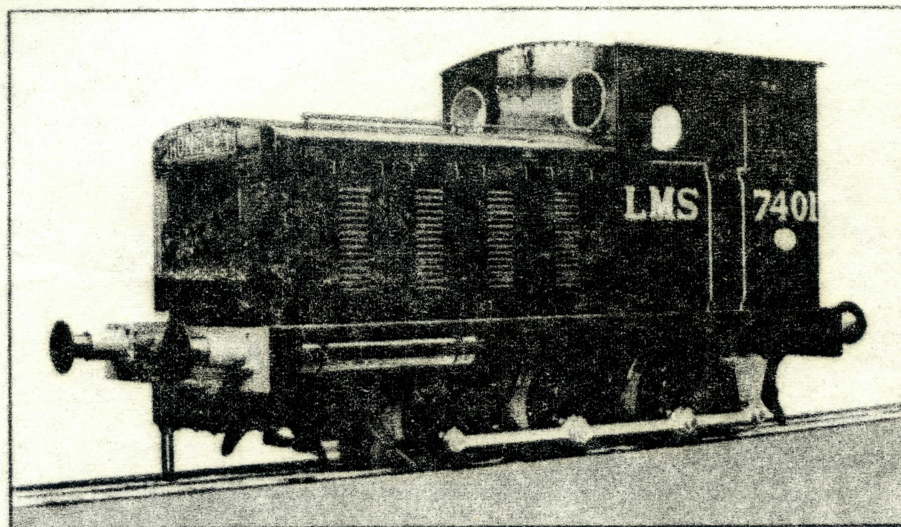


Forty Years on SATURDAY 11th MARCH, 1972

THE HUNSLET ENGINE CO. LTD *Engineers* LEEDS ENGLAND



0-6-0 TYPE

150/165 H.P. "HUNSLET" DIESEL LOCOMOTIVE

Gauge of Railway (can be modified to suit requirements)	...	...	...	4 ft. 8½ in.
Dia. of Coupled Wheels	...	...	...	3 " 0 "
Wheelbase	...	...	...	8 " 0 "
Height Overall	...	...	...	11 " 4½ "
Width Overall	...	...	...	8 " 2 "
Length over Buffer Beams	...	...	...	19 " 8 "
Maximum Power and Speed of Engine	...	...	...	165 h.p. at 1,000 r.p.m.
Speed 1st Gear	...	...	...	5 miles per hour
" 2nd Gear	...	...	...	9 " "
" 3rd Gear	...	...	...	17 " "
" 4th Gear	...	...	...	30 " "
Fuel Capacity	...	...	...	60 gallons
Weight in Working Order	...	...	...	21 tons 8 cwts.
Maximum Axle Load	...	...	...	7 " 5 "
Maximum Tractive Effort	...	...	...	10,520 lbs.
Normal Tractive Effort, 1st Gear	...	...	...	9,563 "
" " " 2nd Gear	...	...	...	5,313 "
" " " 3rd Gear	...	...	...	2,813 "
" " " 4th Gear	...	...	...	1,594 "
Ratio. Adhesive Weight ÷ Tractive Effort	...	...	...	4.56 to 1
Minimum Radius of Curve Engine will traverse with ease	...	...	...	100 ft.
Weight per Yard of Lightest Rail advisable	...	...	...	35 lbs.
Load Engine will start and haul in 1st Gear	...	...	...	Level 1 in 100 1 in 50
" " " haul in 2nd Gear	...	...	...	563 tons 239 tons 146 tons
" " " 3rd Gear	...	...	...	421 " 133 " 72 "
" " " 4th Gear	...	...	...	213 " 59 " 28 "
	...	...	...	112 " 25 " 7 "

Loads hauled are based on 18 lbs./ton starting resistance and 12 lbs./ton running resistance

Code Word—DEONE

THE 'J.A.' STORY

This diesel emerged from Hunslet Works in 1932, the young Mr. Alcock, a most promising engineer having designed it. After various trials, it was exhibited at the British Industries Fair near Birmingham. It entered service with the LMSR and was the first of a series of experimental diesels. Numbered 7401 it returned to Hunslet as works shunter until August 1940 when it became War Department 2 at Capenhurst. From there it returned to the LMS as 7051 (6/1941), back to W.D.(1944), back to LMS 6/1945, and then to Hunslet again in 12/45, as works shunter.

In 1949 the original 150hp M.A.N. motor was replaced by a MacLaven Ricards 6 cylinder 132hp. From this time onwards it was loaned to various bodies including Thames Haven Oil Whard 1949 - 57 British Railways for use during reconstruction of Bramhope Tunnel.

It was the first locomotive to run on the revived Middleton Railway in June 1960. The preservationists purchased it in September and it was named after its designer on 21st January, 1961. John Alcock is now the Chairman of Hunslet Holdings.

Now after forty years, diesels are taken for granted. In 1953 Leeds still had only one diesel shunter, (11001 allocated to Stourton). By 1968, steam had disappeared, apart from the Middleton Railway - what a transformation!

FORTY YEARS OF THE DIESEL 11th March, 1972 PROGRAMME OF EVENTS

MORNING

Visit to Hunslet Engine Works. The locomotive, 1697 of 1932 was the first of a long line of diesels, now in service in every Continent on a wide variety of gauges. It must not be imagined that Hunslet has forsaken steam. Not only have extensive repairs been carried out on preserved steam, including Flying Scotsman, but in 1971 a narrow gauge woodburner was built for Overseas service. Whilst diversification means that locomotives are no longer the exclusive product of Hunslets' it is most certainly well equipped for all kinds of railway work.

YOUR BUS is a low bridge double decker of a type once familiar to us all. It was acquired by the West Riding Transport Society from the Huddersfield firm of County Motors in 1968. It has a Guy Arab 2 chassis of 1945, and was rebodied by the Leeds firm of Roe in 1953. It is one of several buses and trolley buses owned by the Society - full details are available from your conductor.

THE BUS WILL LEAVE LEEDS AT 1.25pm. PROMPT FOR THE MIDDLETON RAILWAY. It will return to Leeds after your visit. (Departure point as before.) Alternative use routes 74 - 76 from Park Row (City Square) to Beza St. Buses every 10 minutes.

AFTERNOON

THE BUS is running at 2pm. and every 30 minutes to Middleton (Park Gates) from the Hunslet 'Lake' open space. (Yes it was a lake originally). En route you will pass the Engine Inn at the foot of the original OLD RUN iholine on the 1758 Middleton Railway. Rope haulage over this route gave way to the present loco-hauled line in 1875. (RT) On joining Balm Rd, we meet former L.C.T. tram route 26 which, as the housing estate grew, was extended over private tracks in the centre of the road, and finally completed in 1949, to Middleton. Ten years later it was replaced by buses. On arriving at a point close to the site of the former Colliery you will have opportunity to leave the bus and return by train.

THE TRAIN, hauled by the oldest main line railway diesel 1697, will return you to Hunslet Moor via the new (1971) tunnel which carries an urban motorway over the old 1875 route.

The train will run at half hourly intervals in connection with the bus from 2pm.

NAMING CEREMONY for Hudson - Hunslet No. 1786. 2pm. East of Moor Rd. level crossing. This locomotive will be named Courage, after the Alton Brewery from which it came. It was built in 1935 locally; has a 22hp. engine, and is in original 'catalogue' condition.

TRANSPORT CAVALCADE will take place at 3pm. and 3.45pm. when a procession will make a tour around the 'Lake'.

Vehicles expected include:

Collection of BYGON BICYCLES CLUBS ancient cycles.

Brewery Horse Dray presented by Joshua Tetley, of Leeds.

W.R.T.S. 1945 Guy d.d. bus.

1936 Austin Saloon (Mr Terry Pearson)

Mann Steam Tractor built in Leeds 1916. Owner - Driver L Coles
Gaviolli Fair-organ found in Appeldoorn, Holland from which place it is named.
It was formerly played in Prince Bernhard Park and has a wide repertoire of
music by many famous composers. (Powered from steam tractor).

Mounted on American 6 cyl. 1936 Reo Speed Truck.

LOCOMOTIVES on show

1932 Hunslet 0-6-0 diesel John Alcock 1697 132hp.

1935 Hunslet 0-4-0 diesel Courage 1786 22hp.

1945 Fowler 0-4-0 diesel 390002 40hp.

1946 Hudswell 0-4-0 diesel Carroll D361 45hp.

1933 Sentinel 0-4-0 Vertical Boiler ex L.N.E.R. No 54

1943 Bagnall 0-4-0 Saddle Tank "Matthew Murray"

1935 Hawthorn Leslie 0-4-0 Saddle Tank No6 (Swanscombe).

EVENING at Hall of Tribute, Polytechnic, Woodhouse Lane, Leeds 2.

Commencing soon after 5.30pm.

4. Locomotive Building (6.45pm)

1. DIESELS for B.R.

5. INTERVAL

2. Every Valley

6. Preserving Buses

3. Century of Buses

7. - 8. - 9 repeat of 1-2-3

Interviews between films

The Middleton Railway Trust acknowledges the assistance of all exhibitors,
the West Riding Transport Society, and Hunslet Engine Company in arranging
this event.

AN INVITATION

If you prefer to travel behind STEAM, we have a regular service each
Saturday - Sunday and Bank Holiday Monday between 2 - 4.30pm. Sentinel No54
will operate on 12th, 18th, 19th March.

If you'd like to join the "Middleton Railway Trust" as a member, send
£1.25, (or 65p if under 18 or O.A.P) to MRT, 18 Irglewood Drive, Otley, or
pass it to our Sales Stand with your full name, address.

Members receive "OLD RUN" our journal, enjoy free/reduced rate travel,
and opportunities to help run the railway.

FORTY YEARS OF THE DIESEL

SATURDAY MARCH 11TH

*Organised by the 1758 Middleton Railway in
conjunction with the West Riding Transport
Society and Hunslet Engine Company.*

*Usually we reminisce about STEAM -
as the railway that ran the first commercially successful
steam engines we have good reason to! But today it's -*

DIESEL LOCOS FOR FORTY YEARS.

*- Yes, it rather took us by surprise. Our No. 1697,
which entered service as L.M.S. 7401 in March 1932, was
built at Hunslet's Leeds Works. Two score years service
later it still trundles along the Middleton Railway.*

You're invited to join our celebrations.

Sat. March 11th.

From 9-30a.m. a preserved bus will convey participants from Leeds City Station to Hunslet Engine Company works for a conducted tour.

From 2p.m. at the Middleton Railway, Hunslet Moor (Tunstall Rd - off Dewsbury Rd A652) rides behind the "John Alcock" and on the old Huddersfield preserved bus. We hope that supporting items including old vehicles of road and rail, and a Fair Organ will make this a true Transport Cavalcade.

Our 1935 Hudson-Hunslet Diesel No 1786 is to be named.

From 6p.m. Films and Personalities at the Hall of Tribute, Polytechnic, Woodhouse Lane, Leeds 2, featuring the building of steam and diesel engines, "Century of Buses", "Every Valley", South Wales scene in the 50's and of course Preservation.

(We hope that the designer of 1697 - Mr. J. Alcock may be present in person for at least part of the celebration.)

Your 'Passport to all these events is the special "Day Ticket" covering all visits, transport and entertainment.

Price: 50p. Adults.

30p. Children.

(One ticket free for parties of 10 or more.)

From: M.R.T.

*54 Headingley Mount,
Leeds 6. Tel: 57866.*

OR: Turntable (behind Lewis's)

*"Wade Street,
Leeds 2.*

OR West Riding Transport Society Meetings.

Please Note Limited Free transport will be available by preserved bus between each event (for participants only).