

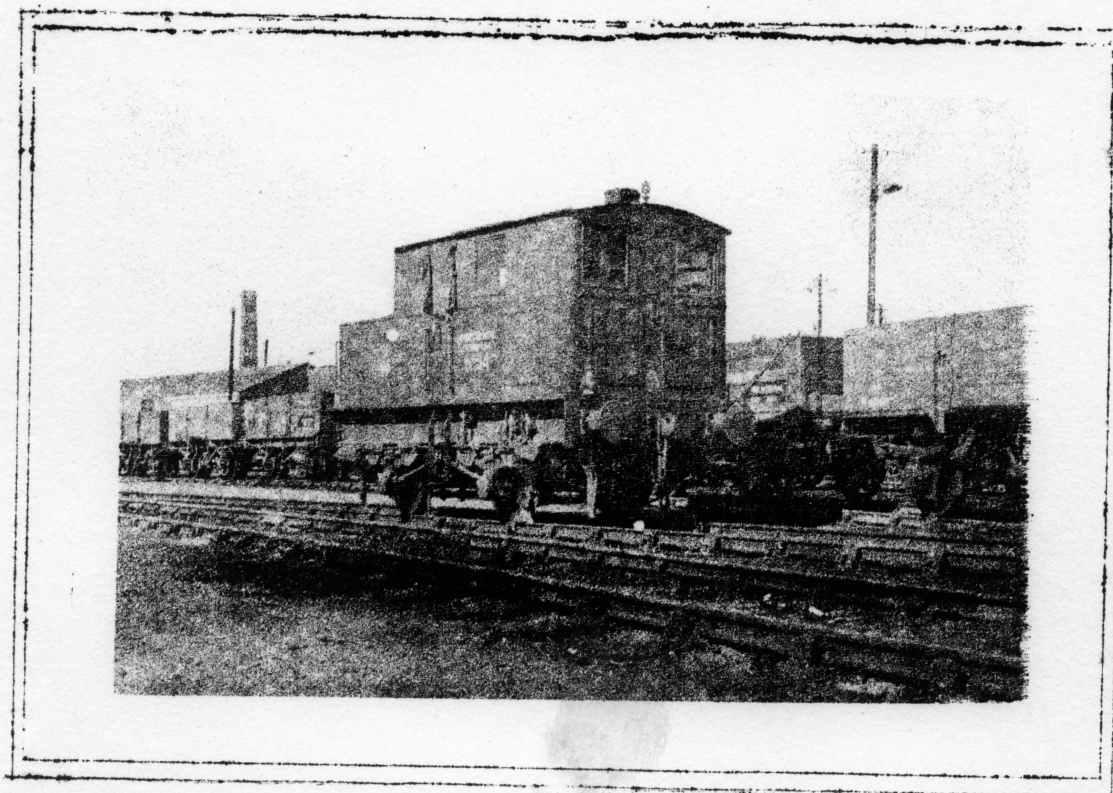
The Old Run

Journal of the Middleton Railway Preservation Society

Price 1/-

No. 28

July 1962



"The Sentinel".

Dept. 54 on British Railways
now being given a new lease of life
on the Middleton Railway

the OLD RUN COMMENT

Journal of the
MIDDLETON RAILWAY
PRESERVATION SOCIETY

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

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COVER PICTURE.

Great excitement was
caused at Middleton when our
first steam loco., the Sen-
tinel, arrived.

This month's picture shows
"Nellie", as 54 has been
affectionately named, at
work with British Railways
before it became our prop-
erty. It is now painted
black, with just 54 in
yellow, and vermillion buffer
beams.

Work is still in progress
to make it a thoroughly re-
liable standby to "John Alcock"
Photo. by Derek Rayner.

Firstly, apologies must be
extended to all our readers for
the excessive delay of the May/
June issue of "Old Run", and
for the omission of the leaf-
let referred to therein. The
delay was the result of a
staff shortage at an except-
ionally busy time at the dup-
licating office. We understand
that a delay of this sort is a
most unlikely occurrence in the
future, although there may be
a slight hold-up at the same
time next year.

The Society is urgently in
need of donations, especially
as our diesel locomotive has
had to be sent in to works for
major repairs, and a substitute
hired from British Railways.
With this issue, the form in-
tended to have been enclosed
with the May issue is being
distributed. If you decide to
fill it in (and we hope all
those who consider the M. Rly.,
and the Pres. Socy., to be
worthwhile will do so) please
note that the Hon Treasurer no
longer lives at the address
given on the form. His tempor-
ary address is 28, Malvern Ave.,
Acomb, YORK, until the end of
August, after which it will be
10, Petersway, Clifton, YORK.

Any contributions for the
next edition of Old Run should
be sent to the Editor by Sept.
15th., although last-minute notes
can be accepted up to the 20th.

THE BATTLE OF SALAMANCA.

(by Brian Ashurst)

The name "Salamanca" is a household word at Middleton. But how many members know why our most famous locomotive was given such an exotic and resounding title? Far from the coal staithes at Hunslet, in fact one hundred and seventy two miles north-west of Madrid, is situated the Spanish town Salamanca, capital of the province of that name. It had been of importance since Roman times, but on July 22nd, 1812 - 150 years ago this month - it became the site of one of Wellington's most spectacular successes

The Battle of Salamanca was part of the Peninsular War (1808-1814), the Duke of Wellington's audacious campaign against the French in Spain. For several days the French and Allied (British and Spanish) armies had raced each other in parrallel columns only a few hundred yards apart, each waiting for the other to make a false move. This came on the afternoon of July 22nd, when the two armies were hidden from each other by a low hill. Marshall Marmont, the French general, seeing a baggage column dispatched towards Portugal by Wellington, assumed that the English were in retreat and ordered part of his army to attack. This splitting of the French forces was instantly seized upon by the English general, who who turned his full strength against the exposed flank. Casualties were heavy on both sides, but the French, with 15,000 killed, lost three times as many as the Allies. For all its slaughter, Salamanca was one of Wellington's most brilliant victories, and, followed by the capture of Madrid, it mortally shook Napoleon's domination of Spain.

THE INSTITUTION OF LOCOMOTIVE ENGINEERS

This year's President of the I. Loco. E. is our vice-president, Mr. John Alcock, and the following notes accompanied by his portrait appeared under the above heading in "Modern Transport" for 14th. July, 1962.

Mr. JOHN F. ALCOCK.

M.A.

M.I.Mech. E.

M.I.Loco. E.

The new president of the Institution of Locomotive Engineers, Mr. John Frederick Alcock, has for more than eleven years been chairman and managing director of the Hunslet

Group during which time, it has apart from its activities in Britain, developed companies in Canada, Rhodesia, and South Africa. Educated at Cundle and Clare College, Cambridge, where he took an honours degree in the Mechanical Sciences Tripos, he joined the Hunslet Engine Co., Limited, in 1927 and was almost immediately given the responsibility of introducing diesel locomotives into a works where nothing but steam locomotives had been built for more than 60 years. He was personally responsible for the four diesel-mechanical locomotives which initiated the L.M.S.R. diesel shunter programme in 1932-33. In 1932 he was appointed technical director of the Hunslet company and in that capacity not only carried full responsibility for diesel locomotive development, but also originated the work on flameproof underground mining locomotives. He became technical and works director in 1940 and four years later was appointed joint managing director whilst still retaining his technical responsibilities. On the death of Mr. Edgar Alcock in March, 1951, Mr. John Alcock became chairman and managing director and has been particularly concerned since then in the expansion of export business. A member of the Institution of Mechanical Engineers, he was, in 1947, appointed chairman of the then newly formed Internal Combustion Group of the Locomotive Manufacturers' Association and in 1952-53 he served as president of that body.

(reproduced by courtesy of 'Modern Transport' 14/7/62)

M.R.F.S. STOCK LIST

As requested at the A.G.M. in March, the various items owned or stored by the M.R.F.S. are as listed below:

a) Locomotives.

Hunslet Engine Co. No. 1697, "John Alcock".

Built 1932, rebuilt 1949 to present condition.

O-6-O 150 b.h.p. diesel-mechanical

Ex L.M.S. 7051, ex 7401.

Sentinel Wagon Co. No. 8839.

Built 1933

O-4-OT Single speed geared loco. Class Y1/2.

Ex B.R. Dept. 54, ex 68153, ex L.N.E.R. 8153, ex 59.

Avonside Engine Co. No. 1509, "Swansea" 2.

Built 1909

O-6-O s.t.

Last steam loco. to work on the Swansea & Mumbles Railway

Borrows well-tank

b) Railway Rolling Stock.

ex Midland Rly. 5-ton hand crane, No. 290/4 built c1885

" " Crane match truck No. 387 built 1890

" " Crane match truck No. 119480 built 1899

ex L.M.S. 20ton Brake van No. 158760. Built Derby, 1926

c) Tramway Vehicles

Brief details are to given in the next issue. A complete detailed list may be obtained by sending a stamped foolscap envelope to the Editor.

TONESTONE LOCOMOTIVE.

(by 61506)

To die in a railway accident is such a rare event that when it does happen, at Quintinshill or Ilford in 1915 or at Harrow (L.N.W.R.) not so long ago, the press will fill page after page on the subject, and give the road deaths the odd line or two.

Where do we go when we die, as die we must? Neither the Churchman, the Atheist, nor the Philosophers have the complete answer, but is not life like a long railway journey? We start from Cradle Station, pass Wedding Junction where the trains are joined together for their long journey, and arrive finally where we can say "Saint Peter's collected the tickets and now we are home at last." There are, of course, many railwaymen in Heaven; would we not see there all the engineers who have set their lives to the service of their fellow men? The whole series from Gooch to Gresley, with all chiefs as well from Frederick Harrison to Lord Claud John himself will be there, with a cigar smoking Isambard, Northumberland George and Saint Charles Brandling in friendly retirement. working out which of the three gauges was best, after all.

Whether we join them, or whether we go to where a firemans' training will beuseful, how nice to think of being where some six feet above us the train thunders by as long as mankind survives. The Leeds' railway enthusiast would be happy under the North Eastern line in the Marsh Lane cemetery,

Attitudes to steep hills varied. The G.W.R. rushed them between Newton Abbot and Plymouth and got up more often than not; the Midland at Lickey, however, believed in sitting down, digging out Decapods, 0-6-0's and so forth to get up by brute force. And in the churchyard at Bromsgrove, one sees the graves of Joseph Rutherford and Thomas Scaife, covered with models of the American-designed 4-2-0 Lickey bankers. And underneath, "Sacred to the memory of, late an engineer to the Birmingham and Gloucester Railway, who lost his life in the explosion of an engine boiler at Bromsgrove Station 10th. November, 1840. Aged 28 and highly esteemed by his fellows." There follows the railwayman's obituary:

No more I feel each urging breath, my steam is now condensed
in death.

Life's railway's o'er, each station's past,
In death I'm stopped, and rest at last,
Farewell dear friends and cease to weep
In Christ I'm safe, in Him I sleep."

This was the effort of his fellow workmen. Could we do better 121 years later? It is hoped we shall never need to do the same for any Middletonian who has gone the railwayman's Valhalla. But if we did, just with Salamanca instead of an American 4-2-0, the same words would be about the best tribute we could pay, whether at Marsh Lane, or Manor Park.

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Motor car Badges, and Plaques showing the Society's crest are still available. Enquiries should be sent to the Editor, who can show samples of these items, by suitable arrangement.

BRAKE VAN DIARY

More DAMAGE has occurred to oir property - this time to the railcar 601. An exterior window was broken during the third week in May, and the light fittings in one of the saloons smashed. The car has since been tidied out and partly resheeted.

The UPPER LOOP POINT was finally chaired and keyed up on the weekend 26th-27th May, the inward siding coming into use the following week. The capacity of the siding with the new shallower angle crossing is only two wagons less than before. (14 mineral wagons, instead of 16.) This work, which also included a considerable amount of levelling was done by a party of ten people. The whole enterprise is a very creditable piece of work, for which Dr. Lawrence is mainly responsible not only for the planning, but for much of the manual work as well.

ROBINSON & BIRDSELL's FIELD was entered on the 7th. April by five youths who were caught red-handed having a 'smashing' time on our cars in there. They were duly escorted to Dewsbury Road police station where they admitted to having broken 7 of 15 windows. Two months later, on the 7th June, four of them were charged with the offence; all pleaded guilty, and were ordered to pay the damages of £2-10-0d. per window, and costs. The two witnesses were not called.

The NEW JIB for the hand crane was supplied by Clayton's on the 9th. June. This is a steel lattice-work structure in place of the original wooden one, as it is no longer permissible to fit wooden jibs to cranes. At the same time the chain has been annealed, and everything is ready for re-fitting.

The SHEFFIELD TRAMCAR's TRUCK was loaded onto a railway wagon, the body being first lifted onto sleepers, on the 16th. June. This was done by twelve people, without any snags, and occupied the afternoon only (12.30 - 7.00 p.m.) The wagon left Middleton on the Tuesday with the jacks; arrived at Cullingworth on the following Friday, and was unloaded there on the Saturday afternoon. A full account of this will appear after the body has been transferred. (c. 8 Aug?)

"JOHN ALCOCK" was transferred to Munslet's on the 21st. June for repairs; the full story is on p. 46.

A VISIT by pupils of Doncaster Grammar School took place on Thursday, the 26th. July; the party consisted of ten people who were shown round by Mike Crew. As well as the

many photographs which were taken, (all good publicity!), a collection yielded the excellent sum of £1-17-0d!

A HUDSWELL-CLAPKE locomotive was used on the Parkside line from the 23rd. to 26th. July hauling a 200 ton train back and forth. The locomotive, a newly designed 0-4-0 diesel loco., was being demonstrated to prospective customers, and the Middleton line with its steep gradients and typically industrial trackwork forms an excellent site for these field demonstrations. Arrangements of this type were in force in N.C.B. days with Fowler's and Hudswell's - a "tradition" which is likely to be maintained.

A. "DAILY TELEGRAPH" reporter and photographer visited the railway on Wednesday, the 20th. June, and the results of their findings were published in the "Telegraph" on the 22nd. Under the heading of "University students keep alive oldest railway", there appeared an excellent half page of pictures showing "J.A." heading a train, seen from the footbridge; John Bailey maintaining the loco; members repairing the p.w.; and a close up of Graham Mitchell furiously blowing the guard's whistle. (furiously, as he had to blow it heartily four times before the photographer was satisfied!) If you missed this issue of the "Telegraph", spare copies are available from Mrs. Youell at 21, Burley Wood Crescent, Leeds 4., for 6d. each (cost of paper & postage only). This publicity had two interesting outcomes: First, the Children's Newspaper wrote asking if they could visit the line to feature us as our loco. engineer was a schoolboy, and secondly, ASSOCIATED BRITISH PATHE arranged to film us on the 11th. July, for the 'Pathe' news shown at cinemas everywhere. They filmed p.w. work on the new Moor End extension into Clayton's and took shots of a train on the daily journey. This item is expected to be shown firstly at 'ABC' cinemas around the fourth week in August.

A DAY OUT - OR JUST ABOUT.

There's always a first time - or so they say. The occasion was an outing to Derby; a party of forty were hoping to visit the works and all were anxious to be there as soon as possible, or even sooner! One often hears that "such and such a loco failed on such and such a train on such and such a day," but how many of us have actually been on one of the ill-fated trains? Certainly this was our first example.

No sooner had the excursion left Leeds City dead on time than we found ourselves stationary at Hunslet Lane Junction.

"Permanent way again," we all thought, especially when we moved off again after a few minutes. But no! We stopped again with the last coach in view of Hunslet Station (that was) and the front in view of the Middleton line. ("John Alcock" to the rescue!) Seconds turn to minutes, and minutes turn to quarter of an hour before anyone realised that something wasn't quite right somewhere. And the somewhere turned out to be in the engine - a 2,000 h.p. type 4 diesel (B.R. No. D 138). Apparently blocked filters had resulted in faulty lubrication so that the motors had cut out as the load increased.

After half an hour, the culprit removed itself from the head of the train, and proceeded to hide itself in the nearest refuge. After a short wait, along came a relief. "Ah!" everyone thinks, as a loud cheer heralds its approach, "now we'll soon be away." But no-one had reckoned with the law of maximum perversity; on attempting to couple up the newcomer (a diesel of the same type - D 95), the thread on the coupling was found to be stripped. After hurried consultation a spare coupling appeared - appropriated from the other end. After replacing the old coupling and splitting an unsplitable split pin, all was well. Getting a clear road, off we went, passing the offending diesel on the left, Middleton on the right. Soon we reached Normanton, then Rotherham, Sheffield, Chesterfield and, in next to no time it seems, Derby.

Credit is certainly due to the staff of Holbeck Loco., who so rapidly turned out a relief loco and fitters to repair the old - in just an hour we were away again and some fine driving brought the train into Derby having regained several minutes of the hour which was lost in Leeds.

"JOHN ALCOCK" - REPAIRS.

Early in June, the locomotive "John Alcock" was inspected by an engineer from the Hunslet Engine Company, in view of the repairs which were urgently needed, and informed us that the work would take about four weeks. Accordingly, the loco was transferred from the Middleton line to Hunslet's works on the 21st. of June.

The main cause of the troubles was that the end of the engine crankshaft on which fits the pulley that drives the cooling fan, dynamo, and air compressor, had been damaged, as the pulley had worked loose and scored the shaft. Various methods of firmly fixing the pulley have been suggested, but just how it is done is something for which we must wait and

Attention is also being given to the problem of rectifying the gear-box defects so that the loco can be driven in either first or second gear. This will be very beneficial when the engine is running light, as fuel consumption will be considerably reduced. Whether or not the gear box can be put into working condition remains to be seen as the design of this particular type of box was not altogether successful. (J.A. was, of course, a prototype, being one of the earliest diesels built.) From past experience, however, H.E.C. will succeed!

The bills for the repair of "John Alcock" and for the hire of the B.R. diesel are going to set us back financially by a considerable sum. Also, freight carried has still not risen from the drop in tonnage last year because of the slackening trade in the steel industry. The Treasurer would appreciate any financial contributions to help us over this very difficult period. Please note the new address which is on the back page.

Late News: The Sentinel made its first revenue earning journey on Saturday, 4th. August. Further details will be published in the next "Old Run".

SOCIETY NEWS

New Members.

Several more people have joined us since the last edition of Old Run. This time we welcome the following nine members into the Society:

Mr. D. R. Parker,	Leeds.	Mem. No. 264
Mr. D. W. Parker,	Leeds.	265
Mr. T. Currie,	Leeds.	266
Mr. S. Wolstenholme,	Rochdale, Lancs.	267
Mr. G. Mitchell,	Leeds.	268
Mr. D. N. Pashley,	Huddersfield, Yorks.	269
Mr. B. Moss,	Morley, Nr. Leeds.	270
Mr. P. Rayner,	Bardsey, Nr. Leeds.	271
Mr. L. Shearman,	Halifax, Yorks.	272

Sesquicentenary Exhibition

To mark the occasion of the 150th. anniversary of commercially successful steam locomotion, the Society is planning to hold an exhibition in Leeds devoted to the development of the steam engine, with the Middleton Railway as the centre of attraction. A sub-committee formed to organise the exhibition has sorted out most of the details, but the final polish has yet to be applied. If any readers have any models, photographs, documents, etc., which may be of use in this connection, the Publicity Officer will be most grateful for the loan of these items. The Exhibition, to be held at the City Museum in Park Row, will be opened on Saturday, the 15th. of September and is intended to be open for one week. If it becomes an outstanding success, it may be possible to extend it for a second week. Besides the exhibits, a programme of slide and film shows and lectures will be given each evening and lunch-time by various people. There is also the possibility of a ceremonial freight train running over the line, and of a display of rolling stock at Parkside. The Society's own loco's will also be on show. Full details can be obtained from the Publicity Officer, Mr. M.V. Teale, Chapel Cottage, Ryecroft, Harden, BINGLEY, Yorks., to whom persons wishing to lend exhibits should write.

National Trust Protection.

The protective deed arranged by the National Trust to ensure that the railway is not interfered with by local development has now been completed. This means that those sections of the line included in the agreement cannot be closed or damaged by building or roadmaking, or anything

else without the permission of the owners of the line, the Society, and the National Trust. Therefore, the line should exist for evermore as an historic item.

The sections of the line at present protected are from Balm Road sidings to Clayton's/R.&B's., and the Parkside line, This leaves the Whittaker section still in a rather doubtful position, especially as this is the original 1758 section. The N.T. Authorities felt that they could only include those parts in the Covenant which were regularly used, which explains the apparently illogical state of affairs. (Although the Parkside line is not frequently used, we do have running rights over it, which we don't for Whittaker's.)

Loco. Drivers.

A list of those members who are allowed to drive the Society's locomotives is now on the notice board at the entrance to Clayton's. It should be noted that people not on this list are not allowed to drive loco's without applying to the Operating Superintendent and obtaining written permission.

Steam Crane for M.R.P.S.

The Society has been offered a steam crane of 1870-80 vintage on permanent loan by Clyde Crane and Booth, Ltd. It is in good external condition and a demonstration of its capabilities has been given to Dr. Youell and Mike Crew. It is of special interest in that its boiler was made by "Clayton, Son & Co.," of Leeds!

Membership Renewals.

Subscriptions fall due for renewal soon, even though some people have only just paid this year's sub. The Membership Secretary will be pleased to receive your 1963 subscription from October until December. Don't forget the new rates as agreed at the A.G.M. - Adult £1-10-0d. and Junior 7-6d. p.a. Prompt payment (i.e. before 1st. January) greatly reduces the work of both Membership Secretary and Hon. Treasurer. So please be ready to send your subscription promptly.

An excellent article on the Keighley and Worth Valley Rly., and the K.&W.V.R. Preservation Society is contained in the Summer edition of the Leeds University Railway Society's Journal. Copies, which are 1/6d each, can be obtained by writing to Dr. Youell at Physics Dept., University, Leeds, 1.

SHEFFIELD MIDLAND STATION

The long-haired trains still run backstage,
Of the slum clearance, below the broken houses --
Discarded clothes still warm from another age;

On the deserted shore of the city's sound
Expresses slam the plum-coloured cutting walls;
The jointed carcasses of houses strew the ground;

Broken lengths of street and a bakery
Provide smudged etching of themselves;
The grey-haired trains pretend to be destiny;

The moulted privet divides nothing on the hillside;
I peer into the wallpapered bowels of someones home
And feel how more than silent it is inside;

After the shouts and screams of the southern express
And porters bragging with electric luggage trucks
The station fills with more than emptiness.

S. Cook.
(From "Yorks. Post" 5/5/62.)

CHANGE OF ADDRESS.

Members sometimes change their address without notifying us, and then wonder why they no longer receive 'Old Run'. If you do move to a different address, it is important that you inform the Membership Secretary immediately. Send your new address to: Mr. T. G. Cawthray, 1, Midland Terrace, Frizinghall, BRADFORD, 9, Yorks.

Our Treasurer has recently moved to a new home, and will be moving again shortly. It has been suggested that he is trying to lose all the bills sent on to him, however you can be assured that this is not true! If you wish to contact him (cheque receiving a speciality!), address letters thus:

until 30th. August, 1962: after 30th. August, 1962:

28, Nalvern Avenue, 10, Petersway,
Acomb, Clifton,
YORK. YORK.