

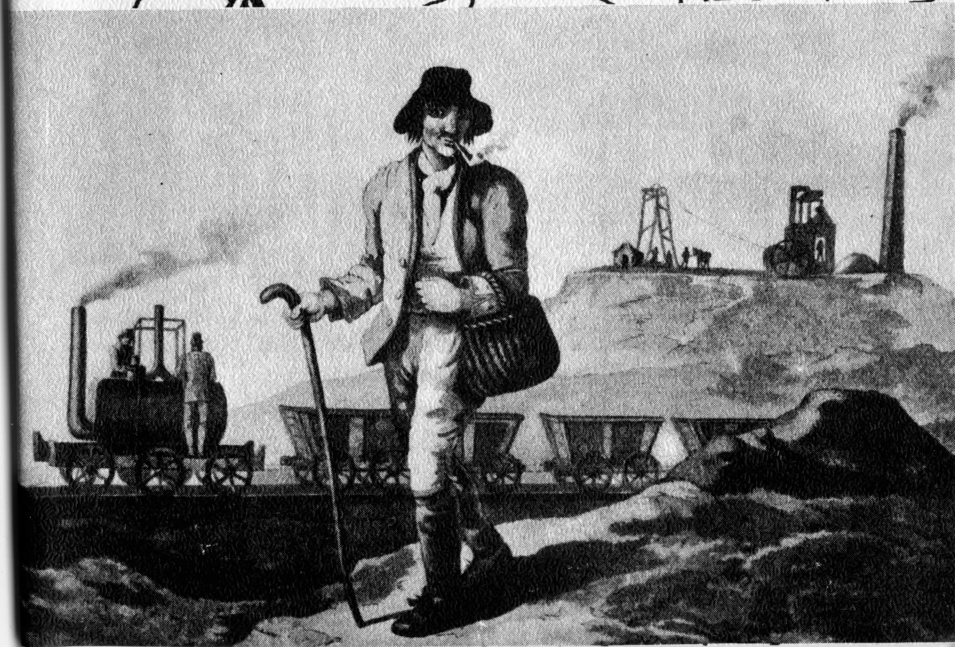
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The Old Run

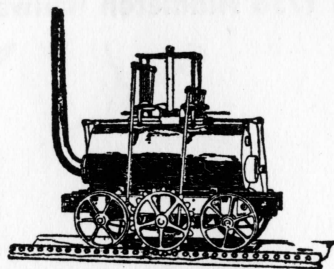
Journal of the 1758 Middleton Railway Trust, Leeds

George



The MRT's natural local:

THE ENGINE INN



Our best beer exploded your First
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One of TETLEY'S houses
Foot of Old Run Road

THE OLD RUN

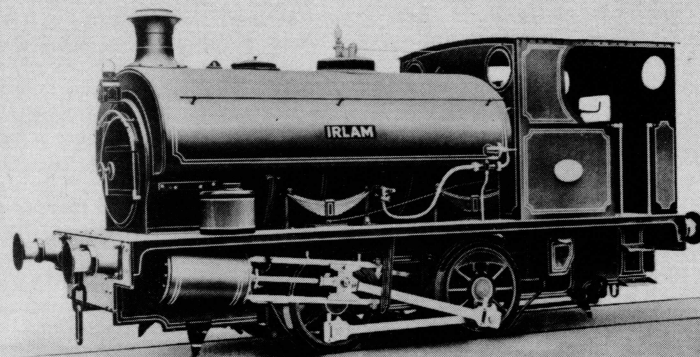
**News of the 1758 Middleton Rail-
way at Leeds**

Vol. 9

SPRING 1970

No. 68

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



Cylinders 14" dia. 22" stroke, weight working order 28 tons

S.1

'CHAIRMAN' IS GIFT OF YORKSHIRE TAR

MRT GETS ANOTHER STEAM LOCOMOTIVE

The Middleton Railway has been given another locomotive. "Chairman" is an 0-4-0ST from the Yorkshire Tar Distillers works at Stourton, near Leeds. It is of massive appearance and seems to have been designed for hauling heavy loads round sharp curves, as its wheels allow an unusually large overhang at each end.

"Chairman" is a Hudswell Clarke creation of 1951. It originally worked for ICI and was given its present name when acquired by Yorkshire Tar some years ago. The story behind this name is directly concerned with a member of the firm who, after accelerated promotion,

suggested during a visit from one of the executives that the appropriate name should be "Chairman"!

During early 1969 MRT traffic manager Joe Lee heard that Yorkshire Tar Distillers' works was closing down at the end of September as a result of the Gas Board's high-speed decision to "go natural". After discovering the dismembered parts of "Chairman" all in poor condition, rusting in various corners of the yard, he made enquiries of the works foreman (Mr G Watson) who was very helpful.

Following correspondence with the firm's head office at Oldbury, the company generously agreed to dispose of the engine free of charge to the Middleton Railway for renovation and future use. Unfortunately in the intervening period several valuable items of brass, including two clack valves, were stolen; in addition the firebox needs substantial repairs before it can be used.

There can be no doubt that, given the necessary attention, the loco. could be renovated to steaming point and give useful service for many years to come.

Of course the gradual increase in the MRT stud inevitably means that more people of good will are needed to help get things moving. It is quite true that the future of the railway depends more than ever on the hard work done by members.

Anyone willing to help in locomotive work should write to Jim Lodge 8 Hayleigh Mount, Leeds 13, who will put him in touch with the appropriate engineer. Casual helpers are, of course, welcome at any time; but those prepared to learn the ropes of steam locomotive maintenance are more than ever needed.

Dimensions and other details of "Chairman" are: weight (working order) 28½ tons; wheel base 5ft 6in; wheel diameter 3ft 3½in; cylinders (outside) 14in diameter, 22in stroke; working pressure 160lbs per sq in; capacity of tank 750 gallons. The locomotive is fitted with Stephenson valve motion and "pop" safety valves.

We are indebted to Hudswell Clarke and Company for an original photograph of "Chairman's" sister locomotive "Irlam".

* * * *

It might be pertinent to recall that Manning Wardle built another "Chairman" in 1872 as No. 200 of the G.E.R. This was also an 0-4-0 Saddle Tank, weighing 17½ tons and appearing a most Heath Robinson contraption. Until scrapping in 1921 she remained a works shunter at Stratford-att-Bow, Essex. It is alleged that in 1895 the G E R Chairman, Lord Claud John Hamilton, caught sight of the nameplate during a visit to Stratford works, and he was not amused. The nameplate was certainly removed forthwith, and his Lordship was not commemorated in the form of a nameplate until March 1900, when No. 1900 Claud Hamilton appeared, as the only named locomotive on the G E R.

Please do not steal the railway!

To the normal railway signs of the well known types:-

TRESPASSERS WILL BE PROSECUTED LEVEL CROSSING NO GATES. BEWARE OF THE TRAIN. DO NOT SPIT WHILE THE TRAIN IS AT A STATION. LIMIT OF SHUNT. END OF MAINTENANCE. DO NOT PROCEED BEYOND THIS POINT WITHOUT TOKEN. PERMISSIVE BLOCK WORKING ON GOODS LINES. STOP AND AWAIT INSTRUCTIONS. DO NOT CROSS THE LINE EXCEPT BY THE BRIDGE. NO SMOKING. PENALTY FOR IMPROPER USE £25.

we must add another, a Middleton special.....

"PLEASE REFRAIN FROM STEALING THE RAILWAY".

It happened this wise..... On Friday October 24, our friends at Dewsbury Road Police Station saw a man apparently doing permanent way repairs. He had spanners and crowbars with other equipment that might be appropriate. But he also had a horse and cart for track repairs when a loco and wagon might be more logical.

An enquiry produced a rapid disappearance of the "Engineer" and it was clear that this was not a repair but a theft. Our engineering team identified the chairs and parts as Middleton property. The horse and cart were detained, and assisted the Police in their investigations until the owner was traced.

Visitors were expected the next day for rides in the trains, so that the permanent way team had to be dragged out at breakfast time to form an emergency squad. The sleepers had been so badly battered in the removal of the stolen parts that the whole length of track had to be re-laid. It was old track and had the usual rather non standard components. Steady and determined work however had the new track in by the time the first visitors train was ready to move off. Apart from the need for dead slow running over the new section, all was well.

Trespass and theft are offences by themselves, but rendering a working railway unsafe is an even worse offence. We explained in our written statement how we could identify all stolen parts, and saw an LNER S1 chair, a Midland 1881 chair, steel key and coachscrew labelled as exhibits A, B, C & D. We did not however need to appear in court, as the Police had a cut and dried case without us. In the City Court in December, the thief was sent to prison for 6 months, and his assistant (who was a 15 year old) was fined for the theft and bound over for two years on the charge of being in possession of tools for the furtherance of theft.

Ever since 1960, Dewsbury Road branch of the City Constabulary have been most helpful to us. We must not take this for granted. In the circumstances, to catch anyone in the act is only achieved by constant vigilance.

History of the Waterloo Colliery Railway

Middleton's neighbour keeps on running though steam has gone

When Middleton Railway Trust members and friends braved the down-pour last November to travel on the last steam train on the Waterloo Main Colliery Railway, Leeds, they were witnessing the closing scenes of a story stretching back well into the 18th Century.

The area between Temple Newsam and the River Aire had been in the mining picture for nearly as long as Middleton itself. No doubt the pit owners watched developments on Brandling's Estate with great interest, and by 1849 a system of mineral tramways, known as "Fenton's Rail Road", linked several small pits to the canal running parallel to the Aire at Cryers Cut, Rothwell Haigh, and Thwaite Cut. A branch also ran out to Knosthorpe (now Knostrop) Hall. Some research (carried out at the Editor's request) appears to indicate that "Fenton" is a transferred adjective. In some cases like "Brandling's Waggonway" in the Durham area, the adjective is genuine as this DID mean a waggonway connected

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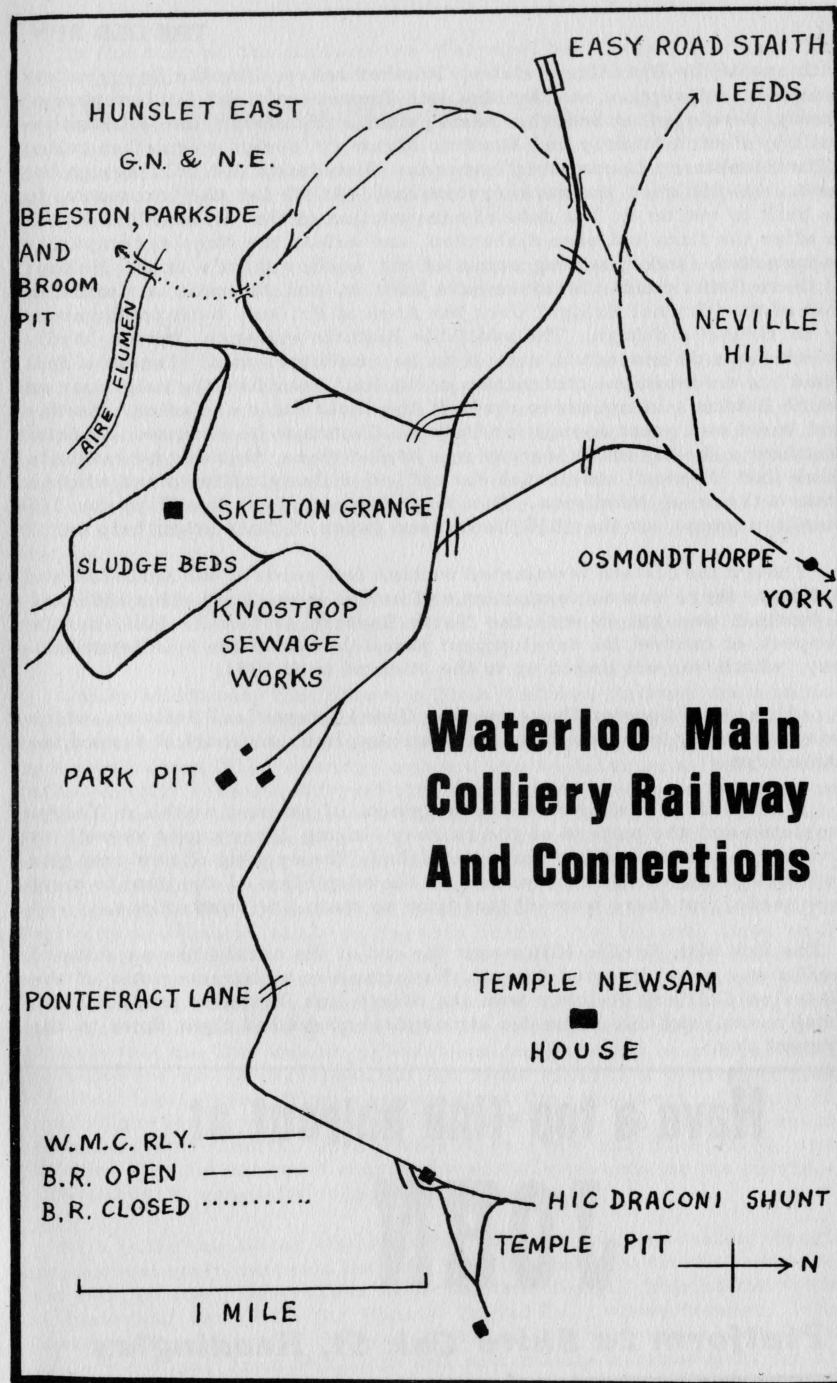
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with one of the Brandling estates. In other cases, like the Davey safety lamp, it is deceptive, as the idea was Stephenson's and Sir Humphrey Davey developed it and the name stuck. Similarly the locomotives built by Fenton Murray and Wood to Murray's design were often called "The Blenkinsop Locomotive" whereas Blenkinsop did NOT design the loco., he designed the rack system and ASKED for the locomotive to be built to run on it. The date of construction of the "Fenton Rail Road" is after the firm had been disbanded, and before the Hunslet companies had started, incorporating some of the earlier firm's men. Neither of these firms could therefore have built it, and the case is similar to that of the "Brunel Bridge" over the Avon at Bristol, built posthumously to Brunel's design. The available historic evidence, though hardly as adequate as one would wish it to be, indicates that "Fenton's Rail Road" is a convenient contraction of "A Rail Road like the neighbour on which Fenton's locomotives ran". If the local fame of Fenton, Murray and Wood was great enough for Holbeck Church to be renamed as Saint Matthew's shortly after Murray was buried there, there is no reason to think that "Fenton" should not "stick" on a line similar to and within a stones throw of Middleton. Was the "Fenton's Rail Road" to the 1758 standard gauge, or the 1825 Stephenson gauge?? This might help us!

Though the system terminated within a few yards of the North Midland Railway, there was no connection, and indeed it was only about 1885 that a junction was put in with the North Eastern at Neville Hill. In this respect, of course, its development parallels that of the Middleton Railway, which was not linked up to the Midland until 1881.

Also at this period there was the Cross Green Coal Railway, which was apparently independent of the Waterloo line, although it served the same area.

A map of 1877 shows the development of an iron works at Thorpe Stapleton and the pattern of the railway linking large users as well as producers of coal had become established. The opening of new coal pits and the closing of others resulted in the adaptation of the line to meet new needs, but there were at that time no main line connections.

The link with Neville Hill meant the end of the canal links as outward traffic was soon diverted to rail. Nevertheless a characteristic of the Waterloo Colliery Railway was its direct link between producer and local users, and this domestic atmosphere prevailed right down to the present day.

Have a top-link haircut at

JOHN

Platform 2a Shire Oak St, Headingley

By the turn of the century the Waterloo had largely assumed its final shape, linking Easy Road coal depot to a mine about half a mile short of the Temple Newsam terminus. A reverse loop linked the colliery to the Great Northern Railway's new Hunslet Goods (later Hunslet East) line, passing under the bridge over the Aire and climbing up to the main line. As Middleton was also linked to this line at about the same time, it thus became possible to shunt wagons from Middleton to Temple Newsam should anyone desire to do so.

In the 1920's minor route alterations continued. A new domestic coal depot at Halton Moor Road was a distribution point for the growing housing estates.

As recently as the 1950's the construction of Skelton Grange power station provided a valuable industrial outlet. The power station was built on the site of a pit of the same name, and a branch of the Waterloo Railway already connected the generators with their source of fuel. It is only within the last two or three years that Skelton Grange started receiving substantial quantities of coal from outside Leeds, & this need will ensure the preservation of many of the earlier alignments of the WMCR, as CEBG Fowler 0-4-0 diesels will continue to feed the power station.

Incidentally the Fowler engines are amongst the last to be built by this renowned Leeds firm since it ceased producing railway locomotives a year ago.

Unlike Middleton, the Waterloo Main Colliery Railway ran a passenger service! Using two Midland Railway compartment coaches, this continued to take miners between the pit and a handy point on the 'bus route until about 1962, when the service was replaced by a 'bus. Some rather lengthy research carried out at the Editor's request indicates on some occasions, North Eastern coaches were "borrowed" via Neville Hill if the Midland coaches were having overhauls or otherwise not available. This brings to mind that the N.E.R. were Westinghouse, and the Midland vacuum, and there appear to have been some awkward questions asked by the Board of Trade about continuous brakes. Light Railways are treated easily as regards brakes, but Mineral lines tend to fall between two stools, in being, in many cases neither statutory nor "Light" sensu strictu. Although the evidence is far from complete it appears the Colliery Company kept out of trouble regarding the non-use of continuous brakes if a locomotive was unfitted on the grounds that the line was on private land and carrying employees only, therefore the use of carriages did not alone make it a passenger line of either legal type. When one considers the frequency of cases of applications for Light Railway Orders for preserved lines, it would seem that many mineral lines tended to be a law unto themselves, and provided they did not court enquiry by publicly advertising the carriage of passengers, generally escaped interrogation.

Such is the tale of the Waterloo Railway. But this interesting though unimportant story conceals the fact that the colliery tracks were the test bed for many innovations in locomotive design. This stems from its historical links with the Hunslet Engine Co., whose founder, John Towlerton Leather, was the son of James Leather, owner of Beeston Colliery (not far from Middleton and now mainly covered over by an industrial estate).

J. T. Leather was born in 1804 and became an engineer. He lived at Leventhorpe Hall, inheriting the Waterloo Colliery and railway. He had started the Hunslet Engine Co as a good commercial proposition for his son, Arthur, believing that he could secure many orders through his contacts as mine owner and civil engineer.

Hunslet's No. 2 was purchased by the Waterloo Colliery in 1865. It was an 0-6-0ST with Salter safety valves in the dome and incorporating an early Gifford Injector, and compensated springs to the driving and leading axles. It had 10" x 15" cylinders and 2' 9" wheels and became the forerunner of a standard design.

Even though the business left the Leather family in 1871, the link between the Waterloo Main Colliery and the Hunslet Engine Co. persisted. Thus while even in recent years the Middleton Railway was the test-bed for John Fowlers, and Hudswell Clarkes, Hunslet turned to Waterloo, even though Middleton was much handier to the works.

Hunslet No. 1697, now named "John Alcock" after its designer and one of the Middleton Railway locomotives, began its career at Waterloo where its performance in 1932 so impressed the LMS that they purchased the loco and ordered three more, to become the first ever diesels to work on a British main line railway.

Today Hunslet is probably the only works in the Western World where steam locomotives still count commercially. In the 1960's the Hunslet Engine Co., realising that colliery lines would be the last stronghold of steam, sought to make the steam loco more acceptable by reducing smoke emission. The famous Austerity tanks built during the last war (the LNER J94s) have been returned there for overhaul.

Hunslet engineers designed an automatic underfeed stoker and gas producer system for them. This burns small coal, allowing larger grades to be sold. A hopper at the bottom of the coal bunker delivers the coal on to a chute. A single steam cylinder mounted horizontally at the rear of the locomotive propels coal along troughs which ascend through the ashpan into the firebox, where it is spilled out to form an even fire. The driver can operate this, thus saving the labour of a fireman.

The gas producer system admits steam to the ashpan, creating a cooler firebed but intense heat in the firebox where combustion takes place. Together with other improvements, this is said to increase efficiency and reduce smoke.

In September 1961 the first engine of this type went to Waterloo. Such was its success that with a load of 18 wagons it could climb the 1 in 60 bank, with all the noise of a steam engine hard at work, but just a wisp of smoke from its squat, conical chimney.

Final Allocation of Steam Locomotives.

0-6-0 Saddle Tanks.

Introduced 1943 Riddles Ministry of Supply design (J 94).	
Weight 48 tons 5 cwt.	Driving wheel diameter 4' 3"
Boiler Pressure 180 lbs p. s. i.	Tractive Effort 23, 870 lbs.
Inside Cylinders 18" x 26"	Valve Gear Stephenson
Built by Hunslet Engine Co.	
"Jess" 2876 of 1943	- to Newmarket Colliery, Methley.
"Diana" 2879 of 1943	- Probably for scrap?
S. 115 3180 of 1944.	
- 3891 of 1965	- to Peckfield Colliery, Micklefield.

A preserved canal

Kennett & Avon Trust has cleared 20 miles

Walking along the Leeds Liverpool canal, on the Sponsored Waterwalk, reminded me of a canal trip I made on the Kennet and Avon canal earlier in the year. I was visiting a friend of mine who is a keen Great Western Society member, and it was this organisation who had arranged the trip.

The boat was the Charlotte Dundas, an old Bath paddle boat which could carry 40 people, and is now owned by the Kennet and Avon Trust. The aim of the trust is to open up for traffic as much of the derelict canal as it can and then it is up to the Waterways Department to maintain the section re-opened. Already the Society has cleared the 20 mile section between Devizes and Crofton by the side of the G W R West of England main line.

Our tour began at Pewsey Wharfe at 3 pm and then followed a very eventful 5¼ hours before we were able to step on dry land again. Firstly there had been very little rain over the last three weeks and the level was only 1½ inches above the minimum level. Secondly there had only been one craft along the canal all week and so the surface was mostly covered in weed, algae, and evil smelling slime. People walking slowly along the banks had no problem keeping up with us as we gently churned our way along. During the entire trip we only saw three other boats and a weed cutting barge, all safely moored at the sides of the canal.

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John's Jaundiced Views



**JOIN THE MIDDLETON RAILWAY
WRITE TO: JOHN BUSHELL,
12 Trelawn Crescent, Leeds 6**

The first major difficulty was about a mile from the start where a swing bridge refused to swing until helped by the volunteer crew of 3, an ex-Grand Union bargee, his wife and eldest son. After the bridge a section of the bank had slipped into the canal no doubt helped by cattle who had come to the waters edge to drink. The remaining section was very shallow & choked with weed so an enjoyable time was spent fishing out as much weed as we could and after touching the bottom we suddenly found ourselves free and moving down the cut again. Later on we disturbed a group of swans who no doubt regarded the canal as theirs, and then after passing under a very ornate bridge we found two pigs wading about in the canal. Upon seeing us they lumbered on to the bank suitably covered in green slime! The crew then tried to turn the boat round ready for the journey back but the level was too low and we stuck in the mud and again we all helped by pushing against the canal bank. Once free we reversed to the Bridge at Honeystreet, 4 miles from Pewsey, where we were able to change the rudder from one end of the boat to the other and start our journey back. This obviously was the reason why the boat was a paddle boat.

As the sun was setting we arrived back at Pewsey after a very cheap, enjoyable & completely out of this world trip. Like Middleton this trust is doing a very difficult but rewarding task with a handfull of members. Long may both Societies flourish!

"Waveney Valley" comments "Far be it from me to risk upsetting the Parsimonious Pomposity of Paddington, but surely Devizes was on the Kennet valley branch extension to Bradford on Avon. Only the railway by the canal as far as Patney and Chirton Junction became part of the West of England Main line, which then cut across to Westbury, with a further short cut from Castle Carey to Cogload where it rejoined the Great Way Round via Bristol.

Someone had pulled the lines up at Devizes last time I passed it. There was a record of early G.W.R. Generosity in that they were compelled to allow adequate space over the K & A Canal at Savernake, but built the brick arch viaduct over the water several feet higher "to allow for possible increase in size of the barges vertical clearance in the future". This is enlightening when one hears so much of the Railways having "deliberately wrecked the canals as soon as they got their hands on them!" Incidentally has there been a typist's error? 20 water miles from Devizes brings us to Grafton, and the railway signal box close to the canal here was called "Grafton and Burbage Junction". It is Grafton, rather than Crofton. Is the canal point also Grafton instead of Crofton?

Mr Bareham's excellent article brings back happy memories of seeing canal barges in full and commercial action on the canal here, seen from the splendour of the Torbay Express hauled by a King, but this, alas, was in 1929.

TRAVEL IN 1890

Fings weren't never wot they used ter be

"Had it not been for certain other events, how I wish I had been born long enough ago (in the wealthier classes of course) to have enjoyed travelling in the romantic days of pre-grouping Companies!" exclaimed Ponsonby, gazing with bored devotion to duty at a passing Freightliner.

"Yes," he mused as he absently-minded felt with the back of his head for a non-existent support, "In those days travel was really CIVILISED. Leisurely, enjoyable - you know what I Mean. Journeys had their own significance - not just awkward gaps to be filled in the cheapest and most efficient way."

He paused to allow the doors and windows to rattle as the diesel engines revved up through the resonance zone.

"These days all people ever think about is SPEED," complained Ponsonby. "They don't realise that it takes you so long to recover after today's journeys that by the time you're ready for work you could have arrived on one of the old steam trains feeling perfectly fit and rested."

"Oh," I replied, trying manfully to squeeze as much deep interest and fascination into the syllable as it would bear.

"Yes Ashurst," Ponsonby went on. "In those days there were no nasty things like bingo, diesels, television, or transistors. In fact there was so much that there wasn't, I should occupy the rest of this journey telling you about them."

"No thank you, Ponsonby," I said. "But tell me, do you really think travel in those days was as idyllic as all that? If it was, no wonder Stevenson (Robert Louis, I mean) could write: 'Tis better to travel hopefully than to arrive.'" Take that most romantic of all journeys, the Continental express.....

The scene is a railway in Eurpoe. Snow is falling. It is the spring of 1890. Two unshaven English voyageurs, Algernon Q. Ponsonby and Rupert Z Ashurst, huddle together in a corner beneath a pile of furs and blankets.

Eventually a head emerges in approximate co-ordination with the "Traveller's Companion Handy Dictionary and Useful Phrase Lexicon."

Addressing one of the other 17 occupants of the compartment, Ponsonby asks in broken French, "Is it far to the next station?"

"Assez loin," replies the foreigner with a characteristic shrug. "About 153 kilometers."

"At this rate that's another five hours! I don't think I can hold out as long as that, Ashurst," whispers Ponsonby.

"Chin up, man! Remember the Flag," encourages Ashurst, his voice laden with emotion and sore throat.

"At least we can try and sit more comfortably," says Ponsonby, flicking through the Lexicon again. "These narrow wooden benches are killing me! Ah - here we are!" Turning to the helpful foreigner again, he suggests, "Let us cross legs in order that we may sit more comfortably."

Some 5½ hours later the Grand European Scarlet Express draws up at the ice-covered platform of Niemals, a small hamlet on the Prussian border. "Engines will be changed here! Three hours for refreshments!" shouts the guard, as the thankful passengers stream out on to the station to get their breath.

Ashurst and Ponsonby join the queue to buy the nutritious Prussian black bread and warm milk, from an old peasant woman. "Das wird 1,750, bitte," the picturesque old lady demands.

"Oh, dear! Have you got that many marks, Ashurst?"

"Don't worry - I think she means pfennigs: 25 of them equal one Britannic farthing."

The necessary change having been rung up on the picturesque old German cash till, the two companions sit on their upturned Gladstone bag in the snow, having exhausted the hospitality of Prussian State Railways.....

"So you see, Ponsonby," I said, getting up as the diesel drew into our station, "Travel in 1890 was not always as enchanting as some of the railway preservation people and museums make out!"

"Well Ashurst, that may be so, conceded Ponsonby reluctantly. "But in those days men were men and they could endure such hardships with cheerfulness and resolution."

"Oh - you are an incurable romantic, Ponsonby!" I cried, and walked off up the leaf-covered station approach, thinking perhaps there was something in what he said after all.

HUNGRY?

THIRSTY?

THE GENERAL STORES

1 Gasholder Terrace

ONE MINUTE FROM TRACKS!

East Midlands Steam

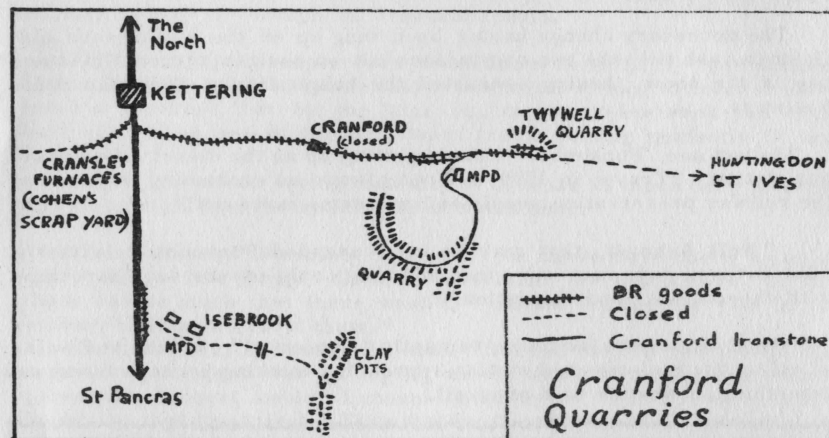
Part One of a survey of some interesting quarry workings

My tour of some steam installations in the East Midlands began on a warm April day in 1969. I was fortunate enough to get a lift to Cranford (on the Kettering - Twywell BR branch). En route we passed Corby works and I was pleased to see two Hawthorn Leslie 0-6-0 saddletanks in the works yellow livery shunting in the yard.

Pen Green, the other shed at Corby, had regrettably fallen to diesels but, I gathered, the Corby works depot is only gradually being dieselised.

BY 44777

At Cranford we learnt to our disgust that some so-called enthusiasts had recently broken into the shed and stolen works and name plates from the locos. This naturally put the manager's back up and only after



some difficulty did we manage to view the 0-6-0 saddletanks "Cranford" and "Loddington No. 2". We found "Cranford" in steam awaiting the return of sister engine "Cranford No. 2" from the quarry. We could not wait for the return of the latter, so set off for Kettering Station to go on to Wellingborough.

As we left for Wellingborough we were glad to see 0-6-0 No. 86 of the last metre gauge system in this country (closed Autumn 1966) preserved to the right of the up line, on the premises of a light engineering works. (This is not the same engine as No. 87 of the same system, which is also preserved - see below).

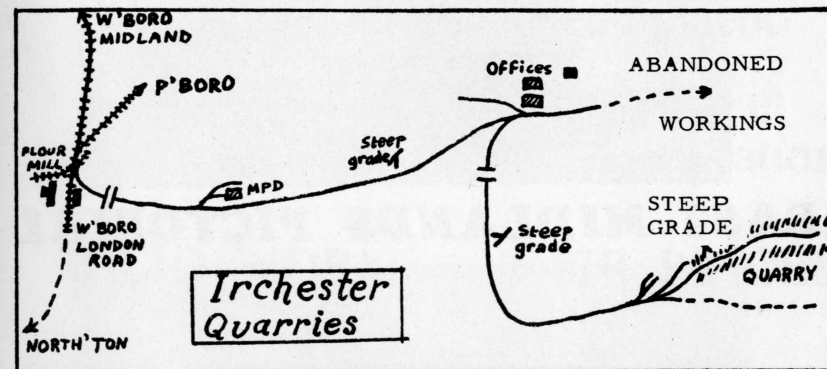
On arrival at Wellingborough we walked down to the old London Road station which was then still open to public freight. Unfortunately one of the working locos at Irchester was a Sentinel diesel "Maud"

THE OLD RUN

15

which worked the loaded wagons from the quarry top to the BR exchange sidings at London Road. The diesel then worked the empties back up a steep gradient, past the shed, reversing near some offices and heading round to the quarry top where Hawthorn Leslie 0-4-0 saddletank "Holwell No. 30" was working down a gradient to the quarry and back.

The single road shed here contained Kitson 0-6-0 "Carmarthen"



which was spare to the diesel, and outside the depot Manning Wardle 0-4-0 saddletank No. 14 was awaiting scrapping.

Near the offices at Irchester a Hawthorn Leslie 0-4-0 saddletank was awaiting the torch alongside two Barclay saddletanks, an 0-4-0 and an 0-6-0. We left saddened by the sight of these locomotives rusting.

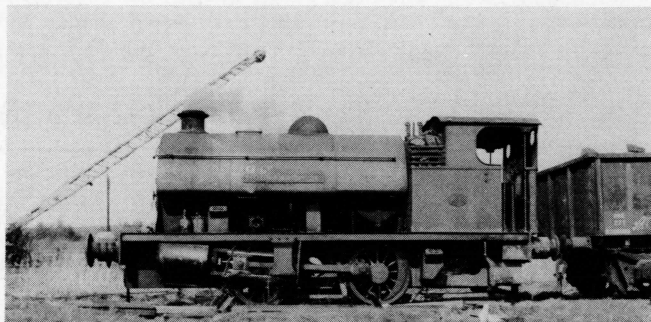
The next day was damp and cloudy and my friend and I decided to get over the Holwell Ironworks, near the Leicestershire town of Melton Mowbray. The ironworks has been greatly reduced in importance but traffic still necessitated one loco in steam each day. Evidence of better days was seen in the two-road shed capable of taking over six engines.

The foreman remembered when twelve locomotives were stationed at the works. Now one loco was in steam replacing a failed Sentinel diesel which was in the course of being dismantled to find the cause of failure. There were two 0-4-0 saddletanks here awaiting scrap, Hawthorn Leslie "Holwell No. 10" of 1900, and "Holwell No. 15", a Hudswell Clarke. Since the closure of the furnaces here the allocation has consisted of only 0-4-0 saddletanks. There were two engines in the shed, one of which, to the disgust of the foreman, had been converted to oil firing and in his opinion was much the worse for the operation!

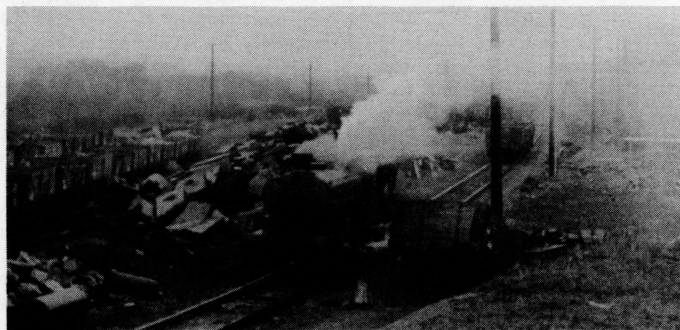
On leaving Holwell we decided to visit the quarries, in North East Leicestershire, which had been dieselised by BR 95XX class 0-6-0 diesels. The withdrawn stock of locomotives was however present at the Buckminster depot, although I gathered that most of them had been sold for scrapping or preservation. The list included two Barclay 0-6-0 saddletanks "Buckminster" and "Stainby; a Hunslet 0-6-0 saddletank, "Juno" of 1958; and a Robert Stephenson 0-6-0 saddletank "Jupiter" of 1950.

THE OLD RUN

IRCHESTER SIDINGS. Hawthorn Leslie 'Holwell No. 30' waits at the top of the quarry.

**EAST MIDLANDS PICTORIAL**

IRCHESTER SIDINGS. No. 30 waits as Sentinel diesel propels empty wagons into a siding, ready for the steam locomotive to take into the quarry.



HOLWELL IRONWORKS. Andrew Barclay 'Stanton No. 27' in the yard. Rough shunting is evident in the foreground!

EDITOR: B. W. ASHURST, 18, INGLEWOOD DRIVE, OTLEY.

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