

The Old Run

Journal of the Middleton Railway Preservation Society

No. 16

April 1961

Editorial

First and foremost this month I must record the unfortunate and regrettable accident which our Chairman met with during April. Dr. Youell suffered a fractured skull in a road accident and, while appearing to be making a satisfactory recovery, will be out of action for a very long time. We trust that a complete recovery to normal will be made and that the Dr. Youell that many of our readers know will be the same 'Fred' that we knew before. I am sure everyone will wish him a rapid return to good health and at the same time offer our condolences to the Youell family. The M.R.P.S. owes a great deal to R.F.Y. and I am sure that everyone will now rally round and give a helping hand so that none of his good work shall be wasted.

Much has happened during the last few weeks: the new loop into the finishing shop at Dartmouth Works has been completed (Dr. R. F. Y. doing most of it himself, unaided), a new level-crossing has been started upon by Messrs. Otty (on behalf of Messrs. Evans), we have been inspected by the Chief Civil Engineer of the N.E.R and his assistant and by Mr. Charlton, and fellow members Dr. Lawrence and Mr. Williams have been busy doing extensive track repairs. I would like to thank these two here, especially Dr. Lawrence for his efforts in signwriting and for more or less taking over where our Chairman left off. The retiring committee have been extremely grateful.

This is the last of the Old Runs that I shall be editing for some time, for Mr. Roger Southcott has volunteered to take over the post and he will be editing the next issue. At this point therefore I thank all past contributors and express the hope that you will furnish Mr. Southcott with all the news, notes and articles that he requires. Mr. Southcott's address will be found elsewhere in this issue

... Pigeon Day

I had gone to Leicester for a quiet afternoon's exploration. I sketched, went to a museum and returned to Central Station. At once I was aware of a persistent but muted noise - pigeons: thousands of them, in scores of baskets, with solemn men in overalls serving corn and water. On all four bays of this extraordinary island station were the coaches, some with the word 'pigeon' painted boldly on them. South Yorkshire seemed to dominate two platforms - Berkshire another. Then I saw more significant names: Rothwell, Leeds --- and Hunslet. Butno Middleton train, pulled by Salamanca --- not on this occasion!

Presumably the birds, a remarkably greedy collection, would be released on some mysterious signal. Some would swoop over Robert Stephenson's West Bridge Station bound for Olney and Linslade. Others northwards, over the Great Northern's intruding line into Belgrave Gate - where the Midland Pullman passes within a few yards of a vintage somersault signal - to arrive at Lofts in Barnsley.

After this it was almost an anti-climax to see a green parcels coach, marked 'Not to work between Tonbridge and Battle'. One more surprise was to come, for the train I boarded at 4.22 was not the usual five or six coaches pulled by an L.N.E.R. L1, but a diesel multiple unit from Banbury to York. For the first time I could see the line clearly, and experienced the faintly alarming sensation of racing up to island stations at a smart 60 and swerving away from the ends of the platforms at the last moment.

Across the reservoir at Swithland, Charnwood Forest and into Loughborough - exactly twelve minutes for ten miles and rousing fanfares on the way for a group of trainspotters and a green steam locomotive. A very satisfying day.....!

-X-X-X-X-X-X-

Visitors

On Sunday, 11th June, the Society will be host to a party of members of the Lancaster Railway Society. It is regretted that for a number of reasons no members of the M.R.P.S. will be able to take part in this trip except the guides who will be previously notified.

The Railway was officially inspected by North Eastern Region Officials on Monday, 17th April; the visitors were shown how the railway was worked and were conducted on a complete tour of the line. No reasons were given for the visit but we have ideas!

Open day number three proved to be quite successful as no publicity had been given to it apart from in Old Run. The hand-out of a specially printed itinerary proved very popular and is to be continued in further open days.

Swumbles -
Swansea to Leeds -
A brake-van trip.

After a very hectic weekend at Mumbles in Swansea in early June this year when Swansea and Mumbles Railway electric rail-car number 2 was taken for the last time from Rutland Street depot to the British Railways yards adjoining Swansea Victoria Station for loading, a whole day was used to recover and admire the scenic route along the Gower coast. Although the Mumbles Railway had closed much earlier in the year, much of the line still remained and in one place the overhead wires were still standing. Perhaps the most peculiar discovery was that the line was, in fact, being lifted in bits and pieces, here and there! Several of the "Swumbles" cars, as they have reverently been called, had apparently been demolished (by burning) at various points along the coastal route, the only parts remaining being the bogies covered by the floor of the bottom decks! Electric signalling apparatus and many stanchions had been uprooted: some of the latter had been cut down with oxy-acetylene, two foot or so above the ground. The stations were all in very bad shape though several notices and signs along the line had been well preserved.

A Fowler (Leeds) diesel had been in use by the demolishing contractors but, due to a faulty clutch, had been out of use for some time and was itself acquiring the usual symptoms of old age and lack of attention! Shortly after the Swansea visit, in fact, the diesel was itself cut up.

Returning to the subject of preparation of the car for its lengthy journey to the 'industrial north', work really got under way on the morning of June 10th, though the sponsoring Society's Chairman had paid numerous visits to Swansea previously to organize the whole operation. Six L.U.U.R.S. members also toiled all day Friday and Saturday morning and despite numerous snags, especially in the loading of the bottom deck, all was ready for despatch by 3 o'clock on the Saturday afternoon. The train, comprising bottom deck, top deck and bogies left the Swansea Victoria yard en-route for Swansea East Depot where it was to be marshalled into the Monday morning 8.25 a.m. train to Shrewsbury and thence Crewe.

Early arrival at East Depot in pouring rain on the Monday morning was rewarded by an immediate start at 8.05, 20 minutes early, and after one or two brief stops along the coast we finally left Swansea, passing through Mumbles Road station at 8.58. Apart from the initial downpour the weather for the journey was fairly reasonable, 'mainly sunny with scattered showers', and this, coupled with a wonderful panoramic view from our not too uncomfortable brake van, started off what proved to be a most exhilarating experience.

During the day several stops were made for changes of crews and guards and for marshalling at various stations. Due to the fact that much of the Central Wales line is single line, added to which we were only a class 'H' freight, one of the slowest kinds on B.R., numerous other stops were made in passing loops at various stations for other more important traffic - mainly local passenger but interspersed with a little freight traffic from the Shrewsbury direction. Of course, as we were in fact early at many of the crossing points we sometimes had to wait for apparently interminably long periods. However, with some really energetic firing and a keen driver, some fairly high speeds were achieved after receiving the 'right of way' and invariably we were ahead of time again at the next passing loop.

Photos taken during the train's passage through the Central Wales line were many; two in particular show views of the train from both ends. The first views the progress from the brake van as we forge up one of the many 1 in 60 inclines on the line. A second shows, from the front, the train at rest at Builth Road High Level, a stop booked for picking up water. The driver and fireman are shown standing beside the train engine, 48474 (which actually hauled the train from Swansea to Crewe).

Throughout the journey the only food we managed to eat was that bought from shops and refreshment rooms on the larger stations. As the waiting times at each stop were usually uncertain it wasn't really wise to leave the train for more than four or five minutes at a time. So it was with great enthusiasm that we visited the refreshment rooms on arrival at Shrewsbury station at 7.00 that evening. Having eaten all we could, a supply of food was taken back to the train which, by this time, had travelled to Crewe Bank, just north of the station. Here we waited until 8 p.m. when we slowly moved off to nearby Harlescote Sidings, arriving some nine minutes later for a fifty minute wait due to the lateness of a Swansea-Cardiff-Manchester express. Nevertheless, a vigorous start at 9 o'clock resulted in an arrival at Crewe (Gresty Lane) at 10.20. a nett gain of just about an hour between Shrewsbury and here - not bad going for any loose-coupled freight!

The Shrewsbury freight officially terminated at Crewe, so off we went to seek out the Yardmaster who gravely informed us that the next Leeds/Huddersfield line train would not leave until 4.20 the next morning! He pointed out that refreshments could be obtained in the nearby loco depot, so we trudged off to Crewe South M.P.D. and the canteen therein (open 24 hours a day) only to find the engine crew who had brought us so enthusiastically all the way from Shrewsbury. After a conversation lasting about an hour, during which we had warded off the pangs of hunger and thirst again, a brief tour of the depot ensued. At about 1 o'clock we returned to our temporary home in M731409 to take a nap (or try to) and stoke up the fire in the stove.

A very restless couple of hours ensued with collision after collision as wagons were marshalled from road to road: after each deafening explosion we wondered if we would be the next to be rocketed from one side of the van to the other. Eventually, However, dawn broke, at about 3.45, and the whole yard seemed to be bustling with activity, freight traffic continually leaving and arriving. When 4.20 came there was no sign of our loco, but nevertheless, when it did come it immediately coupled up and we were off by 4.55 a.m.

The weather had by now definitely taken a turn for the worse and in places it was quite misty, while very chilly all the time. Having bypassed Crewe station we came to a dead stand for over an hour at Wilmslow (probably in connection with the new electrification scheme going on there at the time) and this resulted in our eventual arrival at Stockport Edgeley at 7.33, some 109 minutes late; this lateness had been increased to two hours by the time we left. Despite this there followed a brisk sprint to Huddersfield where we arrived at 9.21, having regained no less than 70 minutes.

Huddersfield was, like Crewe, the official end of the train! After coming to rest in Hillhouse Goods Yards there ensued a period of very rough shunting by one of the B.R. 350 h.p. diesel mechanical shunters (probably causing the only minor damage recorded on the trip of a broken window and frame in the top deck) and a new train was marshalled, this time Class 'F'. It would take us all the way to Copley Hill, Leeds.

We retained our train engine, 48502, and left at 11.05 a.m., 65 minutes late. Dead stands at Heaton Lodge and Mirfield totalling 26 minutes did not prevent us from keeping time to Copley, arriving at 12.37 p.m.

Our ultimate destination was Balm Road goods yards at Hunslet, so on arrival at Copley Hill we had to wait for the afternoon transfer freight, due to leave at 2.30. This gave us quite a bit of free time, so while I stayed, my fellow traveller returned home, cleaned up (neither of us had had a wash since leaving Swansea so one can imagine what a state we were in by this time!) and had a meal. Just after returning a signal from our new engine, a Stourton Clodhopper, informed us that all was ready and off we set for Balm Road where we came to rest for good at 4.30, an hour later. The Swumbles car was manoeuvred into its final assembly point later.

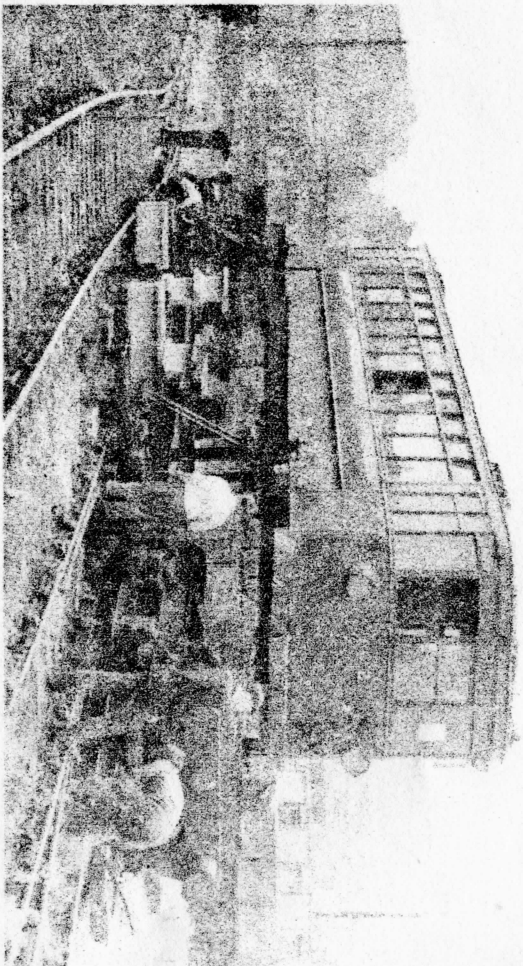
Swumbles no. 2 had been travelling for 32 hours 25 minutes (or 18 hours 57 minutes nett). During the trip we experienced good, bad and indifferent drivers: it was quite noticeable how some could pull away from rest quite smoothly while others 'bashed' the wagons to and fro in an erratic start - such drivers have a very bad reputation among the guarding fraternity as one may well imagine!

Now followed a period of very great activity during which the bottom deck was jacked up off the bogie well wagon in which it was contained and lowered onto its own bogies. University Rag Week was due to begin the following Saturday so we only had three days to reassemble the car and transfer it to the Middleton branch before then. This was more or less an impossible task but a gang of five or six of us, with several of the local younger generation giving us much help, undertook the gargantuan task and the bottom deck was lowered on to its bogies. A B.R. 350 h.p. diesel then coupled up to the bottom deck and top deck and transferred them to the branch. The event certainly did not go unnoticed for innumerable photos were taken of the M.R.P.S locomotive 1697 John Alcock attached to the opposite end of the train hauling the two halves of the car up to Middleton!

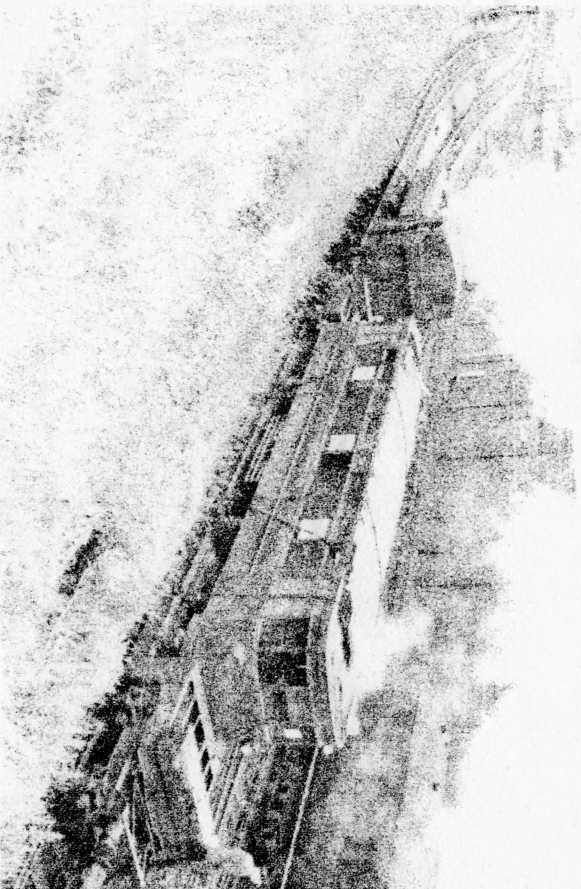
This was now Saturday afternoon and all the vehicles were parked on the branch for the evening. The next day the top deck was hoisted up under a convenient bridge and lowered onto the bottom deck, carefully positioning the latter underneath with the aid of the engine. Thus the car was nearly ready for services which did, in fact, begin on the Monday evening. Seats were gradually put in the top deck during the week and it was gratifying to learn that during the five days of operation (in the evenings after 4.30 p.m. and after 1 p.m. on Saturday) we carried no less than 7700 passengers, many of whom contributed towards the Leeds Charity Rag.

In conclusion I would like to thank the Middleton Railway Preservation Society members who have provided some of the material for this article. The help of the many B.R. officials whom we encountered on our trip is also appreciated. The following log indicates the route taken during the trip and also the timings and point to point speeds. It should be remembered that 30 m.p.h. is considered very fast for a loose coupled freight of the class 'H' and class 'F' types.

| | |
|------------------------|--|
| <u>Train</u> | 8.25 a.m. Swansea - Crewe (extended to Leeds). |
| <u>Loco</u> | 48474, Swansea to Crewe; 48502, Crewe to Leeds. |
| <u>Type of freight</u> | Class H, Swansea to Huddersfield, Class F, Huddersfield to Leeds, Copley Hill. |
| <u>Dates</u> | Monday/Tuesday, 13th/14th June, 1960 |
| <u>Vehicles</u> | Brake van M731409, Bottom deck B900312 (Flat-rol MUU), Top deck W70740 (Borail) and Bogies W70738 (Flat WB). |
| <u>Speeds</u> | Gross average speed throughout trip 6.8 mph. Nett speed on trip 11.6 mph. |



Number Two at Belm Road before being
lowered onto its bogies.
Photo : A.K. Terry.



Number Two leaves Swansea Victoria
goods yard to be attached to the
next North-bound goods train.
Photo :

N. Harrison.

| | Actual times | | | Schedule times | | | Miles |
|---------------------|---------------------|---------------------|---------------------|----------------|------|-------|-------------------|
| | Arr | Pass | Dep | Arr | Pass | Dep | |
| Swansea, East Depot | | | 08.05 | | | 08.25 | 0 |
| Victoria | | | 08.17 | | | 08.38 | 1 |
| Victoria no. 1 | 08.20 | | 08.42 | | | | |
| Victoria no. 2 | 08.45 | | 08.49 | | | | |
| Swansea Bay | | 08.51 $\frac{1}{2}$ | | | | | 2 |
| Mumbles Road | | 08.58 | | | | | 4 |
| Killay | | 09.05 $\frac{1}{2}$ | | | | | 5 $\frac{3}{4}$ |
| Dunvant | | 09.08 $\frac{1}{2}$ | | 08.58 | | 09.03 | 6 $\frac{3}{4}$ |
| Gowerton South | 09.14 $\frac{1}{2}$ | | 09.16 | 09.09 | | 09.14 | 8 $\frac{1}{4}$ |
| Gorseinon | | 09.21 | | 09.23 | | 09.33 | 9 $\frac{1}{4}$ |
| Pontardulais South | 09.31 | | 09.37 | | | | |
| Station | | 09.39 $\frac{1}{2}$ | | | | | |
| North Yard | 09.41 | | 10.00 | 09.47 | | 10.18 | 13 $\frac{1}{2}$ |
| Pantyffynnon | | 10.12 | | | | 10.30 | 18 $\frac{1}{4}$ |
| Tirydail | | 10.16 $\frac{1}{2}$ | | 10.36 | | 11.06 | 19 $\frac{1}{4}$ |
| Llandebie | 10.25 | | 11.09 $\frac{1}{2}$ | | | 11.11 | 21 $\frac{1}{4}$ |
| Ffairfach South | 11.27 $\frac{1}{2}$ | | 11.30 | | | | |
| Station | | 11.32 | | | | | 25 $\frac{1}{2}$ |
| Llandilo | 11.36 | | 11.46 | 11.21 | | 12.05 | 26 |
| Llangadog | | 12.05 | | | | 12.17 | 31 $\frac{3}{4}$ |
| Llanwrda | | 12.11 | | | | 12.23 | 33 $\frac{1}{2}$ |
| Llandovery | 12.23 $\frac{1}{2}$ | | 12.50 | 12.36 | | 01.00 | 37 $\frac{1}{4}$ |
| Cynghordy | | 01.16 $\frac{1}{2}$ | | 01.20 | | 01.25 | 42 |
| Llanwrtyd Wells | | 01.45 $\frac{1}{2}$ | | 02.04 | | 02.40 | 48 $\frac{1}{2}$ |
| Llangammarch Wells | | 01.55 | | | | | 52 |
| Garth | 02.00 | | 02.20 | | | 02.53 | 53 $\frac{3}{4}$ |
| Cilmery Halt | | 02.32 | | | | | 57 |
| Builth Road (H.L.) | 02.38 | | 03.09 $\frac{1}{2}$ | 03.08 | | 03.20 | 59 |
| Howey | | | | | | 03.35 | |
| Llandrindod Wells | | 03.33 | | | | 03.43 | 64 $\frac{3}{4}$ |
| Penybont | | 03.42 | | | | 03.52 | 68 $\frac{1}{4}$ |
| Junction | | 03.44 | | | | 03.54 | |
| Dolau | | 03.49 | | | | | 71 $\frac{1}{4}$ |
| Llanbister Road | 03.59 | | 04.00 | 04.10 | | 04.19 | 74 $\frac{3}{4}$ |
| Llangunllo | 04.08 $\frac{1}{2}$ | | 05.01 $\frac{1}{2}$ | 04.33 | | 04.50 | 77 $\frac{3}{4}$ |
| Knucklas Halt | | 05.15 $\frac{1}{2}$ | | | | | 81 $\frac{3}{4}$ |
| Knighton | 05.23 $\frac{1}{2}$ | | 05.26 $\frac{1}{2}$ | 05.19 | | 05.29 | 84 $\frac{1}{4}$ |
| Bucknell | | 05.37 | | | | | 88 $\frac{1}{2}$ |
| Hopton Heath | | 05.42 $\frac{1}{2}$ | | | | | 91 $\frac{1}{2}$ |
| Broome | | 05.47 | | | | | 94 |
| Craven Arms | 05.56 | | 06.15 $\frac{1}{2}$ | 06.03 | | 06.18 | 96 $\frac{1}{2}$ |
| Marsh Brook | | 06.26 $\frac{1}{2}$ | | | | | |
| Church Stretton | | 06.32 $\frac{1}{2}$ | | | | 06.47 | 103 $\frac{1}{2}$ |
| Leebotwood | | 06.40 | | | | | |
| Dorrington | | 06.45 | | | | 07.07 | |
| Condover | | 06.49 $\frac{1}{2}$ | | | | | |
| Coleham Goods | | | | | | 07.26 | |
| Shrewsbury Station | 07.04 | | 07.06 | | | 07.30 | 116 $\frac{1}{4}$ |

| | Average Speed | Wagon load Types 1, 2, 3 & empties | Remarks |
|-------------------------------|------------------|--|---------|
| Swansea, East Depot | 5 | 1,2,3,0. | |
| Victoria | | | |
| Victoria no. 1 | | | |
| Victoria no. 2 | 7 | | |
| Swansea Bay | 18 | | |
| Mumbles Road | 14 | | |
| Killay | 20 | | |
| Dunvant | 15 | | |
| Gowerton South | 18 | | PC |
| Gorseinon | 18 | | |
| Pontardulais South Station | | | |
| North Yard | 21 | 7,2,9,0 | Q |
| Pantyyffynnon | 13 | | R |
| Tirydail | 14 | | X |
| Llandeibie | | | |
| Ffairfach South Station | 12 | | |
| Llandilo | 7 | | |
| Llangadog | 17 | 7,2,10,0 | X |
| Llanwrda | 18 | | X |
| Llandovery | 18 | | |
| Cynghordy | 14 | 6,2,10,0 | 6,T,AE |
| Llanwrtyd Wells | 13 | | X |
| Llangammarch Wells | 21 | | X,P |
| Garth | 21 | | |
| Cilmery Halt | 16 | | |
| Builth Road (H.L.) | 20 | | W,X |
| Howey | 14 | | |
| Llandrindod Wells | | | |
| Penybont | 23 | | |
| Junction | 26 | | |
| Dolau | 21 | | |
| Llanbister Road | 21 | | X |
| Llangunllo | 17 | | P,X,T |
| Knucklas Halt | 19 | | |
| Knighton | 25 | | P,W |
| Bucknell | 33 | | |
| Hopton Heath | 46 | | |
| Broome | 17 | | |
| Craven Arms | | 6,2,11,0 | R |
| Marsh Brook | 25 | | |
| Church Stretton | 25 | | |
| Leebotwood | 25 | | |
| Dorrington | 25 | | |
| Conover | 25 | | |
| Coleham Goods | | | |
| Shrewsbury Station | | | |

| | Actual times | | | Schedule times | | | Miles |
|-------------------------|---------------------|---------------------|---------------------|----------------|-------|-------|-------------------|
| | Arr | Pass | Dep | Arr | Pass | Dep | |
| Shrewsbury, Crewe Bank | 07.10 | | 08.01 $\frac{1}{2}$ | 07.35 | | 08.32 | |
| Harlescott Sidings | 08.10 | | 09.01 | | | 08.39 | |
| Hadnall | | 09.14 | | | | | 121 |
| Yorton | | 09.20 | | | | | 123 $\frac{1}{4}$ |
| Wem | | 09.29 $\frac{1}{2}$ | | | | | 127 |
| Prees | | 09.36 | | | | | 130 $\frac{1}{4}$ |
| Whitchurch | | 09.47 | | | 09.24 | | 135 |
| Wrenbury | | 09.57 | | | | | 139 $\frac{3}{4}$ |
| Market Drayton Jcn. | | 10.07 | | | 09.47 | | |
| Nantwich | | 10.08 $\frac{1}{2}$ | | | | | 144 $\frac{3}{4}$ |
| Willaston | | | | | | | 146 $\frac{1}{4}$ |
| Crewe, Gresty Lane | 10.20 | | 04.55 | 10.00 | | 04.20 | 148 $\frac{3}{4}$ |
| Sandbach | | 05.23 | | | 04.43 | | 153 $\frac{1}{4}$ |
| Holmes Chapel | | 05.34 | | | | | 157 $\frac{1}{4}$ |
| Goostrey | | 05.40 | | | | | 159 |
| Chelford Loop | | 05.45 | | | 05.03 | | |
| Chelford | | 05.47 | | | | | 163 |
| Alderley Edge | | 05.54 | | | | | 165 $\frac{3}{4}$ |
| Wilmslow, south | 06.01 | | 07.02 $\frac{1}{2}$ | | | | |
| Station | | 07.05 $\frac{1}{2}$ | | | 05.15 | | 167 $\frac{1}{2}$ |
| Handforth | | 07.10 | | | | | 169 |
| Cheadle Hulme, south | 07.15 | | 07.20 | | | | |
| Station | | 07.24 | | | 05.23 | | 171 $\frac{1}{2}$ |
| Stockport Edgeley | 07.33 | | 08.00 | 05.44 | | 05.59 | 173 $\frac{3}{4}$ |
| Reddish South | | 08.09 | | | | | 176 |
| Denton | | 08.13 | | | | | 177 $\frac{3}{4}$ |
| Stalybridge | | 08.22 $\frac{1}{2}$ | | | 07.06 | | 181 $\frac{3}{4}$ |
| Diggle Junction | | 08.45 | | | 07.45 | | 188 $\frac{3}{4}$ |
| Marsden | | 08.54 | | | | | 192 $\frac{1}{2}$ |
| Slaithwaite | | 08.59 $\frac{1}{2}$ | | | | | 195 |
| Golcar | | 09.02 $\frac{1}{2}$ | | | | | 196 $\frac{1}{2}$ |
| Huddersfield Station | | 09.15 | | | | | |
| Hillhouse Goods | 09.21 | | 11.05 | 08.30 | | 10.00 | 200 |
| Heaton Lodge Jcn. S'th. | 11.17 | | 11.26 | | | | |
| Heaton Lodge Junction | | 11.31 | | | 10.10 | | |
| Mirfield | 11.36 $\frac{1}{2}$ | | 11.53 | | 10.17 | | 204 $\frac{1}{2}$ |
| Ravensthorpe | | 12.00 | | | | | 206 |
| Dewsbury (Well'ton Rd) | | 12.05 | | | | | 207 $\frac{1}{2}$ |
| Batley | | 12.09 $\frac{1}{2}$ | | | | | 208 $\frac{3}{4}$ |
| Morley Low | | 12.22 $\frac{1}{2}$ | | | | | 212 |
| Copley Hill, Leeds | 12.37 | | 03.00 | 11.37 | | 02.30 | 215 $\frac{3}{4}$ |
| Balm Road, Leeds | 04.30 | | | | | | 220 |

Abbreviations, etc.

GL - Goods Line C - Engine Crew changed only
 X - Train crossing D - Detached only
 P - Pin down or pick up wagon brakes
 R - Traffic attached or detached when required
 AE - Stops to attach or detach assisting engine

| | Average Speed | Wagon load Types 1,2,etc. 6,2,20,6 | Remarks |
|---------------------------------|------------------|---|------------------------|
| Shrewsbury, Crewe Bank | | | T |
| Harlescott Sidings | | | |
| Hadnall | 11 | | |
| Yorton | 23 | | |
| Wem | 23 | | |
| Prees | 29 | | |
| Whitchurch | 26 | | |
| Wrenbury | 29 | | |
| Market Drayton Jcn. | 26 | | |
| Nantwich | | | |
| Willaston | 21 | | |
| Crewe, Gresty Lane | | 1,0,26,0 | G L,X |
| Sandbach | 9 | | |
| Holmes Chapel | 22 | | |
| Goostrey | 18 | | |
| Chelford Loop | 34 | | |
| Chelford | | | |
| Alderley Edge | 23 | | |
| Wilmslow, south Station | 12 | | |
| Handforth | 20 | | |
| Cheadle Hulme, south Station | 17 | | |
| Stockport Edgeley | 15 | | |
| Reddish South | 15 | | T |
| Denton | 27 | | |
| Stalybridge | 25 | | |
| Diggle Junction | 19 | | |
| Marsden | 24 | | |
| Slaithwaite | 28 | | |
| Golcar | 30 | | |
| Huddersfield Station | 11 | | |
| Hillhouse Goods | | 0,8,32,0 | T |
| Heaton Lodge Jcn. S'th. | | | |
| Heaton Lodge Junction | 12 | | |
| Mirfield | 13 | | |
| Ravensthorpe | 18 | | |
| Dewsbury (Well'ton Rd) | 17 | | |
| Batley | 15 | | |
| Morley Low | 15 | | |
| Copley Hill, Leeds | 15 | | * |
| Balm Road, Leeds | 3 | | |
| <hr/> | | | |
| Abbreviations, etc. | W | - stops to take water | |
| | T | - change of train men (engine & guard) | |
| | * | - no load recorded | Q - guard only changed |
| | Ø | - no engine attached, in fact, for assistance | |

New members

New members notified during the last month are as follows:

| | | |
|------|--------------------|----------------------------|
| 96. | Canon E. Treacy | Halifax, Yorks. |
| 97. | Prof. Tuplin | Sheffield, Yorks. |
| 184. | Mr. R. Semple | Belle Isle, Leeds, 10. |
| 185. | Mr. G. McNair | Dunoon, Argyllshire. |
| 186. | Mr. D. Lawes | Stratford-on-Avon, Warw. |
| 187. | Mr. D. A. Rayner | Rothwell, Leeds. |
| 188. | Mr. P. Tobin | Leeds, 9. |
| 189. | Mr. T. Fryer | Leeds, 11. |
| 190. | Mr. T. P. Dennis | Farnham, Surrey. |
| 191. | Mr. G. A. Dyer | Leeds, 10. |
| 192. | Mr. M.V. Hooker | Shipley, Yorks. |
| 193. | Mr. E. E. Smith | Warkworth, Morpeth, North- |
| 194. | Mr. E. W. Hannan | Solihull, Warw. (umberland |
| 195. | Mr. J. A. Williams | Leeds, 10. |
| 196. | Mr. N. M. Wilson | Whitkirk, Leeds, 15. |

I have just learnt of a new member from across the Atlantic, in Canada; more details next month!

Dates for your Diary

Wednesday, 17th May. 7.30 p.m. Huddersfield Railway Circle meeting at Huddersfield Station. Mr. D. Hinde on "Diesel Electric Traction".

Sunday, 28th May. 10.30 a.m. Central Station. W.R.R.C. trip to Doncaster Works and shed. Bookings to Mr. P. S. Wells, 34, West Lea Crescent, Baghill Road, West Ardsley, Wakefield Yorks.

Wednesday, 31st May. 7.30 p.m. H.R.C. Meeting, Huddersfield Station

Sunday, 4th June. Tram tour of Blackpool system on specially hired vehicles. Full details may be obtained from A.K.Terry, 18, Lidgett Place, Roundhay, Leeds, 8. Please enclose a stamped foolscap addressed envelope if an application form is required.

Friday, 9th June. 7.00 p.m. M.R.P.S. and L.U.U.R.S. Annual Dinner at University House, University Road, Leeds, 2. Tickets, 10/-, from T.G.Cawthray, 1, Midland Terrace, Frizinghall, Bradford, 9. (see enclosed application form).

Sunday, 11th June. British Railways special excursion to Towyn to visit the Talylyn Railway. Full details may be obtained at any station. Fare from Leeds 26/6, dep 8.55 a.m., arr. back 10.19 p.m. Full details also from editor.

Sunday, 11th June. Visit to Middleton of the Lancaster Railway Society. This visit is NOT open to M.R.P.S. members.

Thursday, 15th June. L.U.U.R.S. visit to LONDON, including the Post Office Underground Railway, Beckton Gasworks Railway and the B.T.C. Museum of Historic Vehicles. We are particularly interested in taking a party of reasonable size and anyone who is in the least interested in this visit is asked to write at once to the Hon. Secretary, L.U.U. Railway Society, Mr. G. Cliffe, c/o Leeds University Union, Leeds, 2. The trip will be by rail.

Wednesday, 14th June. H.R.C. meeting. Huddersfield Station 7.30 p.m.

Saturday, 17th June. R.C.T.S. Sheffield Branch "North Derbyshire Rail Tour". The Society's special train, a two-car diesel set, will traverse many lines in the Derbyshire/Sheffield area which are normally closed to passenger traffic. The fare, including itinerary, is 19/6d. It is regretted that neither half-fare tickets or refreshments will be available owing to limited accomodation. Anyone interested is asked to write as soon as possible to Mr. H. C. Wilkinson, 44, Oak Hill Road, Sheffield, 7. Please enclose a stamped addressed envelope.

Sunday, 18th June. 7.30 a.m. Leeds Corn Exchange. W.R.R.C. trip to Hellifield, Lancaster, Barrow, Workington and Carlisle etc. Seats are strictly limited and applications should be made immediately to Mr. P. S. Wells (address on previous page).

Sunday, 9th July. R.C.T.S. special train "The Borders Scenic Rail Tour". The Society's special train will leave Leeds City at 9.50 a.m. and will non-stop to Carlisle, this being followed by use of the Waverley route (to Hawick) and eventually running into Tweedmouth. A fast run will then follow to Newcastle and Leeds. Motive power includes a 'Duchess', 'Glen Douglas' a 'Gresley A3' etc. Adult fare 47/6d. Full details will be supplied by B.R. Commercial representatives, Leeds City Stn.

-o-o-o-o-o-

All readers of Old Run are welcome at any of the above functions, provided prior notice is given when required. Please tell your friends so that they can also come. I regret I have no details of L.C.G.B activities for the coming month.

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Full details of the Society will be gladly supplied onrequest; please apply either to Membership Secretary, T. G. Cawthray, 1, Midland Terrace, Frizinghall, Bradford, 9, or to the General Secretary, Mr. C. C. Thornburn, 25, Cavendish Road, Leeds, 1. Membership is open to all over 16 and costs £1 per year, with a special reduction for members under 18 and persons undertaking full-time education after that age for which the fee is only 5/-. Life membership is £20. All members are free to travel on the freight trains which are run twice daily, subject to the permission of the driver or committee member present.

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Articles and notes for this issue have been supplied by Messrs. M. Gilks, R. A. Bayliss, C. C. Thornburn, W.R.R.C., H.R.C & R.C.T.S. All news and notes for the next issue should be sent to the Editor elect,

Mr. R. A. Southcott, 115, Clarence Road, Windsor, Berks.
or 5, Lavant Road, Chichester, Sussex.

--- Bits and Pieces

The Midland Railway crane finally came to rest at Middleton on Friday, 5th May. It is in a very dilapidated condition but two of our members, Messrs. Newsome & Wesley are undertaking its renovation. For the benefit of the number conscious members details of the crane and associated match trucks are:

| | | | |
|-----|-----------------------|-------------|---------------|
| M20 | ex-Midland Rly 290/4 | Crane | Built ca.1885 |
| M21 | ex-Midland Rly 387 | Match truck | Built 1890 |
| M22 | ex-Midland Rly 119480 | Match truck | Built 1899 |

Total age - 209 years!

Following conversations with our Liverpool member, Mr. S. H. Higgins, Windle is now likely to appear in June, running under her own steam from St. Helens to Middleton if this can be arranged with British Railways. We hope to be able to train crews shortly in the art of firing: possibly on B.R?

Member 195, Mr. J. Williams is negotiating with the society for acquisition of a vintage wooden framed sulphuric acid tank together with a partially dismantled tank wagon (which would be suitable for use as a match truck) which we hope will appear shortly.

Freight traffic has continued to run smoothly during the past month and though a total of 1100 tons is slightly lower than in recent months there is every indication that May will be a record month, for over 80 tons were despatched to B.R. On 1st May alone. The 4pm afternoon shift has been started and has proved fairly successful, a crew having been allocated every day of the week.

German Television appeared on 6th and 7th April and spent two days filming our activities. They appeared to be very impressed by our efforts and, apart from a few red faces when we asked for the locomotive to be turned round specially for the film, all went extremely well. 'John Alcock' was 'whacked' up to a nice 35-40 mph on the Parkside incline (crew Driver Youell, Guard Wade) and the track surprisingly stood up to it! We have since received a handsome fee of £30 from the T.V. people; we have also been promised a copy of the film when it is edited.

The 100-foot radius curved track into Dartmouth Works was started during Easter and was finally completed early in the week beginning 16th April. It has unofficially been named "Youell Crossing". Work is to start on the line into Moor End Works early next month.

I regret the error which occurred in last month's issue. Locomotive 7401 illustrated on the cover is 'John Alcock' contrary to my supposition. Mr. Boddy points out that this number was required for an L.M.S. 'Jinty' and so J.A. was renumbered to 7051.

Tram 517 appeared at Middleton on 26th March, after being loaded for two days. It was finally moved into the R.&B's. field two weeks later, after a number of vandals had been at work smashing light bulbs and interior partitions.

To Middleton by No. 1!

The trams had been stored in the "Arches" for some nine months - so no-one could really object when we were asked to move them to facilitate the passage of lorries into the Arches in connection with the reconstruction work under City Station.

The necessary arrangements were therefore made with Archbold's for the hire of a lorry for the moving of Overhead Rail Derrick No. 1 from Swinegate to Parkside: it was to be loaded onto the lorry in one piece by the tram jacks, transported and off-loaded in the same manner. It would ultimately end up in R. & B's. field as the first of four (1, 6, 160 and 517). During the weekend prior to the move No. 1 was moved away from the wall on traversing jacks and generally prepared for the lifting operation the following Saturday.

At the appointed time on the day of the move a lorry rolled up and the driver jumped out.

"Now then, which is this tram I'm moving?"

"That one - with the jacks next to it."

"That! I can't put THAT thing on my lorry - it'll overturn."

No amount of talking would induce him to carry the tram. Apparently the driver had been told that he was to lift a single-deck tram body only! After a number of panic-stricken phone calls a low-loader was located at Stanningley - but it was not available there and then. So the removal of No. 1 was put off until 7th Jan, 1961. During this time the low-loader was measured up and deemed to be suitable; then, however, for various reasons, the date had to be altered to 21st Jan. But as a result of a letter from B.R., pleading for the removal of at least one tram, the date was finally fixed for 31st December, 1960.

Now that we had a low-loader the loading and unloading techniques were vastly simplified. It was just a case of removing the rear wheels, laying some rails on the lorry and winching the tram on. The snag was, however, that the wheels appeared to require more than a sharp tug to remove them. This was simple at Swinegate - the wheels were disconnected, fastened to No. 1 by a tow chain and the lorry driven forward. The tram was then loaded and carried out to Middleton, arriving at about 1.30 p.m. with a number of helpers.

The journey had several amusing incidents. Because the tram had been moved at fairly short notice there had been no time to paint any posters to fix on the car and so several were removed from Sheffield Car 513 at Clayton's. One of these posters read 'One of the last for the Middleton Railway, Leeds' and while its meaning was abundantly obvious to us, at least one bewildered pedestrian on seeing No. 1 was heard to say "One of the last what?": after all, No. 1 doesn't look like a tram!

Having arrived at Middleton the next snag was to remove the rear wheels again; as we found out during the next three hours no amount of pull would make them budge - they needed a really sharp tug. Within twenty minutes of reaching this conclusion a borrowed lorry had arrived and

the stubborn wheels were removed in a matter of seconds. No. 1 was then lowered down a makeshift ramp, the earthworks for which had been prepared the previous week, and into the field in which it is now temporarily stored. Even in the few days that the car was open and uncovered the resistor unit and bow collector were attacked but fortunately nothing was actually stolen. All the windows were therefore subsequently removed and the tram tarpaulined over.

Middleton Railway Preservation Society

Officers for the period 1961-2

President

Lord Garnock

Vice Presidents

Canon E. Treacy, Prof. Tuplin,
Mr. J. Alcock, M.A.,
Prof. G. Carter.

Managing Committee (as per amended constitution, there being no Chairman or Deputy Chairman being elected)

Dr.R.C.Lawrence, Mr.A.K.Terry
Mr.M.D.Crew, Mr.P.Worsfold,
Mr.C.C.Thornburn.

General Secretary

Mr.C.C.Thornburn

Committee Secretary

Mrs.S.M.Youell

Membership Secretary

Mr.T.G.Cawthray

Treasurer

Mr.P.Worsfold

Operating Supt.

Mr.M.D.Crew

Tramway Engineer

Mr.G.H.King

Tram Liason Officer

Mr.A.K.Terry

Publicity Officer

Mr.M.R.Gilks

3 other members

Dr.R.F.Youell, Dr.R.Lawrence
& Mr. J.Williams.

Non-committee posts

Civil Engineer

Mr.P.Worsfold

Locomotive Engineer*

Mr.J.M.Daykin

Journal Editor*

Mr.R.A.Southcott

Stores and Contracts Officer*

Dr.R.C.Lawrence

C & W Engineer*

Mr. E. H. Bolton

Publications Officer *

Mr.R.A.Bayliss

Duty Rota Officer*

Mr. N. Fearnley

* Responsible to Operating Supt.

* Responsible to Publicity Officer

Further details may be obtained in the Minutes of the A.G.M. which follow.

Duty Rotas

All members will assist the Society considerably by sending all completed Duty Rota forms to Mr. N. Fearnley, 7, Crawshaw Road, Pudsey, Yorks, and NOT to the address at present printed on many of the older forms. Please send in these forms as soon as you possibly can so that Mr. Fearnley can allot you the various duties for the following month. If you can do guard or shunting duties you will be invaluable. If you are over 18 and can spare the time driving lessons will be provided so that you may become qualified to handle the twice-daily freight traffic. As soon as it can be possibly arranged, no persons under 18 years of age will be allowed to drive. Persons under the age of 16 are not to be allowed to do shunting duties.

Safety

On a number of occasions motorists and other road users have shot past 'J.A.' while a train has been going across Moor Road. If there is an accident there, or anywhere else on the Railway, the Society could suffer a great deal if we were to be taken to court. It is therefore imperative and of vital importance that all train crews MUST take every precaution while operating freight traffic. Drivers should only obey signals from their Guard and should not move off until given the appropriate signal (two whistles - go; one whistle - stop). ALWAYS stop at Road crossings and give ONE blast on the whistle before proceeding, ensuring beforehand the correct stop signs and flags are suitably displayed on the crossings. In case you have a very heavy train coming from Balm Road, you may cross Moor Road without stopping PROVIDED that all traffic is stopped with the appropriate flags WELL BEFORE the train actually reaches the road. NO driver must proceed across a road unless a RESPONSIBLE MEMBER OF THE SOCIETY is holding the correct stop signs. Members of the general public should not be asked to do this! All trespassers on the Railway, particularly in Clayton's yard and between Moor Road and Balm Road should be reported to the Police. Much too often some two or three-year-old dashes in front of a train going towards B.R., especially at Acme's crossing. Always ask your guard to make sure the line is clear before signalling you to move! Remember, Safety First.

Publications

Mr. R. A. Bayliss is continuing to distribute Society Publications and the following are still available: Middleton Colliery Railway History (1/3 post free); Third Century at Middleton (1/3 post free); Swansea and Mumbles Railway History (2/9 post free) and back numbers of Old Run (1/- each, post free). Discount on bulk orders. Write to Mr. R. A. Bayliss, 74, Forest Road, Loughborough, Leics.

Minutes of the Annual General Meeting held in the main Lecture Theatre of the Engineering Department of the University of Leeds On Saturday, 6th May, 1961, commencing at 2.30 p.m.

Present were: Mr. M. D. Crew (in the Chair)

| | | | |
|-----------------|----------------|----------------|---------------|
| Messrs. R. Addy | B. W. Ashurst | J. Bailey | M. E. Bolton |
| A. J. Brown | T. G. Cawthray | J. M. Daykin | R. L. Dightam |
| N. Fearnley | D. Firth | M. Harrison | D. Hastelow |
| J. M. A. Kain | G. H. King | G. Lee | M. Newsome |
| D. A. Rayner | C. D. Robinson | W. N. Slatcher | C. Thornburn |
| B. Wade | J. Wilby | R. Wilks | J. Williams |
| P. Worsfold | D. A. Young | | |

- 1 Apologies for absence Apologies were received from Dr. & Mrs. R. F. Youell, Mr. S. H. P. Higgins, Mr. M. R. Gilks, Mr. A. K. Terry and Dr. R. C. Lawrence.
- 2 Minutes of Half-yearly General meeting on 26th November, 1960. These were taken as read and approved nem. con.
- 3 Business Arising Since the last General meeting Dr. D. A. Furniss and Mr. J. M. K. Pratt had resigned from the committee and Messrs. J. M. Daykin, M.R.Gilks and G.H.King had been co-opted onto it. Two non-committee appointments had been a Carriage and Wagon Engineer and a Publications Officer. Canon E. Treacy and Prof. Tuplin had agreed to become Vice Presidents.
- 4 Treasurer's Report Mr. Worsfold gave the Treasurer's Report as Mr. T. Crowther was absent. He noted that Mr. Crowther had not yet paid this year's subscription and this was most regrettable. The Treasurer's Report for 1960 had been published in the January Old Run; it was taken as read and approved nem. con. The balance sheet for 1960 was as follows:

| <u>Income</u> | | | <u>Expenditure</u> | | |
|---------------|------------|-----------------|--------------------|------------|-----------------|
| Subscriptions | 153 | - 10 - 0 | Administration | 4 | - 0 |
| Donations | 439 | - 8 - 10 | Publications | 22 | - 5 - 11 |
| Journal sales | 10 | - 2 - 9 | Tramway items | 586 | - 13 - 2 |
| Traffic Rpts | 86 | - 4 - 4 | Rly. operation | 29 | - 1 - 0 |
| Loans | 86 | - 15 - 0 | Balance at bank | 137 | - 16 - 10 |
| | <u>776</u> | <u>- 0 - 11</u> | | <u>776</u> | <u>- 0 - 11</u> |

So far this year expenditure had included:

| | | | |
|---------------------|----|-----------|--------------------------------------|
| Administration | 13 | - 3 - 2 | |
| Publications | 11 | - 19 - 10 | |
| Tools, etc | 19 | - 16 - 1 | |
| Trams, purchase etc | 94 | - 18 - 9 | (includes transport of S. & M. No. 2 |
| Loan repayed | 6 | - 15 - 0 | |

£190-13-11 had been paid into the overdrawn account; this now stood at £77-8-0 as compared with £292-1-5 at the end of last year; this was a most pleasing reduction. The assets of the Society now exceeded its liabilities but this was no reason to feel smug - much money was still needed to build a depot and for new track. 180 feet of track cost about £700 (without labour)! The scrap value of rails and chairs was quite high but only about half the price of new rail (£39-11-0 per ton). In fairness to the Tramway side of the Society, Mr. Worsfold pointed out that their vast expenditure in 1960 would (and indeed could) not be incurred again; had the tramway vehicles not been obtained when they were, they would have gone for ever.

Replying to questions, Mr. Worsfold said that Messrs. Clayton's would pay for any new trackwork but not for renewal of the present track. A sum of £200 for the Swansea and Mumbles train could be classed as either a donation or a loan; the total income was not affected.

The Chairman proposed a vote of thanks to Mr. Worsfold for his efforts in handling the finances without the help of a Senior Treasurer: Mr. Harrison seconded the proposition.

- 5 Progress Report and Plans for the Future The Chairman began by saying that the most important feature of the Society's existence was the continuance of freight traffic and he would devote most of his remarks in that direction. Apart from only two occasions since last September freight had been carried regularly, every day; both of these occasions had been as a result of engine breakdown. Both Clayton's and Robinson & Birdsell's had seemed pleased with the arrangements and were now despatching traffic at practically the expected rate of 16000 tons p.a. At this point the Chairman referred to a graphical presentation of the traffic carried on a monthly basis, indicating the amounts that had been carried in and out, for both firms. (see table, following page). Most of Clayton's traffic had been metal plates, most of R. & B's was scrap metal (requiring pool wagons) and thus the traffic for each firm had been worked more or less independently. Traffic receipts had been very encouraging: a total of £447 had been earned since September, £208 for Clayton's and £239 for R & B's. A table of income against expenditure had been drawn up and this showed that the gross profit from traffic was as expected, about 66 $\frac{2}{3}$ %

| <u>Income</u> | | <u>Expenditure</u> | |
|---------------|-------------|--------------------|-------------|
| Clayton's | £208 | Oil | £27 |
| R & B's | £239 | Fuel | £64 |
| Misc. | £ 1 | Sundries on loco | £7 |
| | | Depreciation | £65 |
| | <u>£448</u> | | <u>£163</u> |

Depreciation was worked out at 5% p.a. of the market price of the locomotive, ie, 5% of 1500 (=£65 p.a.)

The Ffic Receipts, up to April, 1961

| Clayton, Sons & Co., Ltd | | | | Robinson & Birdsell's Ltd | | | |
|--------------------------|------------|----------|-------------|---------------------------|------------|-----------|-------------|
| Month | In weights | Receipts | Out weights | Receipts | In weights | Receipts | Out weights |
| SEPT | | | | 58-12-2 | 3-08-05 | 373-05-0 | 21-15-6 |
| OCT | | | | 12-11-3 | 14-09 | 535-10-3 | 31-04-10 |
| NOV | 154-04-1 | 08-09-11 | 55-01-2 | 3-04-03 | | 493-11-3 | 28-15-10 |
| DEC | 541-14-2 | 31-12-0 | 248-00-0 | 14-09-04 | | 403-16-2 | 23-11-2 |
| JAN | 437-12-0 | 25-10-7 | 254-13-0 | 14-17-01 | | 549-15-1 | 32-01-5 |
| FEB | 646-09-0 | 37-14-3 | 112-00-0 | 6-10-8 | | 531-00-1 | 30-19-6 |
| MAR | 465-07-0 | 27-02-11 | 10-15-0 | 12-6 | | 681-17-2 | 39-15-6 |
| APR | 597-18-0 | 34-17-07 | 46-00-0 | 2-13-8 | | 449-02-1 | 26-04-0 |
| Total | 2843-04-3 | | 726-09-2 | 71-04-1 | | 4018-00-1 | |
| Total | | 165-17-3 | | 42-07-6 | | 4-03-2 | 234-07-9 |
| total weight 3569-14-1 | | | | total weight 4089-04-2 | | | |
| total income 208-04-9 | | | | total income 238-10-11 | | | |

Also: Private hire: 4-05-0 = 5/-.
 Total tonnage 7663-03-3.
 Total income £447-00-8.

ALL traffic carried either from R. & B's / Claytons to B.R. Hunstlet North (Down) or from B.R. Hunstlet North (Down) to Clayton's / R & B's at standard rate of 1/2d per ton per journey.

6th May, 1961

M. D. Crew

As far as duty rotas were concerned there had been considerable difficulty with these in recent months but now that the lighter evenings had come a late afternoon shift had been instituted and the position had somewhat eased.

Following the sale of the Middleton Estates a number of Industrial undertakings had bought land adjoining the railway. Two of three sites between Moor Road and Balm Road had been acquired by Hewitt & Sons and by West Yorkshire Engineers Ltd. Parkfield metals were negotiating for the land at present occupied by Whitaker's. Hence there appeared possibilities of extra freight traffic with no less than six firms on the line:

1. Hewitt's
2. West Yorks Engineers
3. Acme's
4. N.C.B.
5. Parkfield Metals
6. King's.

Relations with King's had not improved greatly and it was thought that there was no immediate likelihood of obtaining any traffic from them. Messrs Hewitt's and West Yorks Egrs. were to be contacted and informed of the facilities that we could offer them. Both Acme's and Parkfield Metals had been approached but would not commit themselves to a definite decision either way (They were probably waiting to see how we managed with the traffic we were carrying already). The N.C.B. idea was a possibility in the future, if and when the Parkside Junction were re-connected: no decision on this had as yet been notified to us. The traffic on that line amounted to some 20 wagons a day in each direction and it was thought this would benefit the Society greatly.

The Chairman continued by mentioning that several small sections of the permanent way had been relaid and tivated and a number of sleepers, keys and chairs had been obtained cheaply for the purpose. A new loop had been constructed for Messrs. Clayton's at their Dartmouth Works and was mainly thanks to Dr. Youell; B.R. officials had inspected the loop and declared it "First Class - better than we would lay for a Works siding".

A locomotive engineer had been appointed and the locomotive was serviced and maintained regularly every Sunday.

"Windle", the Society's future steam locomotive, was being overhauled at the Pilkington's works in St. Helens; it was being converted to coal firing and was expected to arrive sometime in June. British Railways had kindly supplied us with a Brake van and with an ex-Midland Railway hand crane (originating from 1885) and the latter had arrived on the branch the previous day. The work of overhauling it and renovating had already been taken on. Of the trams at Swinegate, three had already been moved to Middleton and the last one, 160, was expected to arrive sometime during the middle of June. It was anticipated that member Mr. Rothera would

temporarily be moving his Sheffield tram 513 to Halifax at the back end of June but it was thought that it would return when there was suitable covered accommodation for it, ie. when our depot was built. Mr. Williams of Laporte Acids was arranging for a vintage 1914 wooden-framed sulphuric acid tank wagon to be acquired by the Society together with an underframe of a similar wagon which would be suitable for use as a match truck which the Society badly needed. We had also contacted various departments for the possible acquisition of an ex-G.E.R. N7 tank (69621), an ex-Metropolitan Railway electric loco (which would cost £1200 including motors from an old S.R. electric unit stock) and an ex-Gateshead, Grimsby & Immingham Railcar, if this could be obtained cheaply or for nothing.

On the subject of visitors Mr. Crew went on to say that following the visit of the National Trust, the Railway was now covered by a restrictive covenant which meant in effect that no-one could touch the railway without the permission of the Owners and the National Trust who would, in all probability, not give it. The Railway was host to a number of high-ranking N.E. Region (B.R.) officials on Monday, 17th April, and the whole running track was inspected. Three open days had been held and had raised £8, which, for an outlay of no more than 30/- was quite reasonable in that it also gave us quite a bit of publicity. Open days would be continued at about six-weekly intervals.

On the subject of insurance it was stated that the Society now had member to member insurance coverage in case of accidents while performing their duties on the railway. No insurance had been obtained for the working of passenger trains and this was one of the reasons for terminating all such trips except for certain occasions.

The Society locomotive had been named 'J.A.' on Frida, 27th January, by Mr. Taylor, the District Motive Power Supt. of British Railways. This was followed by the handing over ceremony of the Brake Van by Mr. E. E. Cowell, Line Traffic Manager, to Mr. J. Alcock, the Society Vice-President. Tarpaulins had been obtained for covering the trams and we had also managed to secure the remaining Hunslet Station nameboards.

The Publicity Dept. had been doing a good job: we had members from Canada and the U.S.A. and in this country we had two members in Scotland and a number of dignitaries. Donations had also been received from the States. German Television filmed on the line for two days and had sent a cheque for £30. Newspaper reports had continued to appear: from Victoria, British Columbia (Canada) to Oxford. The Society had brought out a second edition of the History after the first issue had sold out very quickly. A number of reprints of the article in the Railway Magazine had also been ordered and would, no doubt, arrive shortly. The monthly journal, Old Run, had con-

tinued to appear, in a new guise and of wider scope. A three-page hand out for visitors had been prepared and, judging by the response when given out at the third open-day, was a sound move. We had joined forces with the R.P.S. and as a result a small poster advertised the Society at the Annual Model Railway Exhibition in London in April last.

Plans for the future included two major projects:

- (a) the laying of a new cut-off line from the main line into Dartmouth Works (possibly involving the formation of a triangle for turning vehicles).
- (b) the construction of a retaining wall and track into Clayton's Moor End Works, near Balm Road.

Minor projects included relaying of the now disused track between Acme's crossing and Moor End Works and also relaying of the line used at present and running alongside it. Tram 160 was to be moved during June, followed by 513

Replying to a question, Mr. Crew said that a steam locomotive would be more suitable for working N.C.B. traffic (if this did materialize ever), as John Alcock had insufficient adhesion (among other things) for long trains. The track would take the weight of a steam locomotive without great difficulty.

Mr. Williams mentioned that the Society was also interested in a Sentinel locomotive: B.R. Darlington (Engineer's Dept.) were being contacted for the possible acquisition of one of the last examples of the L.N.E.R. Y1 class.

6. Constitution changes. The first proposition put forward by the Chairman was a change in Article 4 of the Constitution, to read as follows

"The Society shall be controlled by a committee elected at an Annual General Meeting. The committee shall comprise: President, Chairman, Deputy Chairman, Secretary, Treasurer and not more than 4 Vice-Presidents together with a Committee Secretary, Membership Secretary, Publicity Officer, Operating Supt., Tramway Engineer, Tram Liason Officer and not more than three other members. The committee may call for the appointment of assistants (with rights to attend all committee meetings) if this seems desirable. The Society may also appoint Technical Advisors (with rights to attend all committee meetings) to advise the committee when necessary.....

An amendment proposed by Mr. Cawthray and seconded by Mr. Ashurst was that the section beginning "The committee may call for the appointment..." should be replaced by "The committee may call for the appointment of assistants and/or technical advisors who have the right to attend committee meetings but not to vote thereat, should this seem desirable.

The proposal and amendment were agreed upon nem. con.

The second proposition was an amendment to the revised article 4 of the constitution reading:

"In the event of a Chairman not being elected at a General Meeting, a Managing Committee, who may or may not be members of the main committee, shall be elected at a General Meeting, to act until such time that a Chairman is forthcoming. It shall be able to attend committee meetings and shall be responsible to the committee. Those members of the Managing Committee present at the main committee meetings shall have a single casting vote in the event of a deadlock being reached".

The amendment was proposed by Mr. P. Worsfold, seconded by Mr. Thornburn after discussion and agreed nem. con.

7. Elections. (a) Committee for 1961-2

President. Nominated: Lord Garnock

Proposed Mr. Cawthray, Seconded Mr. Worsfold

There being no other nominations Lord Garnock was elected

Vice Presidents. Nominated:

Proposed:

Seconded:

Prof Tuplin

Mr. Cawthray

Mr. Worsfold

Canon Treacy

Mr. Cawthray

Mr. Thornburn

Mr. Alcock

Mr. Fearnley

Mr. Ashurst

Prof Carter

Mr. Harrison

Mr. Kain

All were elected.

Chairman & Deputy Chairman: there were no nominations.

Managing Committee. Nominated:

Proposed:

Seconded:

Mr. Worsfold

Mr. Daykin

Mr. G. Lee

Mr. Terry

Mr. King

Mr. A. Brown

Dr. Lawrence

Mr. Harrison

Mr. Robinson

Mr. Crew

Mr. Ashurst

Mr. King

Mr. Thornburn

Mr. Worsfold

Mr. Ashurst

All were elected.

Secretary. Nominated: Mr. Thornburn

Proposed Mr. Harrison, Seconded Mr. Robinson.

Mr. Thornburn was elected.

Committee Secretary. Nominated: Mrs. S. M. Youell

Proposed Mr. Cawthray, Seconded Mr. Wade

Mr. Cawthray was unwilling to stand and there being no other nominations, Mrs Youell was elected.

Membership Secretary. Nominated: Mr. Cawthray.

Proposed: Mr. Worsfold, Seconded Mr. Ashurst.

There being no other nominations, Mr. Cawthray was elected.

Operating Superintendent: Nominated: Mr. M. Crew

Proposed Mr. Harrison, Seconded Mr. King.

There being no other nominations, Mr. Crew was elected.

Tramway Engineer. Nominated: Mr. G. King.

Proposed Mr. Harrison, Seconded Mr. Thornburn.

There being no other nominations, Mr. King was elected.

Tram Liason Officer. Nominated: Mr. K. Terry.

Proposed Mr. Harrison, Seconded Mr. King.

There being no other nominations, Mr. Terry was elected.

Publicity Officer. Nominated: Mr. M. Gilks.

Proposed Mr. King, Seconded Mr. Lee.

Mr. Ashurst was unwilling to stand and there being no other nominations, Mr. Gilks was elected.

Three other committee members.

Nominated:

Proposed:

Seconded:

Dr. R. F. Youell

Mr. Cawthray

Mr. Wade

Dr. R. C. Lawrence

Mr. Lee

Mr. Wilby

Mr. Williams

Mr. Worsfold

Mr. Cawthray

Dr. Youell, Dr. Lawrence and Mr. Williams were elected.

Non committee posts

Civil Engineer. Nominated: Mr. P. Worsfold.

Proposed Mr. Cawthray, Seconded Mr. Hastelow

Mr. Worsfold was elected.

Locomotive Engineer (responsible to Op. Supt). Nominated: Mr. Daykin

Proposed Mr. King, Seconded Mr. Lee.

Mr. Daykin was elected.

Journal Editor (responsible to Publicity Officer). Nominated: Mr.

R. A. Southcott. Proposed Mr. C. Thornburn, Seconded

Mr. Worsfold. There being no other nominations Mr.

Southcott was elected.

Stores and Contracts Officer (responsible to Op. Supt.) Nominated:

Dr. Lawrence. Proposed Worsfold, Seconded Mr. Daykin.

Dr. Lawrence was elected.

At this point proposed a vote of thanks for Mr. Hastelow's good work over the past year. Mr. Cawthray felt that Mr. Hastelow might well act as an assistant to Dr. Lawrence.

Carriage & Wagon Engineer (responsible to Op. Supt.) Nominated:

Mr. M. E. Bolton. Proposed Mr. King, Seconded Mr. Harrison.

There being no other nominations, Mr. Bolton was elected.

Duty Rotas. Mr. Fearnley had volunteered to take over this job.

Publications officer. It was assumed that Mr. Bayliss would be willing to continue to act in this capacity.

Elections (b) Honorary members

Mr. J. Alcock and Dr. R. F. Youell were proposed for Honorary Life membership and were elected nem. con.

Canon Treacy, Prof. Carter and Mr. W. Pickard (of South Wales Transport) were proposed for Honorary Membership and were elected nem. con. It was pointed out that Prof. Tuplin was already a member of the Society. The position of President was already assumed to be Honorary.

8. Any Other Business.

- (a) Mr. Ashurst, with Mr. King seconding, proposed that an idea in the last Old Run be followed up: namely the production of a publication for distribution among the local populace, to keep them informed of what the Society was doing. It was hoped that this would improve relations, as much hard feeling had come

solely from ignorance, and cut down vandalism. It was agreed nem. con. that Mr. Ashurst should see to the production of a trial issue early in June. The idea of a notice board on Burton Road was mooted and also that of buying advertising space on a 74 'bus; it was thought, however, that this latter would bring insufficient attention and reward to justify it.

- (b) Mr. Lee queried what arrangements were being made about the dinner. Mr. Crew pointed out that this was to be a joint affair with the University Union Railway Society on Friday, 9th June, at 7.00 p.m. for 7.30. Mr. Cawthray volunteered to deal with all bookings.
- (c) Mr. Harrison felt that General Meetings should be arranged so as not to clash with those of other Societies or with Cup finals: he was assured that every effort had been made in the past (and would be in the future) to see that there were no clashes. It was unfortunate that when the A.G.M. had been arranged at first no-one had looked that far ahead: and no mention had been made of the T.M.S. General meeting.
- (d) Mr. Harrison then queried the purchase of a number of jacks from Glasgow; he was assured that they were essential pieces of equipment and moreover, a bargain at 5/- each. He mentioned that he was acquiring a set of tram jacks from Ramsbottom U.D.C. Transport Department and wondered if the Society would be prepared to take them over when he had no further use for them: Mr. Crew said that this would have to be brought up at a committee meeting when the time came.
- (e) Mr. Harrison finally enquired if anything was being done about Repair Car DE320224 of the Grimsby and Immingham Railway. The Chairman replied that British Railways were being approached to see if the vehicle could be obtained free or very cheaply.
- (f) Referring to a question of age requirements for drivers and shunters Mr. Crew said that the Society would, as soon as it could do so, be compelled to restrict driving to people over 18 and shunting to those over 16. On the subject of the Webb Coal Tank it was said that the Sponsors of the venture regretted that they would not be bringing 1054 to Middleton but, as was however to be kept by the R.P.S. there was every possibility that at some future date it might appear.
- (g) Mr. Wade wondered about cut-price coal from the Colliery for "Windle". In reply Mr. Crew said he saw no reason why, if the Society should get the Coal Board traffic, such coal might be obtained.

The meeting then closed at 5.55 p.m. after the quorum had been challenged and the meeting found to be inquorate.

STOP PRESS

After enrolling a member from the U.S.A. the next most obvious thing to do is to enrol one from Canada and that is just what we have done. At the same time it marks our 200th member (though only about 150 have re-enrolled this year). New members just notified are:

| | | |
|------|-------------------|---------------------|
| 197. | Mr. F. Fowler | Doncaster, Yorks. |
| 198. | Mr. D. Firth | Wakefield, Yorks. |
| 199. | Miss J. M. Taylor | Leeds, 2. |
| 200. | Mr. B. Coleman | Toronto, 4, Canada. |

Postcard photographs of many scenes at Middleton may be obtained from Mr. M. Gilks, 104, Sandringham Drive, Moortown, Leeds, 17. All are priced at 6d each and a list of photos available at present will be posted upon request.

A number of 1920-1936 Railway Magazines are still on hand and may be obtained from Mr. M. Crew, 131, Sandringham Drive Moortown, Leeds, 17 price 9d each (plus postage). All proceeds to the Society.

A few uniforms (jackets, overalls, etc) are still available from Mr. Bailey, 12, Burton Crescent, Dewsbury Road, Leeds, 11. Prices are very reasonable.

A large number of secondhand sleepers, chairs and rails have been ordered from British Railways and are due to appear by rail in a few weeks. The supply should be sufficient (and of a sufficiently high quality) for laying new track on the proposed Moor Road - Moor End Works section.

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