairman Joe Lee for finding us accomodation for our visits as without that, we would be unable to visit at all.

Thanks to all Middleton regulars for tolerating us, and we'll see you all in September for the 21st anniversary of freight train operations celebrations.

Glyn Hiscock

LOCO NEWS

Once again, due to lack of helpers, progress with locos has been fairly slow, but we are progressing, albeit slowly. We do, however urgently require more helpers on the loco maintenance side so if you are mechanically minded why not give us a hand.

P2003. This loco is in service and has run without too much trouble for most of the year. She has still not had the nameplates fitted as we are still arranging a suitable ceremony.

EB53 Is still undergoing fitting of the new injector. "WINDLE" also requires hydraulic testing before entering service again, and she will quite probably be repainted this winter as the current paintwork is becoming very tatty.

WB2702 This loco was steam tested in July and, subject to boiler inspector's approval, will become spare engine this year.

DSB385 Work still continues on this loco. Most of the heavy work has now been completed, and reassembly is taking place with a view to full hydraulic in August, and possible steaming by the end of the year.

P2103 This loco arrived on 16th May from Croydon. The tank has now been lifted, and work is proceeding on the retube required prior to entering service.

HCD577 This loco was lifted off its wheels in May for inspection of axleboxes, brasses and journals. A full inspection of the frames revealed several rivets loose in the cross bracing structure which prevents the frames from flexing too much, these have now all been re-riveted. The wheelsets were found to be in good condition, apart from the left trailing axle, which had obviously run very hot at some stage. This has been repaired, and the inside of the frames fully repainted. The outside frames will also be repainted before the loco is replaced on her wheels.

HEI786 Member Paul Rowden has taken this loco under his wing, and has commenced the much needed repaint. The bonnet structure was showing signs of severe corrosion, which has now been stopped after judicious use of wire brushes and several coats of paint. Proposed livery is Brunswick green, lined white, red wheels and black cab framing. It is hoped to be able to replace the "COURAGE" nameplate, which had its cockerel motif stolen some time ago. A fibreglass worksplate will also be put onto the loco.

The position with the other locos remains the same, although decisions are being made shortly as to which locos will be brought forward for repairs in order to run next year's services. details will be given in the next Old Run.

If you have enjoyed reading this magazine, and not already a member of the Trust, why not join us and help to keep the wheels turning on the World's Oldest Railway?

Benefits of membership include:-

1. Unlimited free rides on all the Trust's trains.
2. Free quarterly magazine, "The Old Run".
3. The opportunity to assist in all aspects of operating the Middleton Railway. Training will be given to the unskilled member.

If you are interested in joining the railway and require further details, please contact the Membership Secretary, Mrs Elizabeth Lee, 71, Knightsway. Whitkirk, Leeds, Yorkshire.

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