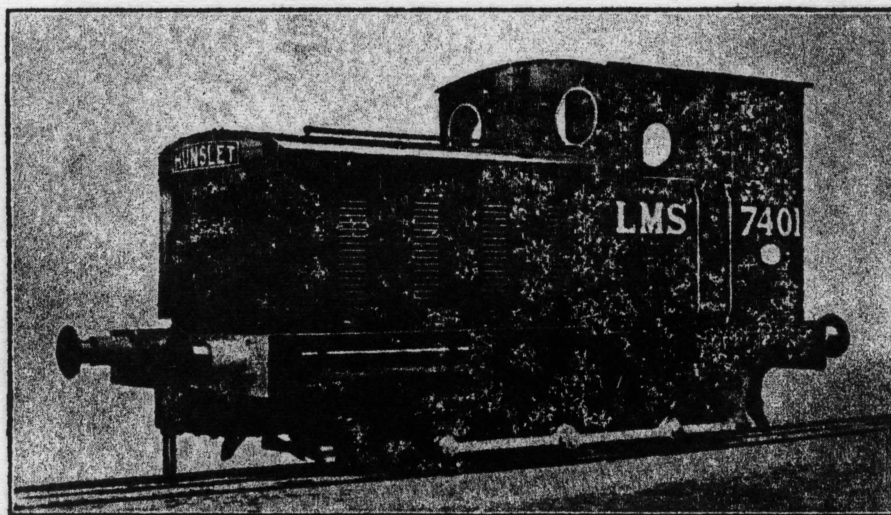


# The Old Run

Journal of the Middleton Railway Preservation Society

No. 14

February 1961



0-6-0 TYPE

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

## Editorial

We regret the rather late appearance of our last issue which was due in the main to our printers. Unless any unforeseen snags crop up in the near future, however, this issue should arrive on time!

The Society has now completed its first six months' probationary period of freight traffic operation and we feel we have provided our customers with a reliable service giving them a daily service (Sundays excepted) during the whole time. This has been due in no small way to the keenness and willingness of those who have given so freely of their time. In recent weeks much of the onus has been on the shoulders of four or five people only and it is appalling to think that our customers have to depend on these few. Duty rota forms have been sent out to all members and while it is realised that a number are otherwise committed the number returned is disgracefully low - seven out of 160 distributed: of the new platelaying duty forms only TWO have been received to date. This just won't do. If members think the railway is going to run itself then they have another think coming. The responsibility of operating the line rests on too few and it is about time that those to whom these remarks apply did something about it instead of being so apathetic.

It has recently been brought to our notice that from time to time tools and pieces of equipment are borrowed and then not returned. Much ill feeling can and will be caused between the Society and those who kindly furnish this equipment. The incidence of such untidiness and 'forgetfulness' has been increasing a lot lately and it must be stamped out.

This brings me to another point. The brake van which British Railways kindly gave to the Society is for use with freight trains and not as a dustbin. Its condition is absolutely disgusting and if those who use it cannot treat it with respect then we shall have to take steps to ensure that it is used for freight trains only. I think many will agree when we say that it would be a pity to take such steps, but we certainly will if and when it is necessary!

I would finally like to acknowledge the articles which have been submitted in this issue, particularly by Messrs. Worsfold, Wilks and Young, and the photos supplied by the Society photographer and Dr. F. Youell. Further articles will always be welcomed and for inclusion in the next issue should reach me by 28th March. Photos will also be considered for publication and should be at least postcard size.



### Freight traffic

Yet another record month was chalked up for February. A total of 1290 tons exceeds the previous best by 40 tons. Of this 530 tons was outwards from Robinson & Birdsell's, 110 tons outwards from Claytons and 650 tons inwards for Claytons. A number of wagons were also delivered by B.R. for Middleton Colliery, Broom Pit, but we unfortunately had to return these as the Parkside connection has still not yet been made.

Traffic has been moved quite smoothly though worsening of the condition of the new point caused a number of minor derailments during the third week of the month, a final bad derailment of a bogie bolster wagon at the end of the week resulting in the temporary abandonment of the loop. The offending loaded bogie bolster became derailed on a Friday afternoon at about 1.30 p.m. during the afternoon shift and was finally rerailed at 4 p.m. the following day in some really grim weather conditions. It has subsequently been decided to postpone relaying of the point until such time that the permanent way below Acme's crossing has been improved considerably.

The plan to reduce the morning duty shifts has not met with much success, mainly because a shortage of afternoon men has necessitated a morning turn in order to maintain the daily service. As the lighter nights approach however we will certainly be able to cancel all morning turns, substituting an extra evening turn at about 4-5 p.m., probably starting in April or May, when more people are available.

### Open days.

Following our first open day, which proved to be quite popular despite the weather, it has been decided to have subsequent similar open days at roughly two-monthly intervals. In accordance with this the next date has been fixed as Saturday, 18th March. The trip is open to members and non-members, at their own risk: hence please advertise this as much as you can. The trip will be in open wagons and brake van, as before, and will include a trip on all the available lines with visits to the Society's trams which are now at Middleton. Members and their friends will be picked up at Hunslet Station at 1.45 p.m. A silver collection will be made during the afternoon in aid of Society funds.

Remember - Saturday, 18th March, at 1.45 p.m. Hunslet Station. Please try and come along.

The next open day has been provisionally fixed for Saturday, 29th April: this will be confirmed or otherwise in the next Old Run. This third open day will be followed in June by the University Rag Week celebrations when it is again hoped to run some kind of special trains as last year. Arrangements for this year's rag will appear in an article in our next issue.

## TRAMCAR HISTORY

### No. 1

#### Overhead Rail Derrick No. 1

Overhead Rail Derrick No. 1 was one of the first cars preserved by the Society after the demise of the Leeds trams in 1959. It is not a pure-built car, being built around various oddments that the Transport Department were unwilling to scrap.

The truck is of the Peckham cantilever type, originating from one of the Leeds Corporation electric cars, numbers 1 - 25, of 1897. The truck probably comes from car No. 9, though at the moment this has not been confirmed. These trucks were modifications of a truck in use at about that period in the United States. The motors are G.E.58 (2 x 35 h.p.) and controls are Dick Kerr D.B.I. Braking is by normal hand brake and rheostatic brake on the controller. Most of the equipment was appropriated from cars withdrawn upon the arrival of the Horsfield (Showboat) class cars. The bodywork was fabricated in odd bits at the Kirkstall Road Works in 1932 and the car, when turned out, was known as Overhead Derrick No. 2. It was fitted with two swivel head trolleys, one over each cab.

It is not known if the car was used much before the war, but it was certainly used in the City Square reconstruction of 1936/7. Apart from the changing of trolley poles to bow collectors in the Leeds City Tramways modernization plan of 1934-8, she led a quiet life immediately before, during and after the war. Because her driving cabs are isolated, she was not a very popular car with the men and eventually another lines car was built from Chamberlain No. 420 and numbered 2. This rebuilding took place in November 1953 and when it came into service, the original No. 2 went into Works for a re-paint: it was back in service as No. 1 by 28th December that year.

In its life, No. 1 made some notable journeys. It was one of the works cars at work on the No. 14 route to Half Mile Lane after its closure in October, 1953. It worked on this route during most of October and early November. No. 1 was also the last car on Cookridge Street (Route 1), following No. 222 (the last service car) down to City Square by gravity (the power off), wire cutting! It was the last car in Torre Road shed, again de-wiring, during 1957 and after that was hardly ever used again, being stored for the most part in Swinegate Depot until the system's closure in 1959 on 7th November.

The car was saved from the scrapyard by the University Railway Society and stored in Swinegate arches for a year before being moved to its present home, a field kindly loaned by Robinson & Birdsell's. Following bitter experience with Green Goddess no. 1055, the car's windows have been removed for safekeeping.



Bits and Pieces.

A second sub-committee to the main committee has been formed to look into the possibilities of housing for the Society's trams and other rolling stock. The sub-committee is under the Chairmanship of Mr. M. D. Crew and the Secretary is Mr. C. C. Thornburn.

A quantity of sand has been obtained for use with the locomotive: some is stored in bags in tramcar 601 while about half is sandwiched between two tarpaulins in R. & B.'s field, adjacent to the trams.

The ground at the disconnected Parkside junction has been levelled, possibly, we hope, in preparation for the replacement of the points there.

British Railways have kindly supplied the Society with a second batch of uniforms at a concessionary rate. With those donated by Mr. Thornburn we now have a reasonable supply and members who would like some are asked to contact the Editor. A small charge will be made in aid of funds.

The Society Chairman represented the Society at the West Riding Branch of the R.C.T.S. annual dinner on Thursday, 2nd March. Also present were Mr. D. Pollock, R.C.T.S. Chairman; Mr. Summerson, the Chairman of the BTC Northern Area Board; Mr. E. Cowell, Traffic Manager, N.E.R.; and Mr. Cook, Area Representative of the Ian Allan Publishing firm.

The Leeds University Union Film Society have approached us with a view to making a documentary film of the line. We await developments. Data films have unfortunately had to be held up as repairs to Swumbles car No. 2 have still not been completed. Negotiations are also in hand for the acquisition of a steam engine for this film. No further developments have been notified of the interest in the line expressed by Pinewood Studios.

The article on the Middleton Railway by Mrs. S. M. Youell is to appear in the April Railway Magazine. Please be sure to make sure of a copy now. The local demand is likely to be great.

We regret the false identity given to one of our members who was featured in our photographic supplement last month. Mr. P. Davies is, in fact, Mr. Mike Taylor, one of our University members.

Mr. C. D. Robinson has agreed to take orders for the Hunslet Moor School type badges which we are adopting for all uniforms. All orders, please, to Mr. Robinson, c/o 24, Gipton Wood Road, Harehills, Leeds, 8. Send your order in as quickly as possible so that an order can be placed for early delivery. The badges will be about 2/- each in the modified form.

### Middleton and the Civil Engineer

Who'd be a civil engineer ? Especially on the Middleton Railway which is surely the permanent way man's nightmare. Still, it's there and we're running trains over it and somehow we have to keep them on the straight and narrow (sometimes by no means straight ---or narrow!)

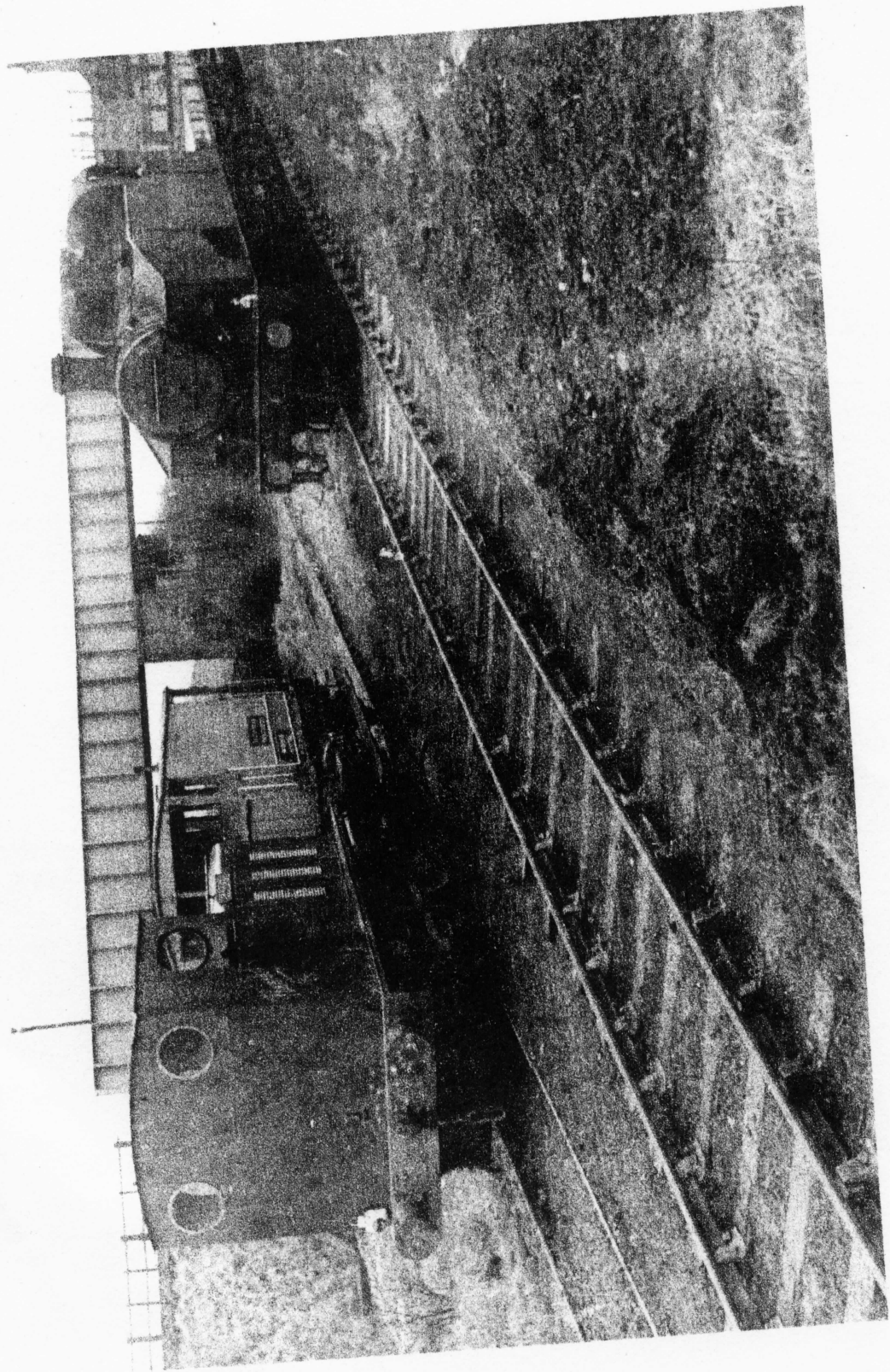
The Middleton Railway is a proper Railway (not that others with similar aims are improper) in that it runs all the year, whatever the weather. Thus our Civil Engineering Dept. is in the position ~~as~~ that on our bigger and younger brother - we have to work inbetween trains and can't close down for six months at a time to carry out necessary repairs (like some Societies ? -Ed).

On the Middleton Railway, where to begin is quite a problem: the ideal solution would be to start at one end and methodically lift the track and lay new - but that would require a lot more tools and labour than we are able to put into it and could only be carried out speedily by having some fairly heavy plant on site - viz. a crane or two.

We could then prefabricate track beside the old track and lay the complete length in one go. We are, in fact, getting a stock of ready-chaired sleepers so that we can save some time but at present the demand exceeds the supply! They are all used as prepared in patching up operations which are very necessary in too many places to be comfortable.

Added to all these problems there is new construction to take into account too - we have already put in a new point to enable exchange facilities with British Railways to be more conveniently carried out. But this has all taken a long time - it still needs realignment and packing before it is 100% (by our standards): and new sidings for Claytons and Evans' are envisaged. Work on the former is to start in late June. We are also hoping to build a depot which will involve some 300 yards of trackwork inside it!

However, we must not look on the black side: the summer lies ahead and the evenings are already drawing out so we would appeal to all members who are able to come and lend a hand on Sundays and, as the evenings draw out, then as well. While trains are running minor maintenance can be carried out - keys driven home or replaced etc. and this means more time for the big jobs. We would draw members' attention to the new Permanent Way rota and urge them to turn up when possible. The Chief Inspector of Railways has pointed out that by industrial standards our track is not all that bad but let's try and make the effort to get it up to a standard that befits the oldest railway in the world.





### Photo

The photo appearing on the opposite page shows John Alcock with brake van at the top of the incline past the Rugby Stadium and British Railways O-6-OT number 68941 on the morning train to Middleton Pit. The point which we are hoping to have relaid lies off this photo just to the left. Parkside Signal box lies some 100 yards up the line to the right of the picture.

### Work programme and report

The main efforts of the month have been directed to the removal of tramcar No. 6 to Middleton (more of which next month). Nevertheless one or two sections of track have been renovated; particularly a very badly worn and buckled section between Burton Road and the Tramway crossing. A broken rail below Moor Road has been temporarily patched up and new sleepers and chairs put in the point at the bottom of Claytons' curve. The loco had been derailed here some weeks previously and the gauge was not all that good. On digging out what was supposed to be the ballast it was discovered that one sleeper had completely disappeared without trace except for odd bits beneath each rail! The double point in Claytons' continues to be a source of great anxiety and something will have to be done to it soon if we are to 'stay on' at all. Local vandals have again been at work and during the second week of the month the WHOLE of the siding opposite Acme's siding had to be completely re-keyed. Though keys shouldn't really be knocked home that hard we are having to knock them in as hard as we possibly can; and even then they seem to mysteriously disappear. Because of the shortage of good keys we have recently placed an order for several hundred.

As far as the work programme goes our next major task is to complete the repairs to Swumbles, then to relay as many of the sections of track below Acme's as we possibly can. The loco running on to one end of any of several lengths of so-called permanent way lifts the rest of the rails on either side by several inches, clear of the remains of the sleepers. The track here gets noticeably worse with each day's traffic.

Arrangements are also in hand for the removal of the next tram from Swinegate arches, Feltham 517. It is due to arrive within five or six weeks. At the same time we are hoping to move the trams out of the Claytons' back road, making this available for the large amount of traffic that this firm is now handling.

Ballast sessions remain an essential evil to the track relaying programme and regular sorties are made with this object in view. Ballast has made a very marked difference to the track above the Moor Road crossing where originally duckponds were the order of the day!

## Photos

Opposite are shown two scenes of freight train operation on the Middleton Railway. The two photos show marshalling operations in Messrs. Clayton's yard and the loco taking wagons towards the headshunt prior to propelling them into Clayton's yard. The number of wagons is limited here by the length and gauge of this headshunt. The track suddenly becomes wide to gauge after the loco and a train of seven mineral pool wagons have passed the point.

Copies of these, and many other photos pertaining to Middleton can be obtained from our Photographer whose list of photos for this month will be found elsewhere in this magazine.

## Dates for your Diary

Members of M.R.P.S. are welcome at the functions below: no prior notice is required except for trips.

Tuesday, 14th March, 7.15 p.m. L.C.G.B. meeting in the Physics Dept., University of Leeds, Woodhouse Lane. A non-technical talk on 'Train Protection and Emergency working' will be given by Mr. M. Greenwood, Chief Signalling Inspector, B.R., York.

Thursday, 16th March, 7.15 p.m. L.U.U.R.S. meeting in the Physics Dept., The University. A talk on 'A "Swedey" looks in on the North Eastern'. Given by Mr. E. E. Cowell this talk is an account of some of Mr. Cowell's experiences.

Saturday, 18th March, 1.45 p.m. M.R.P.S. Open Day. Meet Hunslet Station; further details elsewhere.

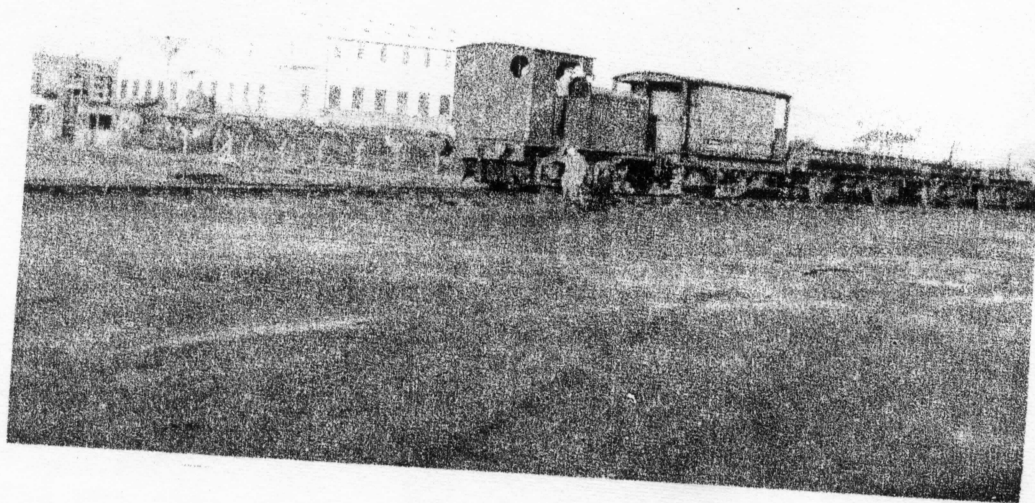
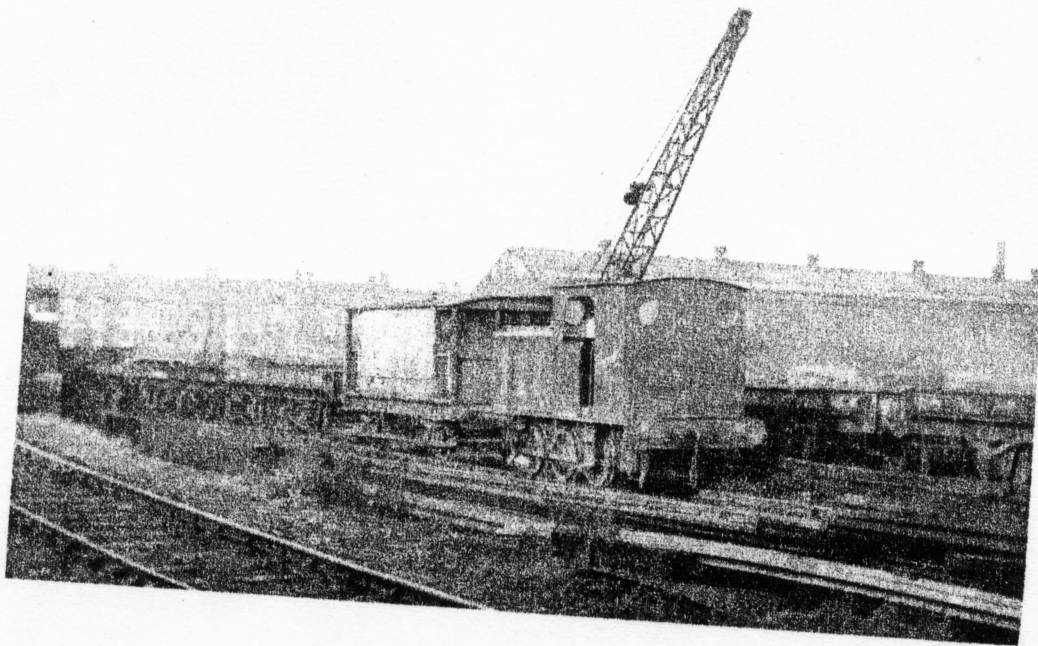
Saturday, 25th March, 1.15 p.m. L.C.G.B. brake van trip, Guiseley to Stourton. Travel by the 1.15 p.m. train from Leeds City at day single fare to Guiseley, 1/-. For full details please apply immediately to Mr. G. Cliffe, c/o 21, Burley Wood Crescent, Leeds, 4, addressing your envelope 'Brake van Tour' and enclosing a stamped addressed envelope.

Sunday, 26th March, 10.15 a.m. W.R.R.C. trip to Doncaster Works and shed. Train from Leeds Central. Apply to Mr. P. Wells, 34, West Lea Cres., Baghill Road, West Ardsley, nr. Wakefield. An SAE should be enclosed.

Tuesday, 11th April, 7.15 p.m. L.C.G.B. meeting in the Physics Dept., the University. Talk on 'The Middleton Railway - its past, present and future'. The speaker has not been announced.

Thursday, 27th April, 7.15 p.m. L.U.U.R.S. Annual General Meeting followed by an informal evening. Physics Dept., The University.

I regret I have not received details of any R.C.T.S. or S.L.S. branch activities for publication. Persons interested are advised to contact the respective Secretaries.





## New members

We welcome the following new members:-

155	Mr. R. E. B. Price	Fort William, Inverness-shire
156	Rev. L. A. Garrard	Oxford
157	Mr. D. Wisnea	Leeds, 8.
158	Mr. J. Bailey	Leeds, 11.
159	Mr. G. Ellis	Leeds, 11.
160	Mr. A. Wilson	Leeds, 10.
161	Mr. S. Wesley	Halton, Leeds, 15.
162	Mr. M. Newsome	Halton, Leeds, 15.
163	Mr. D. Spencer	Guiseley, nr. Leeds.
164	Mr. R. N. Higgins	Barnoldswick, Lincs.
165	Mr. J. M. Ashby	Leeds, 6.
166	Mr. H. L. Gearing	St. Albans, Herts.
167	Dr. A. L. Barnett	Sheffield, 11.
168	Mr. R. P. S. Bevin	Horley, Surrey.

## Tramcar Trip

Mr. A. K. Terry is organising two tours on Sundays, 23rd April and 4th June, on the Blackpool system. There will be two tours on each of these dates and the cars to be used include open-top four-wheeler No. 1 (built 1885), Cross-bench car No. 2, Fleetwood 'Box' car No. 40 and 'Dreadnought' No. 59. Further information may be obtained by application to Mr. Terry, 18, Lidgett Place, Roundhay, Leeds, 8, enclosing an SAE. A foolscap SAE should be sent if an application form is required.

## Photographs

Following last month's list of Society photographs for sale we are pleased to be able to publish a further list in this issue. All photographs are postcard size and glossy. Price 6d each - please add postage for large orders - from Mr. M. Gilks (address on rear page). Please quote membership number when ordering.

### LIST NO. 2

<u>Number</u>	<u>Description</u>	<u>Date</u>
3-3	Overhead Derrick No. 1; members in front of lorry, Swinegate arches yard.	31/12/60
3-4	No. 1 outside R. & B.'s field, Parkside, on lorry.	1/1/61
3-5	No. 1 in field, behind fence.	8/1/61
3-6	No. 1 in field, behind fence, front view looking along temporary track.	8/1/61

1-2	Tram 160, Swinegate arches yard, at night	10/9/60
8-1	Loco 1697 at water tap, Clayton's yard, being filled	10/9/60
9-10	Tram 513, Smithey Brook, Middlestown, en- route for Leeds	4/12/60
9-11	513 in Middlestown	4/12/60
9-12	513 at Middlestown, ascending narrow hill	4/12/60
MS-2	Members working on track near tram crossing	10/9/60
MS-9	1697 and train of mineral wagons on main line, looking down Whitaker's yard.	29/10/60
MS-10	1697 and train on main line, looking across Whitaker's yard and showing wooden plat- form and 'yard office'.	29/10/60
MS-11	Looking up towards coal staithes with 1697 on main line	29/10/60
MS-25	Tram No. 1 on lorry at Parkside, being towed by 1697	1/3/61
MS-28	'John Alcock' naming ceremony, showing Messrs. Alcock, Cowell & Taylor in front of loco	27/1/61
MS-31	View of gathering at brake van presentation, showing brake van and looking towards the branch	27/1/61
MS-32	View of ceremony, looking towards brake van and 'John Alcock'	27/1/61
MS-39	Passengers boarding train, Whitaker's staith on Open Day	28/1/61
MS-40	Train crossing Burton Road, showing M.R. STOP sign	28/1/61
MS-42	Party photograph in front of brakevan, near pit heaps, front view	28/1/61
MS-43	Photo of visitors and members on Open Day, in front of brake van, $\frac{3}{4}$ view.	28/1/61

LIST NO. 2  
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Would any members who have photos which would make good saleable prints please get in touch with Mr. Gilks. We still need quite a number of good photos to make up a representative collection.

### Histories

Copies of the Swansea and Mumbles History are still available at 2/9d each post free. Copies of the second edition of the Middleton Colliery Railway History can be obtained 1/3d post free also, from Publications Officer Mr. Baylis or Mr. T. G. Cawthray (address below).

Copies of the recently published University Railway Society Magazine can be obtained 1/9d post free from the Editor, B.W.Ashurst c/O Leeds University Union, Leeds, 2. The latest edition of the L.U.U.R.S. magazine runs to 50 pages and has articles on all aspects of railway workings. It is also well illustrated and is of interest to all M.R.P.S. members. Only 100 have been printed so obtain your copy as soon as possible while stocks last.

### Donations

With the effect of the rain (or is it nitric acid), wind and smoke of Hunslet beginning to have a marked effect on the Society's museum pieces it is of the utmost urgency that we should start on a building to house them. The cost of such a building will run into several hundred pounds but in order to be able to erect one within the next year we must rely on donations. If therefore you can spare anything or your friends have a spare few coppers even, please let us have it. Every little helps and means a little less still to be raised. Donations to any committee member will be appreciated.

### Annual dinner

This function has been put back to June and will now take place on a Friday evening and not a Saturday. More details later. The price will definitely be between 7/6 and 10/.

### The Society

Membership enquiries regarding the Society should be forwarded to Mr. T. G. Cawthray, 1, Midland Terrace, Frizinghall, Bradford, 9.

General enquiries about the Society should be sent either to Mr. C. C. Thornburn, 25, Cavendish Road, Leeds, 1, or to Mrs. S. M. Youell, 21, Burley Wood Crescent, Leeds, 4.

Photographs are on sale from Mr. M. Gilks, 104, Sandringham Drive, Moortown, Leeds, 17. Mr. Gilks will also be pleased to receive any photos of Middleton and any historic relics perating to the M.R. or transport in general.

All information for the next Magazine to be sent to Mr. M. Crew, 131, Sandringham Drive, Moortown, Leeds, 17.

Printed and Published by the Middleton Railway Preservation Society.