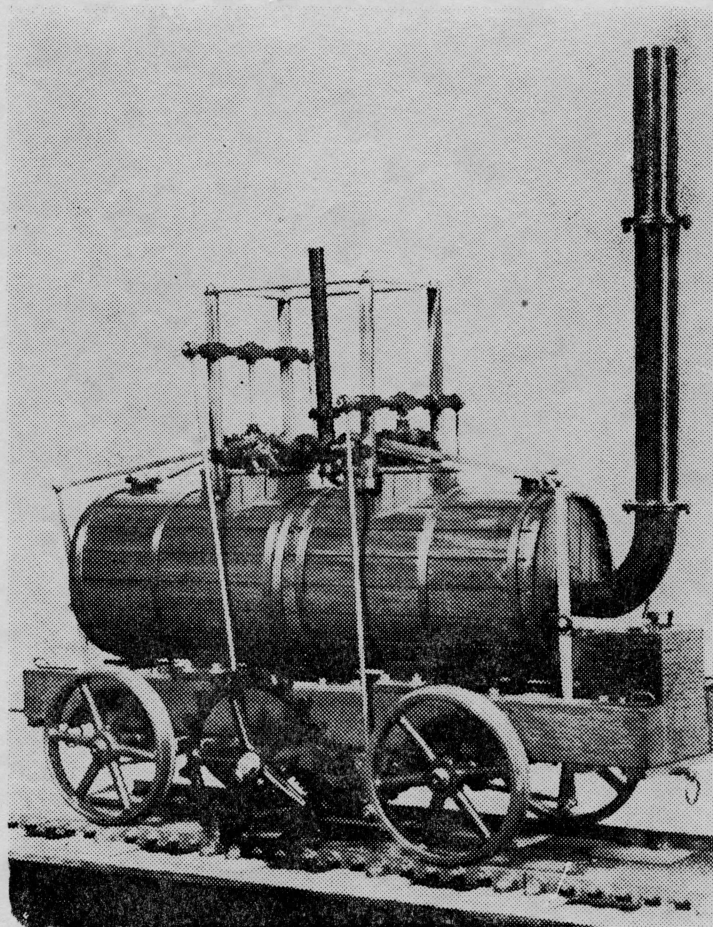


The Old Run

VOL 4 NO 36

JUNE 1963

1758 Middleton Railway, Leeds



First Steam Locomotive

SALAMANCA 1812

The Old Run

Journal of the 1758 Middleton Railway Trust

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Vol. 4

No. 36

June 1963

Ilkley Soc. acts to save line

The Ilkley Railway Supporters Association, formed last month to combat proposed closure of the Leeds-Ilkley

line, has collected over 8,600 signatures for a petition.

Aim is to collect at least 25,000 names and hand them over to the area's MP, Sir Malcolm Stoddard-Scott, who will present the petition to the Minister of Transport - what's his name - Ernest Marples.

The petition does not accept that road transport is a safe or satisfactory alternative or that there could not be a more economic running of the line.

All interested in this lively organisation, whose subscription is only 5s., should contact Mr. J. F. S. Lumb, 14, Brighton Road, Ben Rhydding. (Please mention The Old Run.)

THE GREAT MARQUESS IS HERE !

Lord Garnock returns triumphant

Restored to its original LNER green livery, The Great Marquess (2-6-0 class K4 No. 3442) has left Glasgow and arrived at Neville Hill, Leeds. Accompanying the engine on its journey was its owner, Lord Garnock, who is president of the Middleton Railway Trust.

The engine, which was designed by Sir Nigel Gresley for the West Highland line, underwent restoration at Cowlairs works. As no transfers were available, the painters had done all the lettering and numerals by hand - even down to the number on the tender buffer beam (a feature peculiar to Cowlairs).

It was small wonder, then, that the paintshop foreman whistled "Will ye no' come back again?" as the Marquess, resplendent in its true colours, left for the south with a train of 30 fitted vans.

Attached to the locomotive as it headed for the suburban line (to avoid Waverley) were a wagon and brake. The wagon

remained next to the engine throughout the long journey, as it contained the p r e c i o u s spare parts for a class otherwise extinct.

Lord Garnock and MRT officials who travelled with the engine all or part of the way continue the narrative:

Smooth start

"Inside the spotless cab the needle of the pressure gauge was nearly touching the 200 lbs mark. The train was due away at 11.05am, and, even with this newly overhauled engine, there was no room for loitering. Yet we had to go carefully lest we heat any bearings, and while we were pondering over this, the starting signal cleared, the guard showed a green flag, and, aided by a slight downhill gradient, we made a spectacularly smooth start.

"With full regulator, 15 per cent. cut-off and a rhythmic clink from the motion, the engine accelerated smoothly. The riding was even and buoyant, and 30mph was easily maintained up to Prestonpans. As we passed Colonel Gardiner's house, the gear was notched up to 15 per cent. and we ran smoothly down to Drem.

"We had good coal and made very l i t t l e smoke as we approached the 60mph restriction sign for Dunbar curve. This was taken at 30mph, which dropped on meeting the wind off the sea as we emerged from the shelter of the trees.

"Cut-off was increased and the exhaust became a syncopated roar as we began the a s c e n t of the first part of the long Cockburnspath Bank - 7 miles of 1 in 90."

Light work

"This was the only bank that even taxed the NER 3 cylinder Atlantics, and on this occasion 3442 made light work of it and, at 30 per cent. cut-off, climbed steadily, with the clank of the rods and the noise of the exhaust echoing from the rocks as we plunged into Penmanshill Tunnel.

"Speed was not allowed to rise beyond 35mph as we wound our way downhill towards Reston, the injector singing softly as it filled the boiler. Under easy steam we traversed the level to B u r n m o u t h, whose distant signal gave us a momentary "Caution!" before it cleared.

A glimpse of Holy Island ahead, and then Marshall Meadows distant at "Caution". We braked gently past the signalbox



Photo courtesy Halifax Courier and Guardian

which divides the Scottish from the NE Region, slowed to 15mph through Berwick station and rode quietly across the beautiful Royal Border Bridge, and so into a goods road at Tweedmouth comfortably ahead of the "Queen of Scots".

A late start from Millerhill had been transformed into an on-time arrival at Tweedmouth. Our 16-minute stay to take on water and change crews had to be extended owing to the up "Queen" running ten minutes late. As soon as this train had passed the advance starter, the yard signal cleared and we were again on the move.

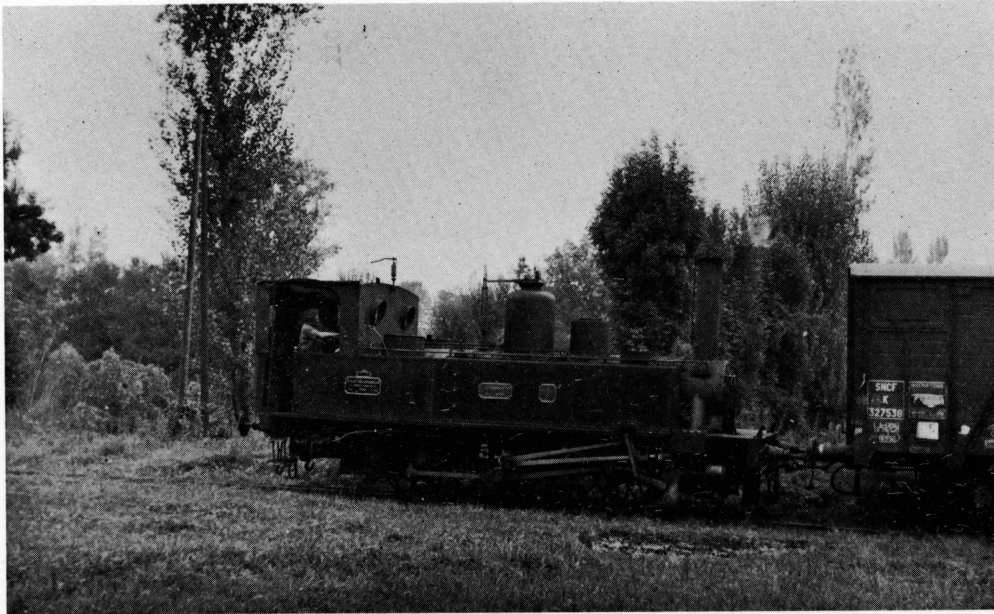
Gentlemen Drivers

It was apparent that the new crew tackled The Great Marquess with a mixture of gentleness and awe, in contrast to the Haymarket men, who had driven as if still doing battle on the West Highland line!

However, our progress was constant, and for the little knots of spectators, a joy to behold with the afternoon sun glistening on the boiler barrel.

Groups of spectators equipped with cameras and tape-recorders came thick and fast. We clattered over the manganese crossing and took the freight line past Newcastle Central,

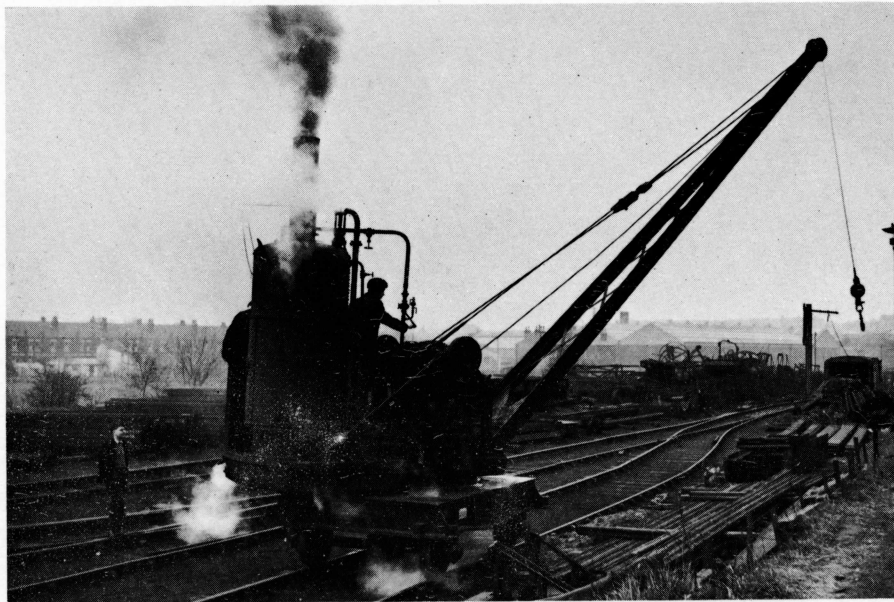
(Continued on page 6)



Other people's problems

The Chemin de Fer de la Limagne runs from Vertaizon to Billom, a distance of 9km. Vertaizon, the junction, is on the SNCF line from Clermont-Ferrand to Pont-de-Dore. There are intermediate stations at Vassel and Espirat.

The photos were taken at Billom, in a fog, in June, 1959,





The C. de F. de la Limagne

when the line still offered a passenger service, at least on fair days. One of the passenger coaches may be seen on the extreme right: the station is in the centre, and the main line can be detected by a sharp eye, in the undergrowth, to the right of the camera.

No. 1 was shunting, and a similar engine, No. 2, was in the shed. Both were built in the eighties. No other motive power was in evidence.

Goods only

If the "Indicateur Chaix" is to be believed, the passenger train has ceased to run, but probably there is still a goods service, and I would think that these splendid relics are still there, should anyone feel like making the pilgrimage.

STEAM CRANE IS NOW AT WORK

The MRT's 1880 ex-broad gauge crane is now used regularly in permanent way work. The photo shows the crane on the occasion of its first test run in April.

Since its restoration the crane has been used to rip out the tramlines adjoining Clayton's Crossing - an interesting but notorious rail/tramway crossing. The crossing itself is shortly to be removed and replaced by something more conventional and reliable.

where there was a throng of spectators on the ends of the main platform.

As we swung south away from the Carlisle line to get on to the King Edward Bridge, the locomotive formed a magnificent picture for the crew of a passenger diesel approaching on a Carlisle train; we lost sight of them when they were still rubbing their eyes.

Disaster strikes!

The only disaster occasioned by the Marquess took place soon after we had crossed the Tyne and pulled away round the curve for Gateshead shed. A railwayman of the old school was cycling home alongside the track. He was well in the clear and did not turn his head as the train approached.

But as the engine drew abreast, he must have seen the green paint and pre-war livery out of the corner of his eye, as he looked up suddenly and goggled; he goggled so much that he wobbled; finally he wobbled so much that he toppled. It ended happily: he waved to us from the ground indicating that he was unhurt.

Outside Durham station we stood in the loop for 20 minutes waiting for the 7.05pm Newcastle-Bristol. We followed this train out of Durham up the 1 in 101 to Relly Mill Junction. At Ferryhill our luck was still out, as we sat in the station for 16 minutes to wait for the "North Briton" to thunder through behind an English Electric. We finally cleared Ferryhill 61 minutes behind schedule.

Our schedule allowed us to reach Heaton Yard at 3.12 - nicely ahead of the "Heart of Midlothian" - but the lateness of the "Queen" meant that our train was barely "in the clear" in the Stannington loop before Morpeth was offering the express.

Leaving the loop, we passed the home of one George Stephenson at Killingworth and finally drifted down Benton Bank into Heaton Yard 33 minutes late.

We were met by the shed foreman, who entertained us very hospitably. Meanwhile the Marquess was being meticulously examined, oiled, coaled and watered, and somehow 6.10pm arrived too soon and we coupled on to a lighter train of 20 vans.

The Heaton crew evidently thought the time had come to give the engine her head, and they achieved a fast run to Darlington. As the spectacular sunset turned to a purple dusk, we reflected that the joy of seeing such a sight would not be appreciated by the photographers who had gathered on Darlington

The Old Run, June 1963

station to welcome The Great Marquess back to his birthplace.

The engine had never visited Darlington since first taking the rails 25 years ago.

We returned to the main line outside Darlington (after allowing a fish train to pass us) 68 minutes late. We crossed the Tees at Croft and so entered the county of the White Rose and ran steadily over Danby Wiske troughs till a smudge of smoke ahead told us that the Cow and Gate milk f a c t o r y at Northallerton was working overtime.

At Northallerton we swung right on to the Ripon line, and succeeded in gaining 4 minutes of lost time on the journey there. After stopping here to pick up the MRT chairman, Dr. Youell, we continued to Leeds.

So, filled up with water from the Ure, with the Minster on the right in its ancient glory, off we went, a long train of vans clanking happily behind.

Mysterious Dragon

It is amazing how much can be done on a quarter regulator. A steady run up the gentle rise to Bilton Junction just beyond Nidd Bridge, and then a 1 in 66 climb all the way to Harrogate. A slight increase in the exhaust noise belied the power of a Gresley engine master of its task. The g r a d i e n t had mysteriously become level as we accelerated past Dragon and into the station.

An easy run downhill, Crimble viaduct at 15mph and down to the Leeds Northern main line at Pannal. One does not try breaking speed records with goods trains nor with wheels of a diameter built for hill-climbing rather than Mallarding. A steady 45mph across Arthington viaduct, watching the enormous Marquess shadow in the moonlight on the River Wharfe.

A regulation slow round the curves at Arthington and then into Bramhope tunnel at 25mph and up the 1 in 90, bursting out at Horsforth at nearly 40. The regulator was eased up and we ambled downhill to Headingley and Whitehall Junction. Across to the Midland, City Station, and a final blast of exhaust up to the Selby main line.

All changeth!

Then the Marquess and the wagon of spare parts were put to bed in the shed. The Old Order changeth - there was the spotless Marquess and next to it a condemned J 39 with only the number clean.

But so wonderful was this sight of the Old Order that even the professionals could scarce forbear to cheer.

MIDDLETON DAY BY DAY

Trams' hour is near

Prospective purchasers are reminded that June 30 is the last date for payment for the MRT tramcars that were offered for sale in April.

If payment has not been received in full by the end of June, the trams are to be sold for scrap.

New siding is complete

The siding into Clayton's Moor End Works has finally been completed, and only awaits the arrival of a point before traffic can use the new branch.

A temporary roadway of sleepers has been laid along the track inside the works so that motor vehicles can use it.

Traffic, which is not expected to be heavy, will be mainly internal between Moor End and Dartmouth Works.

It is hoped that there will be an opening ceremony after the track has been well tested.

MRT may help bring more jobs

Clayton, Son & Co., the Leeds gas engineers who own that section of the Middleton Rail-

way operated by the M.R.T., concluded an exclusive manufacturing and trading agreement with a Texas firm, Tears Engineers, of Dallas, last month.

Claytons state that the agreement could eventually mean an expansion of the labour force at Moor End Works - the factory into which the MRT has just completed a new siding.

Clayton's has just completed three large gas-holders for Bombay, Southern Rhodesia and New Zealand. The gas-holder for New Zealand will be the biggest in that country.

Clayton's centenary year begins in August.

Gt. Marquess in fine shape

The Great Marquess, Lord Garnocks' preserved K4, acquitted itself very well on the very enjoyable RCTS Dalesman rail-tour on May 4.

The tour finished several hours late because not enough time had been allowed on the schedule for turning, and at 4 places half an hour was lost for this reason.

Mechanically, the engine proved very sound. It performed as well as it looked.

The MRT membership secretary is M. D. Crew, 214 Headley Way Headington, Oxford.