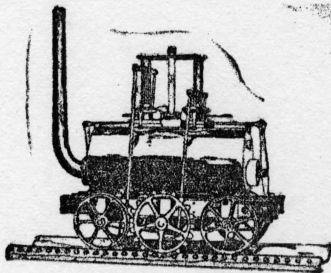


STEAM  
LOCOMOTIVES  
1812



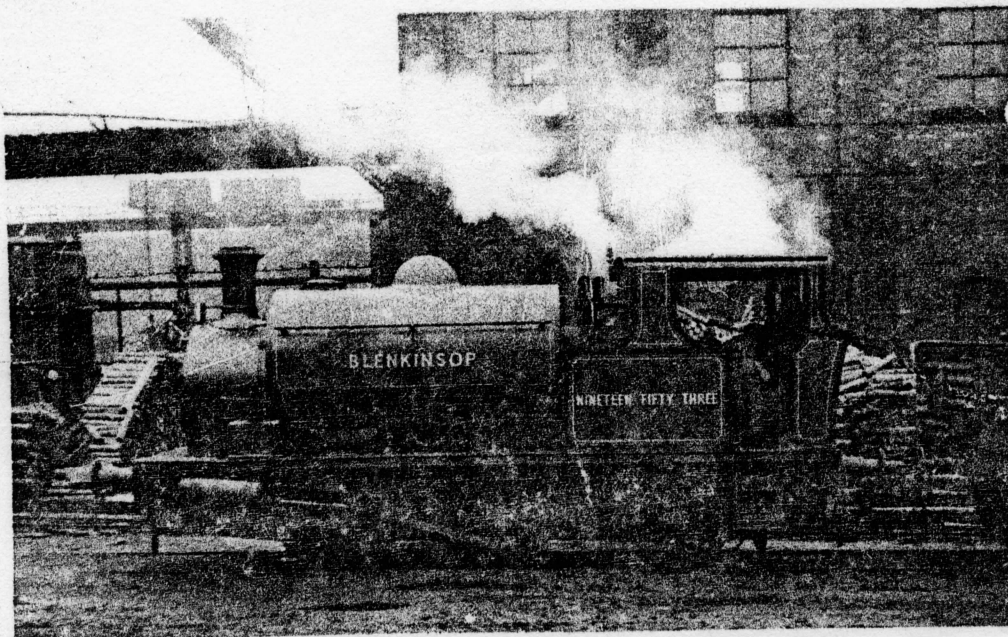
BUILT  
1758

# The Old Run

Journal of the Middleton Railway Preservation Society

Price 1/-

No. 29 September 1962



Steam at Middleton!  
"Blenkinsop" at Broom Pit  
in N.C.B. Days.

the  
OLD RUN  
journal of the  
MIDDLETON RAILWAY  
PRESERVATION SOCIETY

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COVER PICTURE.

Four years ago, the M.R. was about to die, having just reached the ripe old age of 200. This view of "Blenkinsop" (Hudswell Clarke, 1954) was taken on the R.C.T.S. bicentenary tour of the line shortly before its closure. "Blenkinsop" was eventually taken away and reconditioned to be sent to work at another colliery, not very far from Leeds. It is still going strong, and is likely to do so for a long time, yet. Photo: Editor's collection  
17 June, 1958.

COMMENT

The year end is approaching quickly now and it will not be long before your current membership expires. Try and pay your subscription promptly this year as this makes the work of your Officers so much easier, as well as keeping them sweet-tempered! Last year's sub. collecting went on almost to July!

In 1961, the Society was faced with the necessity of moving three tramcars from the centre of Leeds to the Parkside site, and with the combination of a very difficult situation, encountering unexpected troubles, and a lack of co-operation, the bill eventually came to much more than had been expected.

In 1962, the diesel locomotive "John Alcock" broke down, requiring extensive repairs to the engine; a B.R. diesel had to be hired and the Sentinel put into working order to keep the line running. These three items together caused another financial crisis.

What will happen in 1963? There doesn't seem anything left that can happen! (Although that has been said before!) This means that (assuming the steel industry recovers from its slack period) the surplus receipts at the end of the year will be in our bank account instead of having to back up some emergency or other. At long last, we may be able to make some of our long awaited hopes become reality. The start of a Museum Building? A permanent Shed for the Loco's and rolling stock? Who knows? YOUR SUPPORT IS REQUESTED! Renew Now!



## STEAM ON MIDDLETON AGAIN!

As mentioned in the last issue of The Old Run, the Middleton Railway has again been worked by steam power in the shape of Sentinel 54. This occurred during the afternoon of Saturday, the 4th. of August, almost on the anniversary date itself, and steam operation continued throughout August and for most of September, until the return of "John Alcock" in the third week of the month.

54 has behaved very well and handled the traffic admirably although, in general, there have only been two trains a week to operate. Operation of the engine has not been without its troubles and tribulations - the expected certainly happened! We have run short of water and had to scuttle back to the water supply at Clayton's, leaving the train where-ever it happened to be; using all the steam and then wondering why the engine wouldn't go was also a common mistake at first. This happened on our first attempt at steam propulsion: steam hauled train without steam trying to negotiate Clayton's Curve, and is the occasion referred to in the rhyme below.

### SENTINEL 54

Fred stood upon that footplate dark,  
The pressure very low.  
The track inspector shovelled hard  
And made the 'feather' show.

Said Fred, "D'You think she'll pull this load?"  
P.W. said, "Worth trying,  
I'll give you all the steam you want,  
And send the cinders flying."

So Fred, the driver, gave her steam,  
P.W. plied the shovel,  
And up the bank she gaily went -  
Nae bother and nae trouble.

7777.

### MORE TOMBSTONERY

( by A.E.D.)

How the Victorians loved their tombstone testimonies!  
Many a churchyard, as '61506' has shown, bears silent witness

to those who met their earthly end on the railway line;  
then as now the railway inspired a poetry of its own. Here  
are two more examples:

There stands in the churchyard at Elland, near Halifax, a  
gravestone to the memory of a man killed on the L. & Y. near  
Elland shortly after its opening. The inscription runs:-

"No Tyrant's persecution could his spirit bend,  
In freedom's cause he struggled to the end.  
At last, in prime of life, like many 'twas his lot  
To fall a victim of the Railway Juggernaut."

Rather more instructive (and certainly more scriptural!)  
is this memorial in Ely Cathedral to two men who were killed  
during the construction of the line to Ely on Christmas Eve,  
1845:-

"The Spiritual Railway"

"The Line to Heaven by Christ was made  
With Heavenly truth the Rails were laid.  
From Earth to Heaven the Line extends,  
To Life Eternal where it ends.

Repentance is the Station then  
Where Passengers are taken in.  
No Fee for them is there to pay,  
For Jesus is himself the way.

God's Word is the first Engineer  
It points the way to Heaven so clear.  
Through tunnels dark and dreary here  
It does the way to Glory steer.

God's Love the fire, His Truth the Steam,  
Which drives the Engine and the Train.  
All you who would to Glory ride,  
Must come to Christ, in Him abide.

In First and Second and Third class,  
Repentance, Faith and Holiness,  
You must the way to Glory gain  
Or you with Christ will not remain.

Come then, poor Sinners, now's the time,  
At any Station on the Line,  
If you'll repent and turn from sin  
The Train will stop and take you in."

( continued next page, at bottom.)



THE EXHIBITION  
150 Years of Steam Locomotives.

The Exhibition devoted to the 150th. anniversary of steam locomotives arranged by the M.R.P.S. in connection with the Leeds City Museum and British Railways was opened on Saturday, the 15th. September to run for one week.

The entrance to the exhibition was "decorated" by a Middleton pit-tub on rails, and on the balcony over the doorway was a sign proclaiming "Middleton Railway, Leeds, 1758" flanked on either side by a signal arm.

Items on show on the ground floor of the museum had been assembled during the three previous evenings and ranged from small photographs to a 10 cwt. 11ft. long 7½" gauge model of "Mallard" which was capable of running at 35-40 m.p.h., although, it must be admitted, not in the Museum! There were photographs of many types of steam loco's, old and new and a selection of gauge '0' models which between them illustrated the "steam story". Locomotive nameplates and railway ironmongery such as gradient posts "Warning" notices, signal arms, etc., occupied a considerable amount of space, and there was even a wooden key reputed to have been tripped over by Branwell Bronte! Models and photographs were also provided by British Railways, Hunslet E. Co. and Huds- well Clarke.

Sales of Middleton Railway publications went down very well - the official History is now almost out of print again! This is the second time this publication has sold out.

Each day two talks or film shows were given - one at lunchtime and one in the evening. The programme included an illustrated talk by Lord Garnock, "Railroading in North America," four B.T.C. films (some in colour) "Elizabethan Express; Fully Fitted Freight; Snowdrift at Bleath Gill; Blue Pullman." The Middleton Railway film was also shown and the Hunslet Engine Co., loaned a colour film, "The Locomotive."

At the weekend 22/23rd September, a display on Hunslet Moor was arranged of our locomotives and rolling stock comprising: "Windle", "Swansea", the Sentinel, "John Alcock", brake van, tool van and ballast wagon, but this was nearly as popular as the Exhibition proper, probably because people did not know where

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(cont. from previous page: The Spiritual Railway.

We may be thankful that now no-one will have to write the epitaph of the Middleton Railway.

the railway was!

The number of people visiting the Exhibition was sufficient to justify a second week, the previous week's programme being repeated. The total number of visitors and the results will be announced in the next Old Run.

### A LAMENT

(by M.D.C.)

Running a railway, that's our job,  
Not just playing at puffers -  
But some young members think its great;  
SHOULD we humour such duffers?

Running a railway: "Oh what fun!,"  
Such members are heard to say.  
But when it comes to sheer hard work,  
How strange - they all stay away!

Running a railway - or trying to,  
Is soul destroying at times;  
When so-called 'helpers' only watch  
--- If only murders wern't crimes!

Running a railway the proper way  
Takes time and plenty of care:  
For 'Safety First' is our motto,  
Not giving rise to scare!

Running a railway is not easy;  
There's plenty to do 'sides drive.  
Laying the track and nursing it too,  
Are vital to make it thrive.

Running a railway, please take heed,  
Is a responsible task for all.  
Don't lark about and play the fool  
But help instead of apall.

### SOCIETY NEWS.

Attention of our members is drawn to an unsatisfactory state of affairs which exists at the railway, mainly centred on the



brake van. On two recent occasions, someone has helped themselves to the contents of members' jackets, etc., which had been left in the van in Clayton's yard while working on the line, etc. Further the brake van has twice been broken into (by the simple process of breaking a window) and various items from inside removed; fortunately nothing of great value has been stolen. Odd happenings have also been noticed on the line from time to time, and in the short time that "John Alcock" has been back (about a week) someone has tried to remove its makers plates.

Members are advised therefore not to leave anything of even reasonable value in the brakevan or elsewhere. Money, etc., should be kept in one's pockets where it cannot possibly be stolen.

### Subscriptions

Members are again reminded that it is Subscription Time. Your present membership terminates on the 31st. December, after which you are a non-member unless your 1963 Sub. is paid by then. The Membership Rates are:  
Annual Adult - £1 10<sup>0</sup> Od. Annual Student - £0 7 6d.,  
and should be sent to the Membership Secretary,  
Mr. T. G. Cawthray, 1, Midland Terrace, Frizinghall,  
Bradford, 9, Yorks.

before the 31st. December, 1962.

Please Help by Paying Promptly!

### HUNSLET LANE - PAST, PRESENT, and FUTURE.

(by '51381')

It was in 1831 that the North Midland Railway between Derby and Leeds was first suggested. Negotiations went on apace, and on July 4th. 1836, the N.M.R.'s act received Royal Assent. Construction began in February, 1837, but opposition from the Aire & Calder Canal delayed work on the northern end of the line, so that the portion from Derby to Masborough was informally opened on Monday, May 11th. 1840, while the line into Hunslet Lane, the Leeds terminus, was not opened until June 30th. of that year.

On that day the line was opened throughout with due pomp and ceremony, and at 8.02 a.m. 26 first class and 10 second class coaches left Hunslet Lane hauled by two locomotives. At 6.41 p.m. this, the first train to travel from one end

of the N.M.R. to the other, arrived back in Hunslet Lane; the next day normal service commenced.

Six trains per day ran each way over the line, and the 4.30 p.m. ran through to Birmingham.

From March 1st. 1841, the Manchester and Leeds Railway's trains could be seen in Hunslet Lane, for on that date, the M. & L. line from Manchester to Goose Hill Junction at Normanton was opened, the M. & L.R. having previously obtained running powers over the N.M.R. in to Hunslet Lane, where the M. & L. had its own booking office.

A third company using the station was the York & North Midland, which ran trains from York into Leeds over the N.M. from Methley. This service which commenced on July 29th. 1840 was an attempt to take traffic off the Leeds & Selby Railway.

On May 10th., 1844, the N.M.R. amalgamated with the Midland Counties and Birmingham & Derby Junction Railways to form the Midland Railway; so Hunslet Lane, instead of being one of two major stations on its line, (the other was Derby) became just one of many major stations on the railway which was later to spread from Tilbury to Carlisle. Nevertheless, Hunslet Lane could still hold its head high, for it was there that representatives of the Midland, Leeds & Bradford, and Manchester & Leeds Railways met on December 27th, 1845, when the L. & B. and M. & L. confirmed and put the finishing touches to their proposed amalgamation.

A further decline occurred, however, when on July 1st, 1846 the Leeds & Bradford Railway's line from Bradford via Shipley in to the new Leeds Wellington station was opened, for a connection from the Midland Railway had been constructed into Wellington, by-passing Hunslet Lane, and from July 1st., passenger traffic from Derby and the south was diverted into Wellington. Hunslet Lane became a goods station at the end of an offshoot from the newly-formed Hunslet Lane Junction on the main line.

Thereafter the station led a peaceful life which was only broken in 1881 when the Middleton Railway was re-laid to 4' 8½" gauge and a connection was made between the two M. R.'s - Middleton and Midland. Exchange traffic is now back to what it was before 1881, but Hunslet Lane still handles a large volume of goods, express freight trains being worked to and from Bristol by Stourton M.P.D. The station is conveniently situated and there seems no danger of it being closed - in fact traffic may well increase if Dr. Beeching pursues his present policy of rationalisation by



closing surrounding goods depots.

The boot might be on the other foot, however, for in the proposals for developing the railway system at Leeds to allow Central Station to be closed and trains at present using that station to be diverted into Wellington and City stations, it was suggested that the L.N.W. and L. & Y. High Level Goods Depot alongside Central Station be left open; all other goods stations in Leeds being closed. The High Level depot is even more conveniently situated than Hunslet Lane, and could easily be developed to handle the extra traffic it would receive. At present though, Hunslet Lane seems safe, for it is the only depot which can receive traffic from the Derby direction. Even if the above proposals do come to fruition, there will still be traffic to the gas-works at Hunslet Lane, and though this will not save the station, it will at least preserve its approaches.

# M.R.P.S. STOCK LIST (Part 11)

## Tramway Vehicles.

<u>Car.</u>	<u>Built.</u>	<u>Maker.</u>	<u>Bogies or Truck.</u>	<u>Elec. Equip.</u>	<u>Seats.</u>
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### ex Leeds City Transport.

1	(Works Car)	L.C.T.	Peckham	Dick Kerr Co.	-
			Cantilever.		
160)		Brush	Peckham Pend-	B.T.H.	37/23
202)	1931	El. Eng. Co.	ulum. P35.		
517)	1931	U.C.C.	E.M.B. Max.	Met-Vick.	48/22
			Traction.		
601	1953	C.H.Roe.	E.M.B.	Met-Vick.	17/17
			Lightweight.		

### ex Swansea & Mumbles Rly. (South Wales Transport)

2	1929	Brush	Brush	Brush	58/48
		El. Eng. Co.			

### Abbreviations.

B.T.H.	British Thomson Houston Co, Ltd.
U.C.C.	Union Constuction Company, Ltd.
E.M.B.	Electro-Mechanical Brake Co. Ltd.
Seats:	top deck over lower deck (except 601)

## Notes.

160/202 are of the "Horsefield" or "Showboat" type. 160, which was the last car to travel over several Leeds' routes and was decorated for the final procession, belongs to the City Museum; 202 is the Society's car. 517 is of the "Feltham" type, being built for the London United Tramways when new. 601 was one of the two experimental cars built for Leeds in 1953 and cost app. £10,000. It is a centre entrance car, the two saloons being identical, hence the seating is the same. No. 2 is the largest vehicle of its kind in the world, and these cars used to operate in multiple-unit pairs on the S.&M.

## VISITORS TO THE LINE.

The following two reports have been included for the interest of our readers concerning the working on the line of non-Middleton loco's, both referred to in the last Old Run.

### British Railways Drewry diesel loco.

Obviously we had to fulfill our obligations to our customers and provide a service while "John Alcock" was away at Hunslet having a new crankshaft end fitted and having its original gear selector and gears re-instated. It was for this reason and the fact that the Sentinel locomotive 54 was hardly ready, that led us to arrange for the hire of a British Railways' locomotive. The choice in type was very restricted, for obviously we couldn't handle Fowler 0-6-0s which would sink the track and straighten the curves (besides take up to three hours to steam); a diesel was decidedly the best bet - but again it had to be light and of short wheel-base. The only type to fit this description in and around Leeds was the Drewry 204 b.h.p. type 0-6-0. Its weight of 34 tons was considered reasonable.

D2323 duly arrived and two of us were passed out as drivers there and then. Driving was much more of a pleasure than with "John Alcock", for the cab could be completely enclosed, comfortably upholstered seats were available for the driver who could also switch on heaters whenever the occasion necessitated them. Certainly a much more luxurious locomotive than "John Alcock" - but one would expect this, for D2323 is only a year old: "J.A." is vintage in comparison.

D2323 was used on the daily freight for an average of three days per week (for traffic is falling off badly, due to the steel industry slump) before returning to Holbeck at weekends for servicing and safety - well away, in fact, from the undes-



irable elements who inhabit the area near the railway.

But luxury has to end sometime; Sentinel 54 was eventually proclaimed to be in working order and hence the only British Railways locomotive to officially work the line EVER returned to its home with the proud distinction of having worked on the World's Oldest Railway (1758) at Middleton, Leeds.

#### Hudswell Clarke Locomotive test week

It had been agreed a few weeks previously that it would be convenient for the Hudswell Clarke Engine Co., to test their prototype diesel locomotive on the line during the period 23rd. to 27th. July inclusive subject to certain preliminary work being carried out on the line.

Dr. Lawrence carried out a complete inspection of the Parkside incline line and carried out all the minor but necessary maintenance required on it before any train could safely use that particular section.

As a result of this repair and other arrangements, the locomotive arrived at 1 p.m. on Monday, 23rd. July. It was conducted to the foot of the incline and there took over its specially prepared 200 ton test train of 14 wagons of ash ballast and the Middleton brake. After two successful runs up and down the line the wagons were stored for the evening and the locomotive tested light-engine on the Tram Crossing to Headshunt section. All was well, so D1269 (the H.C. no.) was put away for the night in Clayton's yard.

The following day, and also on Wednesday and Friday, a bright and early start was made and the train was duly assembled awaiting the prospective customers by 10.0 a.m. After demonstrating its capabilities on the level headshunt section the customers were treated to the rare sight of a 15 wagon train trundling up and down the incline at the maximum speed allowed. During the tests the weather held out very well and the prospective customers seemed quite impressed.

For the technically minded the following are the details of the prototype:  
Centre cab 0-4-0 diesel-hydraulic; built February 1962.  
Cummins type NHS-6-IP engine developing 252 h.p. (gross) & 227 h.p. (net) at 1800 r.p.m. Length over buffer beams: 20' 11½"; wheel diam. 3' 6"; wt. 33.85 tons (17 ton axle load).  
The loco. incorporates British 'Twin Disc' three stage torque converter, final reduction and reverse gearbox being axle-mounted. Trac. eff. 23500 lbs. max; 18950 lbs. starting t.e. at 4:1 adhesive factor. Loads hauled include 1020 tons on

the level starting from rest. The locomotive was finished in a dark apple green with red side bands and black and yellow dazzle ends and buffer beams.

### BRAKE VAN DIARY

There is not much to report this time, as the Diary was one of the items removed from the brake van, mentioned on P.55. However, the following points need mentioning:

The Sheffield Tram 513 was finally removed to Cullingworth on Wednesday, 29th. August. It was taken to the Tramway Crossing on the Tuesday evening, being loaded onto one of Messrs. Elliotts' lorries on Wednesday morning. It arrived at Cullingworth at 2.0 p.m. and was inside the warehouse, on its truck by 7.0 p.m. Most of the work was done by John Rothera's friends who came from York and Halifax, aided by some Middleton members.

On the 24th. September, railcar 601 was seriously damaged by fire, one half of the car being completely burnt out. It appears to be a case of arson and the matter is being investigated. The car will almost certainly have to be broken up, unless someone wishes to rebuild it (which is possible, if there is the enthusiasm), but this will have to be thoroughly discussed by the committee. Any decisions as to its fate will be announced in due course, in the Old Run.

"John Alcock" returned to the railway around the 21st. September, after its overhaul and repairs at Hunslet E. Co.

### 25 YEARS of the RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY (PACIFIC COAST CHAPTER)

(Brian Ashurst)

In May this year, the Pacific Coast Chapter of the American Railway & Locomotive Historical Society celebrated its Silver Jubilee. To mark this event, a special booklet was issued and distributed on the Anniversary excursion train, the "Weekend in the Sierra Pines"

No-one reading this 50 page, 100 illustration production can fail to be impressed by the success of this Society. Apart from well attended monthly meetings in San Francisco,



The Society also publishes an excellent monthly magazine, "The Western Railroader" which contains news and a historical feature on a local railroad. Its main work, however, has been in the collection of 25 pieces of equipment for eventual display and possible operation in the San Francisco Railroad and Maritime Museum project. The collection includes nine steam locomotives of traditional and unusual designs, various cable cars and streetcars, a sleek interurban set, and a former New York Elevated set. Narrow gauge and standard passenger and freight rolling stock are represented, including the beautiful observation car "Gold Coast", presented by Lucius Beebe.

(This booklet, which makes enjoyable reading, may be difficult to obtain here, but M.R.P.S. members may borrow it from: B. Ashurst, 45, Devonshire Road, Hazel Grove, Cheshire, enclosing 9d. in stamps to cover the postage, please.)

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