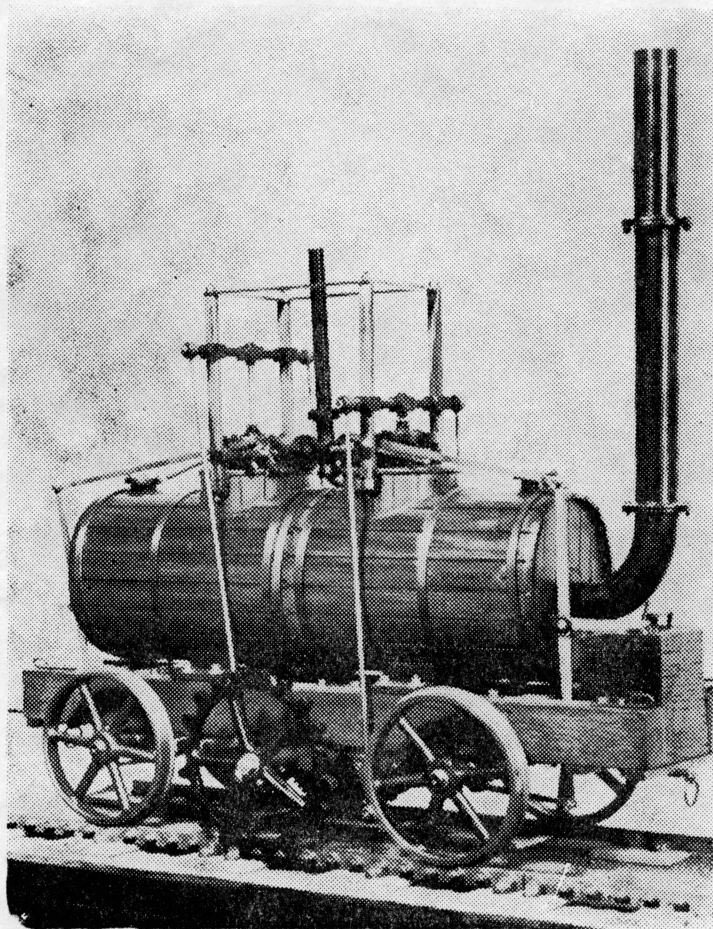


The Old Run

VOL 4 NO 33

MARCH 1963

1758 Middleton Railway, Leeds



First Steam Locomotive

SALAMANCA 1812

The Old Run

Vol. 4. No. 33.

March 1963

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

CONTENTS

Page 17	Freight Carried - 1962
18	Brake Van Diary
19	Picture Page
21	West Riding Coal Traffic
23	Railway Test Laboratory !
23	Society News

Contributions intended for the April edition of 'The Old Run' should be posted to the Editor for the 20th March to the above address.

Freight Carried 1962

A summary of some of the more interesting facts and figures about last year's traffic is given below in the form of the biggest - longest - heaviest - etc., during 1962 The full Freight Report, presented at the A.G.M., will be despatched to members in due course.

Total freight carried	6764 tons	6 cwt	3 qrs.	(£394.12s8d.)
Rob & Birdsell:	3425	4	3	
Clayton S & Co.,	3197	13	1	
J.S.King & Co.,	86	16	3	
Goodall/Clayton:	54	12	0	
Heaviest Month:	931	10	1	in March
Heaviest Day:	174	2	0	on Nov.17th.
Train - in:	112	6	0	on Sept.13th.
out:	158	6	0	on Nov.17th.
Maximum Wagons on one day:	23 on Mar.2nd.	23 on Nov.17th.		
	inward: 16 on July 19th.			
	outward: 16 on September 15th.			

These figures are only for the revenue-earning trains, for it comes to mind that the test-train hauled by the Hudswell Clarke diesel hydraulic locomotive in July weighed 200 tons, and was composed of over 20 wagons full of ballast. This, of course, cannot be regarded as a normal train for the purpose of the above information.

Brake Van Diary

Further work on the 'Swansea' has been put in since the last edition of the 'Old Run', and it now has a washed out boiler ! Whether the tubes were poked out with icicles or not has not been disclosed but it can't have been far from it. The work was done on the last Saturday in January and on the same day the defective feed pipe of 'Neillie's' boiler (mentioned previously) was replaced, having been suitably patched up. A broken boiler gauge glass was also replaced by a good one. Those helping with this work were the same as before, but we now have two sections to 'Those present' - 'Working' and 'Audience' ! The audience on this occasion consisted of three (including the Hon.Editor.) but a few weeks later, those three had become included in the 'Working' section.

'John Alcock's' starter motor drew attention to itself unfortunately towards the end of January, and it was removed on the 28th., a substitute one being fitted. Otherwise, there has been no serious trouble with it, so far.

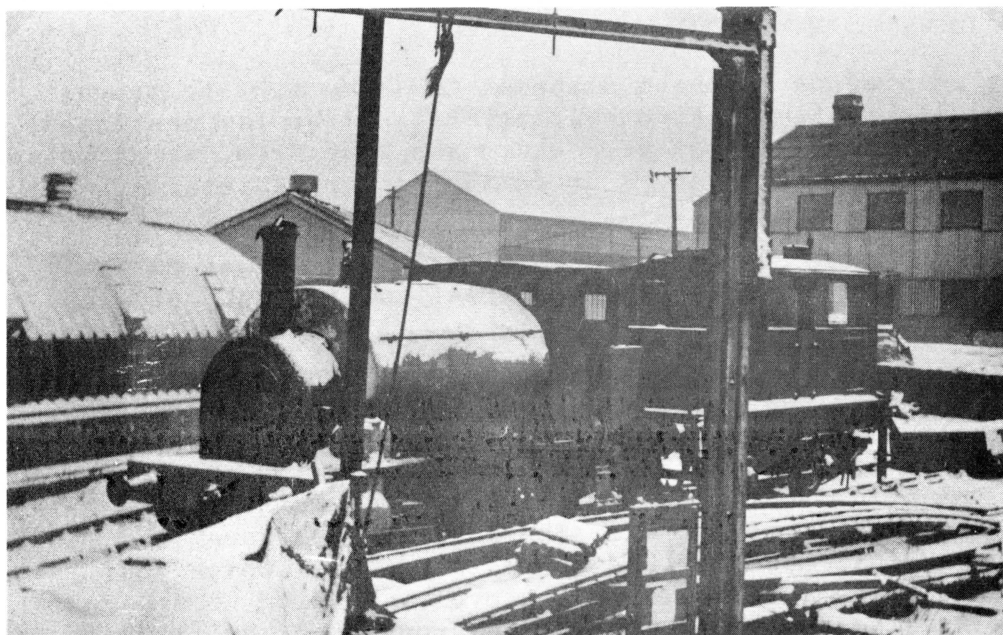
The following week end much time and energy was put into making an improved shelter round 'Windle' - the Borrow's well tank. For this sections of the pre-fabricated building were used to build a three-sided construction and the whole now resembles a free gift in a packet of cornflakes ! However, the advantage of this shelter was seen two weeks later when 'Windle' was easily removed to be put on show for some visitors from Southport. While one gang was building, another was practising demolition! The partially constructed wooden hut at Burton Road has, alas, partially collapsed, and being neither use nor ornament, Brian Ashurst decided to dismantle it to prevent the wind damaging it further. All would have been well had it been possible to locate the exact whereabouts of the spanners which were used for the erection, but it wasn't ! We couldn't dismantle it, we couldn't erect it; as a compromise Brian and his merry men shored it up to some extent in the hope that it would at least resist being blown down any more. (Please turn to page 20.)

PHOTO - PAGE OPPOSITE

Top. Snow - or the remains of it ! This was the scene on January 27th when some of the snow had gone. It is actually possible to see rails on the extreme left ! Between the ironmongery of the loading gauge and a lighting column can be seen 'Swansea' the former S & M 0-6-0 tank engine from the Bynea Steel Works in Wales and to the right of the loading gauge, the 'Sentinel'. M.R.P.S. photo number M.S.66.

Centre 'Swansea's' works plate, photographed last September by John Bailey.

Bottom N.C.B. days. Hudswell Clarke 0-6-0 'Blenkinsop' (built 1954) just north of Burton Road on the 1758 section of the line. Photograph taken by Chris Thorburn on May 7th. 1958.



Oil was smeared on the hand crane at the same time to prevent moving parts rusting. Also helping, but not so far mentioned, (as well as those of past week ends) was Mike Crew, which brings the number of active members up to the wonderful total of 14 !

Once again John Bailey turned up on a Friday evening, this time to repair a faulty exhaust manifold gasket on the diesel. He was assisted by Robert Peel and the job took just short of two hours.

The 'Sentinel' came into the news again on Saturday 9th February when it was discovered that it was dripping water. The trouble was traced to a defective mud cock which was subsequently removed and replaced, but in fitting the replacement one of the holding studs broke off and until this is drilled out or otherwise removed, the 'Sentinel' is not usable. The audience on this occasion was recorded as 'nil', even your Editor was to be seen wielding a shovel, as, with Norman Fearnley, he attacked the rock-hard ice in the grooves of the Tramway Crossing. It turned out to be about three quarters of an inch thick where the flanges of 'John Alcock' and assorted rolling stock had packed it down. On the Clayton's side of the crossing we have been running more on ice than on rail ! No wonder some difficulty has been experienced at this point. Not so far mentioned but nevertheless there was John Livesey, giving a helping hand.

Now for the humorist:

LONDON MIDLAND & SCOTTISH RAILWAY COMPANY.

Time sheet for 15th February 1963.

Clock on: 6.45.p.m. On shift: R. Peel, J Bailey.

Duties: 'J.A.' valves and rocker rod inspection.

Tea Break: 8.00 - 8.20.

Clock Off: 10.00 p.m.

Audience nil. Which tells its own story.

Two parties of visitors inspected the line and stock on Saturday February 16th. The West Riding Rail Fans Club was comprised of many local people, but the other came from Southport, being members of the King George V Grammar School - Railway Society. Altogether about 40 people turned up and were shown the extent of the line by Dr. Lawrence, Mike Crew, Ben Wade and Mike Gilks. The afternoon was fortunately dry but the snow made walking not too pleasant. Starting from Moor Road (Whittakers Staithes), the visitors were just in time to see a train being worked down to B.R., then the party made towards Parkside junction while Dr. Lawrence explained the purpose and techniques of track-work en route. At one point he surprised everybody by suddenly delving into his pocket, producing a sixpence and, placing it on his keying hammer, offered it to the first person who could explain the presence of three chairs in a row, all neatly broken in two. It was some time before the possibility of a derailment was suggested (pre-1958) but this was the required answer. After

seeing the broken connection at Parkside, our visitors returned to Clayton's Yard where the locomotives had been set out to complete their visit. Inside the warm brake van a display of photographs and literature had been arranged and a total of 27/- was collected in sales and donations before everyone left for home. One of the visitors decided to join the M.R.P.S., the visit having finally convinced him after some time of wondering what it was really like.

Needless to say that the 'audience' on this occasion was considerable and the entry was as follows:- Workers - 14
Audience - 'n' (where 'N' is a large number). A successful day all round.

West Riding Coal Traffic

A section of the former Hull & Barnsley Railway, now closed, may be re-opened to coal traffic when the new power station at Ferrybridge is completed. This was stated by Mr. E.E.Cowell, the N.E.R. West Riding Division Traffic Manager at a meeting of the Institute of Transport (Yorkshire Section) on January 8th. (The new plant, Ferrybridge 'C', which will be working to capacity by 1970, will consume at least 5m tons annually).

Mr Cowell was speaking on the problems of moving coal in the West Riding. 40 $\frac{1}{2}$ m. tons of coal a year are produced in the area by 109 collieries, of which 65 are served by the North Eastern Region. Of the total tonnage, 9m. is transported by road, 2 $\frac{3}{4}$ m. by water, and the remainder is shared equally by the Eastern and North Eastern Regions. Coal provides about four fifths of the rail revenue of the N.E.R.'s West Riding Division.

To move this coal, 24,000 wagons a week are moved from the pits during the peak winter months. This operation requires 100 trains of empties and 140 loaded trains a day. During the weeks of December and early January it was accomplished without a hold-up ! When one considers that this had to be undertaken against a background of electricity failures, demands for more gas, and other variable factors which call for many diversions and alterations of timing, it is plain that the West Riding has one of the most effective teams of transport workers in the world.

In fact, the number of men employed by the N.E.R., in the West Riding for moving coal is 1,500 and they have 200 engines at their disposal.

Mr. Cowell went on to discuss some of the difficulties of this type of traffic and outlined what was being done to eliminate them.

On the present unevenness in the production and demand for coal, which gives rise to peak periods of coal traffic and some periods - the mining holidays - when almost none at

all is being carried, B.R. in conjunction with the N.C.B. were offering incentives to merchants to buy coal in off-peak times in an attempt to spread the traffic more evenly over the whole year. The difficulty with this was that, although a large gas works, for example, might have the room to store the coal, not many merchants had the facilities to do this. A way out was to store coal in wagons themselves at times of the year when they were not needed.

Another difficulty was the physical one of operating so many trains over such densely used lines. The introduction of even interval passenger trains had made available many more paths for coal trains. These were now operated as 'block trains'. Instead of one train a day leaving a colliery with wagons for many different destinations, a complete train left the colliery for one destination - a power station - say - three times a week, or as needs be. These trains, of which there were now over a 100 in the Division, were run to fixed schedules in the same way as passenger trains. This, in turn, would lead to easier and closer supervision of the trains while they were en route, thus increasing the flexibility of the system.

New marshalling yards would reduce the number of times a wagon had to be re-marshalled during its journey. Healey Mills Yard, which should be operating in full by the end of 1963, will replace those at Huddersfield and Wakefield, as well as several smaller ones. This would deal with trans-pennine coal traffic. Stourton Yard, to be ready by the end of 1964 will replace several smaller yards and deal with traffic to the South. These schemes would result in a big rationalisation of train workings.

The many different railway companies in the West Riding had meant that many of the collieries were served by two, or even three different outlets. Eventually this would be brought down to one connection each.

For the future, Mr. Cowell saw the use of more block train workings including the working of empties. He looked forward to the time when a train would run straight from a colliery to a power station, discharge its load immediately, and leave with the same engine at the head to return to the pit. Bigger, and continuously braked coal wagons were on the way.

The future for coal in the West Riding is bright. Not only are there new power stations being opened and new pits being sunk, but there is a real drive to build up the export trade to Europe. using new docks to be built at Grimsby. To feed this trade, express trains will run from pits in the Wakefield and Doncaster areas and discharge into the waiting ships. Brian Ashurst.

Photographs. Photographs of the Society's activities and of its stock can be obtained from the Editor. Some of these have been printed in the 'Old Run' but many haven't. Post Card Prints - 6d each plus 3d for postage.

Railway Test Laboratory!

Many of us have heard of the locomotive testing plant at Rugby and the research laboratories at Derby, now we have become one in a smaller way.

Vickers and Co., of Leeds, an oil firm, have devised a track lubricant which would keep ice and snow under control at points. This oil forms an emulsion with the snow which settles on top of it so that it runs as a colloidal solution instead of freezing and blocking the switch blades.

In the untypical winter weather, the new oil was tried out on the top loop points (as typical of British Railways trackwork) and on the Parkside headshunt points (representative of industrial track.)

It was pleasant within a few hours to be able to throw over the switches instead of having to shovel and batter the snow away and use crowbars to engage the route firmly.

So, at last, someone has found a way of dealing with the great freeze up. How nice for Middleton to be a guinea pig with such successful results. The Middleton Railway leads again.
'61506'

Society News

New Members. There was only one new member to announce for the last 'Old Run' so it was held over to this month's list, the latest to join us being;-

Mr C. Lodge,	Burnsall, Nr. Skipton	Mem.No. 297
Mr M. Veitch,	Houghton-le-Spring, Co.Durham.	298
Mr J. E. Birdsall	Leeds	299
Mr R. Sykes	Shipley, Yorks.	301
Mr A. Garthwaite,	Ardsley, Nr Wakefield.	302

Apologies are extended to Mr Chorlton whose name was incorrectly recorded in this section in the January issue.

Renewals and Old Run. Many members have not yet renewed their subscriptions and consequently will not be receiving 'Old Run'. Sufficient copies are being printed however in anticipation of their renewals. If you know of any such people please do us a favour by jogging their memory in this direction.

Freight - and New Line. The total tonnage carried in 1962 is considerably less than in the previous year as the figures on page 17 show. This is largely accounted for by the present state of the steel trade generally, on which we are largely dependant and there is not much hope of an immediate and substantial pick up. However, there are prospects of increasing the traffic to some extent by completing

the new line into Clayton's (Moor End) Works and thereby gaining a certain amount of Clayton's internal traffic. Any members who would like to help with this task will be particularly welcome - the bulk of the work so far has been done by the 'contractors' Youell and Lawrence Unlimited and the firm of Y & L Ultd., have passed on to the Society the income so gained. (At the time of writing this the weather seems to be improving and it should be possible to renew the attack soon.)

The Committee have considered the possibility of running a special train on the M.R. to mark the opening of this connection in lieu of the planned trip for the 150th anniversary which had to be shelved. This cannot take place of course until the line is completed !

Back Numbers. Most copies of the 'Old Run' are still available for those who wish to complete their volumes and enquiries should be made to the Editor or Mr Straker whose address is below. Other publications are also available as follows;-

HISTORY OF THE MIDDLETON COLLIERY RAILWAY, LEEDS - 10" x 8" bound in card cover similar to O.R. - price 1/3 by post. A highly detailed factual account of the M.R. from the earliest known records in 1646 to the closure in 1958. Includes locomotives stock list and details of the Society's first year of operation and a sketch map in its 18 pages. (second edition printed December 1960.)

THIRD CENTURY AT MIDDLETON. 6½ x 9½ on art paper 1/3 including postage. Reprinted from the article in the Railway Magazine, April 1961. This is a more general account of the line and in its 8 pp includes 3 photographs, a sketch of 'Salamanca' and a full page map of the line.

THE STEAM LOCOMOTIVES OF 1812. Another reprint from the Railway Magazine, this time of the article under the above title by Charles E. Lee. same size as '3rd Century' 9d including postage.

OVER 155 YEARS OF SERVICE. 11 x 8½ - 22 pp 2/9 including postage. A pictorial brochure marking the end of the Swansea & Mumbles line - the first passenger carrying railway. Many illustrations

THE OLD RUN - back numbers by post 1/3.

All the above are obtainable through the Publications Officer,

Mr N. Straker, 'Birkdale', 82 Hunningley Lane, Stairfoot, Barnsley, Yorks.