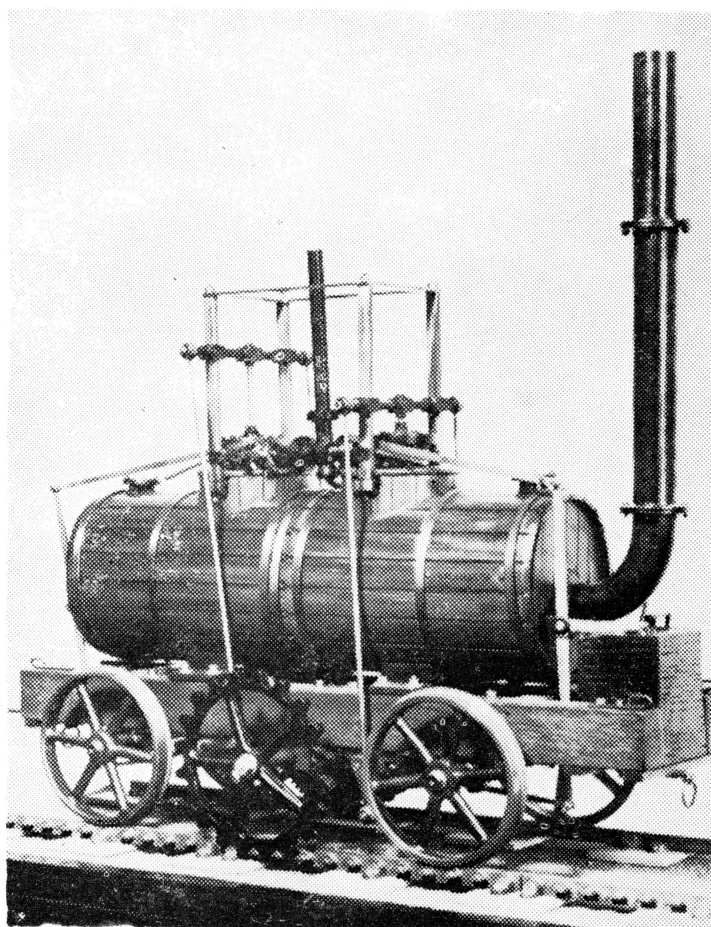


# The Old Run

VOL 4 NO 31

JANUARY 1963

1758 Middleton Railway, Leeds



First Steam Locomotive

**SALAMANCA 1812**

# The Old Run

Editor: M. Gilks. 104 Sandringham Drive, Leeds 17, Yorks.

Vol 4. No 1.

January 1963.

## Contents.

1. "Sentinel" Maintenance.
2. Society News.
3. Picture Page.
4. Society News continued. To the Editor...
5. A Link with the Past . . . . No. 1.
6. A Link with the Past - continued.
7. Annual General Meeting - Address Changes.
8. Brake Van Diary - Forthcoming Meetings.

Contributions for the February Edition of The Old Run should be sent to the Editor by January 20th. Thank you.

## "SENTINEL" MAINTENANCE.

After the "Sentinel" had to be used for freight traffic in August last year (and handled so admirably by the Chairman and Permanent Way Inspector), it was found that some maintenance over and above the daily rounds was necessary.

It was decided, therefore, that after our sesquicentenary exhibition when 54 was in steam for a short while, she should be laid up and some of the smaller disorders attended to. The valves were tending to stick, probably due to sediment on the valve stem, and so these were attended to first. The driving chains were attended to with the help of J.H.C., and were found to be in a good state of repair. They were cleaned and re-greased - a dirty but well worthwhile job. The engine was now free from the wheels and could, therefore, be turned by means of a large spanner on the end of the crankshaft.

It must be understood that as the "Sentinel" is a "Sentinel", she is unlike most steam engines, the engine and boiler being vertical, and the working steam pressure being 275 p.s.i., somewhat higher than a 'normal' steam locomotive. The engine is of the high speed type, very similar to a car, in that it has poppet valves and a crankshaft. It does have, however, its own crosshead, unlike a car, where the piston also acts as a crosshead.

At this stage, it was thought that the crankcase should be drained, cleaned out and fresh oil put in. This was done by L.S. and J.H.C. and then with the help of C.C.L., the valve cores were removed. Two inlet and one exhaust valves were found to be stuck open, and were released by the addition of suitable lubricants. All valves were treated in this manner until they were all well lubricated. The tappets were then adjusted by means of feeler gauges to within the specified tolerance of 0.006" - 0.010".

The axle boxes, reversing gear, brake gear and regulator valve, injectors, and feed pump, then received an examination and the boiler was washed out and filled.

"Nellie" was then ready for a test steaming, a report of which I hope to give in the near future. Derek A. Rayner, Steam Loco. Engineer.

---

#### The "Sentinel" Locomotive.

As soon as the Society is able, 54 is to be examined by the Hunslet Engine Company in view of a complete overhaul and a full inspection of the boiler (which is required by the boiler insurers). On "Sentinel" boilers the Inspectors like to drop out the complete firebox for ease of examination of the boiler tubes. This is something which we cannot do on site - a suitable pit is required, or alternatively, the complete engine requires lifting about five feet in the air ! The engine still has a worrying knock which could be a serious matter.

---

#### SOCIETY NEWS.

##### New Members.

Membership continues to increase steadily, this time with rather more newcomers than usual. New members are:-

Mr G. Duckworth,	Leeds.	Membership No 279
Mr D. A. Wolstenholme,	Rochdale, Lancs.	280
Mr P. J. Devlin,	Leeds.	281
Mr D. Hebden,	Leeds.	282
Mr D. Cousins,	Leeds.	283
Mr D. H. J. Furniss,	Leeds.	284
Mr D. V. Tyreman,	Leeds.	285
Mr D. Ingleby,	Morley, near Leeds.	286
Mr J. R. Lawrence,	Leeds.	287
Mr A. Chailton,	Manchester.	288
The Oakland Railway Museum,	California, U.S.A.	289
The Rev. C.S. Bayes,	Mansfield, Notts.	290
Mr R. A. Peel,	Morley, near Leeds.	291
Mr G. E. Kobish,	Mansfield, Notts.	292
Mr P. Cuthbert,	Morley, near Leeds.	293
Mr A. W. Baker,	Leeds.	294
Mr C. Jepson,	Leeds.	295
Mr A. Holt,	Morley, near Leeds.	296

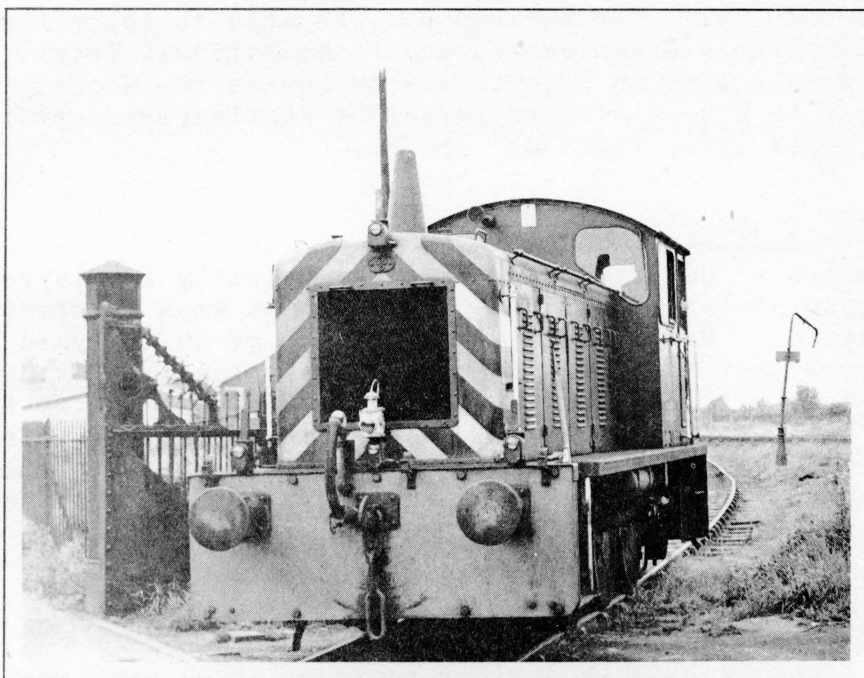
---

##### Mainly Financial

Big bills paid recently include that for the hire of the B.R. diesel in September when 'John Alcock' was in works, and the annual instalment for the purchase of 'John Alcock'. These are respectively: £144.10s.0d, and £100.0s.0d. At the same time £120.0s.0d., is due to the society for freight carried.



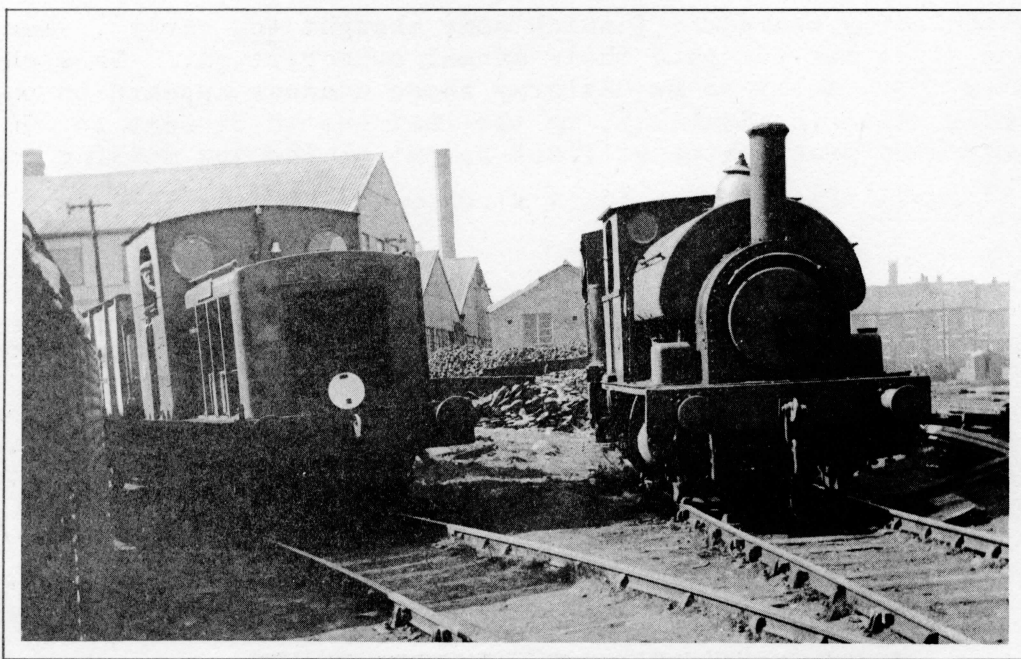
Picture Page.



British Railways 'Drewry' diesel loco No. D2323.

Seen here at Moor Road level crossing when on hire to the Society last summer before the 'Sentinel' was ready for regular use.

Photo taken by member Chris Thornburn on 5th. July 1962.



'John Alcock' heading a train from Robinson & Birdsell's passing 'Swansea' stored on King's branch. Society photo No. M.S. 60 taken on 12th. April 1962.



### Registration for Charitable Status

After the 1st January 1963, the Society will be able to apply for registration as a Charitable Organisation under the National Trust auspices. This may well give an opportunity to revise the Society's name and remove that, by now, time worn phrase of 'Railway Preservation Society' which one hears left, right and centre.

### Clayton's Yard - Passes

Following the series of unfortunate happenings recently in Clayton's yard, the men employed at Dartmouth Works have taken a keen interest in anybody in that yard. Members who are likely to go in the yard at any time should ensure that they have a current pass. All existing yard and driving passes will be invalid from 31st December 1962. New annual passes will be issued to those who request them, and take effect from 1st January 1963. Members requiring these should write to the Operating Superintendent, c/o 131, Sandringham Drive, Leeds 17., as soon as receiving this 'Old Run'.

### T O T H E E D I T O R .

A letter from the Membership Secretary to the Editor;-

... will you please publish a further reminder about membership renewals ... ?

Despite the early reminders ( which some thought too early), many members have still not yet paid their annual subscription. This should now be sent without delay to Mr Cawthray whose address appears on page 7 of this issue, which incidentally, is the last one to be sent to 1962 members; unrenewed memberships will not be put on the new mailing lists. Once again - Annual Rates are - Adult £1.0s.0d. - Student 7s 6d.

### Middleton's Oldest Passenger.

Mr Jack Brown, who became Middleton's Oldest Passenger when he rode 'John Alcock', eighteen months ago, has recently died at the age of 90. Mr Brown was formerly a driver on The London North Western Railway on which he drove Leeds - Liverpool expresses. After retirement he lived in Brudenell Road, Leeds, but was until recently a regular visitor to his former L.& N.W.R. sheds at Holbeck.

### L I N K S W I T H T H E P A S T .

Although looking to the past is unlikely to take us very far in the task of preserving railways and associated equipment, it can reveal some most interesting facts and incidents. In a series of short articles which a member has recently very kindly produced, he takes us back in time by means of 'A Link with the Past - 1'.

# *A Link with the Past - I*

Looking back in old books and magazines, it is surprising what interesting facts come to light. Browsing through some old "Railway Magazines" recently it was pleasant to notice a number of references to the Middleton Railway and the development of the steam locomotive in Leeds.

A paragraph in the September 1926 issue gives details of the Industrial Exhibition held as a main feature of the Leeds Tercentenary (300th anniversary of the granting of the Charter). The exhibition opened in the Town Hall on Monday 12th July for a fortnight. Many of the exhibits were associated with the locomotive industry and a number of Leeds firms contributed stands; - Kitson's - Manning Wardle's - and John Fowler's. A Mr Harding Churton of Leeds produced a model of the Blenkinsop locomotive and the South Kensington Museum donated an exhibit of Matthew Murray relics. The paragraph mentions that Matthew Murray came to Leeds in 1789 and carried out most of his locomotive work here. On the occasion of that exhibition apparently, The Yorkshire Post produced a special supplement. In it it was stated - - - -

"... Leeds has a proud place in world history as a pioneer of railways and steam locomotives. It had the first railway sanctioned by Act of Parliament; upon this road ran the first steam locomotives which ever operated traffic in a practical way . . . . ." The supplement goes on to give a concise account of Murray's life history and the part he played in the construction of the Blenkinsop engine. Here is quoted the writer's conclusions in this supplement;- - -

"Leeds became afterwards, by an alliance of George Stephenson and George Hudson, the main northern centre of the Midland Company, the place of junction of the Bradford and Leeds Railway with the Midland, and a northern terminus of a branch of The Great Northern Railway and of a line which became a branch of The London & North Western Company. But the making of these lines, though they have been of immense local service, were, for the most parts, incidents in the national railway history, and were, in effect, recognition of the place which Leeds had built up for itself. But it is worth notice that Sir John Beckett and Sir Edmund Beckett, M.P. (father of the first Lord Grimethorpe), whose names figure so largely in Great Northern Railway history, and who won for that 'Ishmael of Railways' a noble place in the history of transport were both Leeds men."

Although not strictly to do with Leeds nor the Middleton Railway, in the same issue of the 'Railway Magazine' is an article on the then newly constructed Romney, Hythe and Dymchurch Light Railway. The line was constructed under a Light Railway Order dated May 1926. H.R.H. The Duke of York drove the first train to New Romney on this eight and a quarter, fifteen gauge line on August 5th 1926. The article states that two locomotives (pacific) had been delivered out of an order for a total of six engines. Although only fifteen gauge, a sobering thought is that one girder bridge and two tunnels had to be constructed before

the line could be opened! It is also hoped that the Southern Railway would extend a branch from Appledore Junction on the Hastings line and link up with the R.H. & D.L.R., at New Romney 'for purpose of transfer'.

(M.D. Crewe.)

## *Middleton Colliery Railway Again.*

It is now possible to announce a plan which results from much high level discussion. A Motorway has to be planned into Leeds from the South and has to be built without demolishing half the town.

Brigadier Lloyd's Railway Conversion League's policy is crude simplicity - - - pull up a railway line. In practice an alternative railway route has to be found for the traffic before the line can be abandoned 'or Motorwayed'.

The G.N.R. was late in the field in the West Riding and in consequence has to build lines more expensive and heavily graded than the earlier lines like the Midland, N.E., and L. & Y. Examples are the appalling climbs out of Bradford and Leeds G.N. stations, the Queensbury route to Halifax and Keighley, and the Beeston - Tingley - Batley loop.

To get into S.E. Leeds, then a Midland and N.E. monopoly, the G.N.R. built the Beeston - Hunslet East goods line. It had many cuttings, embankments, and bridges, including the Belle Isle Beck viaduct. It was built near the end of the last century with a connection to the N.E. at Neville Hill. The line would cross the Leeds Motorway whichever route was adopted.

Discussions between Leeds City and B.T.C. Authorities have resulted in a plan to abandon and dismantle the G.N. from Beeston to Pepper Road sidings. The Beeston Colliery traffic no longer runs and through goods traffic can be re-routed. The traffic that cannot is from Middleton Colliery. This has run with B.R. locomotives on re-built track to Parkside Junction since the 1958 abandonment. The line must be modernised to take B.R. locos. from Parkside to Hunslet Midland Yard, and coal trains will run this way, in some cases to Midland destinations such as Kirkstall power station. So Middleton Coal will return to its 1881 route.

The G. N. line is still very full of its original features, with G.N.R. chairs, a somersault distant, and mile posts measured from Kings Cross. Detail planning by the high authorities will take some time. We shall await these details with great interest. All the members will be happy to hear of this future development.



## ***Fourth Annual General Meeting***

NOTICE IS HEREBY GIVEN that the fourth Annual General Meeting of the Middleton Railway Preservation Society will be held at 2-0 p.m. on the 23rd February 1963 at The University of Leeds, Woodhouse Lane, Leeds 2.

The exact venue of the meeting has yet to be decided - it is hoped to use a room of the Mechanical Engineering building, and further details will be announced as soon as they are known. Attention is drawn to a proposition passed at the 1962 General Meeting aimed at streamlining the meeting's business, namely - - -

- - - that, in future, nominations for Officers and proposed Constitution changes be received by the Secretary at least seven days before the General Meeting. - - -

Nominations must be with the nominee's consent, and should bear the signatures of Proposer and Seconder. It will be appreciated if Amendments and Nominations are sent to the Committee Secretary, Mr M Crewe, at 131 Sandringham Drive, Leeds 17., by the 9th February next, those arriving later than first post on the 16th February will not be accepted.

## ***Annual Dinner***

The Annual Dinner will be held after the meeting, probably commencing at 8-0 p.m. We are trying to arrange this at 'The Ringways Restaurant' a fourpenny ride from the City Centre. The arrangements are being handled by Dr. Lawrance, 6 Wedgewood Grove, Roundhay, Leeds 8, to whom enquiries should be sent.

## ***More Address Changes***

Yet another Officer of the Society has recently moved house - this time our chairman, Dr. R. F. Yoell. To help clear the minds of confused readers, the following addresses are the ones to which relevant correspondence should be sent; - - -

The Chairman, Dr. R. F. Yoell, 5 North Grange Mount, Headingley, Leeds

The General Secretary, Mrs S.M. Yoell, - as above -

The Hon. Treasurer, Mr P. Worsfold, 10 Petersway, Clifton, York.

The Membership Secretary, Mr T. G. Cawthray, 41, Green End Road,  
East Morton, near Keighley, Yorks.

'Relevant Correspondence' includes donations and subs !

## *Brake Van Diary.*

At the weekend 23rd/24th November the very bad track work at the former Acme's sidings were improved by removing the heavily worn and loose frog and associated rails and replacing them with a 45ft rail. This is now much better.

The 8th December saw the trial steaming of the 'Sentinel' locomotive No.54., after its attentions by Derek Rayner and gang. A full report of this is still awaited (as promised) and will be printed when received.

During December nothing much seems to have been going on judging by the Diary. Presumably everybody was having arrest before Christmas !

## *The Building*

This has now got to the stage of being four walls and one short section of roof ! It has been suggested that it should be completed for the winter months to make it structurally sound, and some side extensions built next summer (?) to give the necessary headroom for locomotives etc. At present the hand crane is inside it (i.e. surrounded by four walls !), where it has been used for lifting the roof sections.

## *Forthcoming Meetings*

Meetings of the Leeds University Railway Society in the near future to which all M.R.P.S. members are welcome are as follows;-

- |            |  |           |
|------------|--|-----------|
| Jan. 16th. | Talk on Australian Railways by J.H.Appleton. | 7-30 p.m. |
| 19th.      | Visit by Control Room, Crewe.                |           |
| 24th.      | Talk by Rt. Rev. E. Treacy,                  | 7-30 p.m. |
| 31st.      | Films.                                       |           |
| Feb. 2nd.  | Visit to Toton Yard and M.P.D.               |           |
| 7th.       | Talk on Steam Traction by Prof. A. Tuplin.   |           |
| 14th.      | Informal Evening.                            |           |

All enquiries to L.U.U.R.S. Sec., University Union, University Road, Leeds 2.