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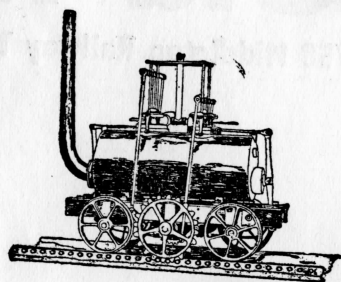
# The Old Run

Journal of the 1758 Middleton Railway Trust, Leeds



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# The Old Run

**Journal of the 1758 Middleton  
Railway Trust, Leeds**

EDITOR: B. W. ASHURST, 18 INGLEWOOD DRIVE, OTLEY, YORKSHIRE

VOLUME 7

NUMBER 56

SPRING 1967

## WHITE SAND OR GREY SAND?

*The choice is not so simple*

Middleton Railway train crews know the effects of using sand which is not gritty enough or which has become damp, with the need for the shunter to bang the sandbox with a shunter's brakestick to restore normal service. Several sections of the line are either steeply inclined or sharply curved, or both.

We can therefore appreciate how really unpleasant running can be on the climb to the St Gotthard tunnel, with many miles at 1 in 37 each side. Swiss Federal Railways civil engineers have to be experts at going over, round, or through mountains. Seashore sand is not easy to find in Switzerland, and just any sand will not necessarily be good enough for the long and severe gradients tackled by electric locomotive-hauled trains.

So the CFF called in the scientists to analyse material and assess which types of sand were good enough to give really good grip. Comparing mineralogical analysis with behaviour on rails, it was found that felspar (common in sand derived from granite) is particularly bad at producing skidding, followed by mica, clay minerals and limestone.

The correct sand must not be coarser than 0.08 inch. Seventy per cent of the material must be between 0.028 and 0.016 inch, and no fraction must be smaller than 0.004 inch. Sand must have at least 60 per cent quartz before it can be used for locomotives.

So spare a thought for the Swiss when you shovel that next load of sand into John Alcock's capacious boxes!

(What's the best kind of sand for making a Swiss pocket watch run to time? - Editor)



## Some unusual results of railway abandonment

From time to time we find the sad inscription "Track of abandoned railway" alongside a row of dashes or forlorn-looking cuttings or embankments while perusing a map. Some of these were of railways that were hopeless from the start, or never even started running. Some were the legitimate results of abandoning one of two parallel routes. Some just baffle imagination!

Usually when a line is abandoned, demolition starts at the terminus and proceeds back to the junction with the main line from which it sprang. Sometimes an unusual layout at the terminus results from a plan to go further: for example Chingford station, right on the north edge of the town, was a springboard to High Beech, which the line never reached; and Fairford, where the line goes beyond the station towards the Kemble line; and Ballater where the line points towards Balmoral, which again was never reached.

The Malmesbury branch started from the original GWR main line at Dauntsey and ran through Great Somerford. Many years later the Badminton cut-off connected Wootton Bassett with the Severn Tunnel direct without the Bristol detour. The Marlborough branch was connected to this at Little Somerford and the original connection abandoned, giving the result of a branch line with the original terminus but a different origin!

The direct Reading to Westbury line of the GWR eventually gave an economy of nearly 20 miles between London and Exeter as compared with the original Swindon route. At Savernake, it ran

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parallel to the Midland & South Western Junction line which connected Cheltenham with Andover via Swindon.

The GWR was double track, the M&SW being double through Grafton and Burbage; single through Savernake; and alternately single and double to the north. The GWR branch to Marlborough and the M&SW line remained parallel for over a mile before parting at Hat Gate, each running through a short tunnel there before Marlborough, where the GWR terminated and the M & SWJ ran on round the town and north to Swindon, where the two companies were again adjacent.

One inexplicable abandonment appears in the 1949-50 Ordnance map. In that delightful area where names like Bourton-on-the-Water abound, there is a branch line in which the half nearest the junction has been pulled up, and the remainder is left in situ! The original line was deviously routed from Moreton-in-Marsh via Stretton-on-Fosse and Darlingscott to Shipston-on-Stour. The line from Moreton Junction on the "Old Worse & Worse" from Oxford to Worcester as far as Knee Brook bridge over the stream is pulled up, leaving just over half the line intact but completely separate from all other lines in the way that Bluebell now is.

Unless the lines were removed by a road haulage firm, or there is a railway museum or preservation society at Shipston with several miles of track piled up there in heaps, I cannot think of any explanation. I cannot imagine large numbers of passengers or goods traffic wanting to go between Shipston, Darlingscott, Stretton and Knee Brook (which is too small for either swimming or boating). Any ideas please, historians?

## WE WERE WRONG

Now read on...

From: "61506". (Name, address and wheel arrangement supplied)

In "Confessions of a Compulsive Marquess Chaser" (Old Run, Spring 1965), I note that Malcolm Hindes called at Ripon and "Sinnington" to see 3442 en route to Darnton (an old form of Darlington, just to confuse the issue).

This is rather an awkward route as 3442, to go via Sinnington to Darlington, would have had to travel via Pilmoor, Ampleforth, Helmsley, Pickering, Grosmont, Battersby and Middlesbrough. Sinnington is the station between Kirby Moorside and Pickering. C'est magnifique mais ce n'est pas la gare!

Sinnington had its rails pulled up years ago. Some fool let loose the local road transport spivs, Messrs. Stink Bump & Rattle, to carry the passengers here. Later on all the lines from Ampleforth to Alne, Malton and Kirby Moorside were lifted.

Could it be that the Marquess was really going through SINDERBY, not SINNINGTON? I ask because the MRT chairman and secretary were on the last passenger train to pass Sinnington. And 3442, even with pneumatic tyres, would be a bit hard to steer!

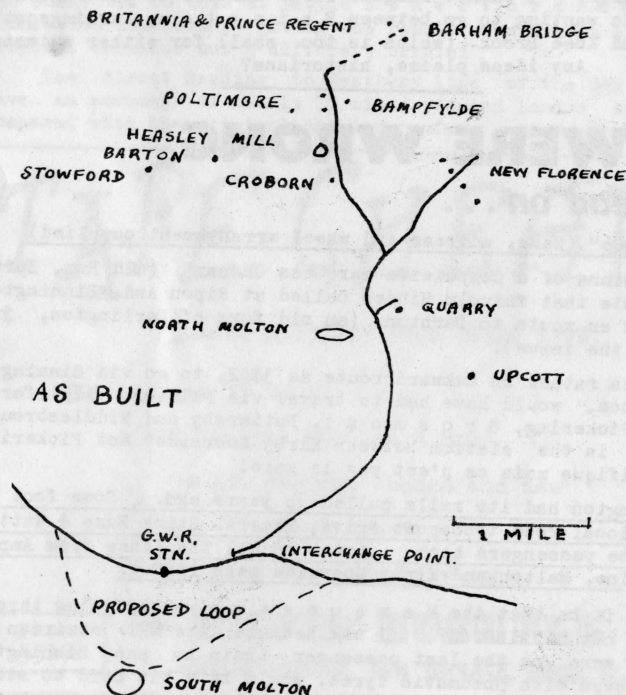
# From Blakey Junction to Wheal Eliza *Part 2*

BY '61506'

Over on the Devon side of Exmoor there was a line that nearly went to Lynton, and had it done so would have had enough iron ore traffic to give it a better chance than the ill-fated Lynton and Barnstaple Railway.

North Molton is very ancient, dating from Roman days, and there is some evidence of mining being a very long established local activity there. The ore had to be carried north across the moors to the coast, or along the lower land to Barnstaple for "export" to Wales. Eventually the Devon and Somerset branch of the GWR reached South Molton from Taunton en route to Barnstaple. A mineral railway was built from South Molton up the valley of the Mole, alongside which lay most of the mines.

## MOLE VALLEY RAILWAY



The line passed North Molton just to the east, and ran about two miles north, first to Florence Mines, on a tributary valley and inaccessible by road, then along the main Mole valley to Heasley Mill to serve Bampfylde and Poltimore mines.

The town council of South Molton, noting that Heasley Mill was due south of Lynmouth, suggested that the line be extended to Lynton. It was only by a narrow margin that the line was dropped in favour of the Lynton and Barnstaple.

A steep but not impossible climb from Heasley Mill would have taken the line to Yard Gate station on the Simonsbath-South Molton road, and then into the east side of the Bray valley. A sharply curved but level run on about the 1000 feet contour would take the line to Challacombe, from which northward progress was hindered by the 1500 feet high crown of the Exmoor Hills. By sweeping west and then north-east, the line would come on to the route of the L & B line somewhere between Blackmoor Gate and Parracombe, and so to Lynton.

An apparently easy way out for the iron ore via Lynton was deceptive. It was cheaper to go via South Molton and the main line than via yet another incline 500 feet down to Lynmouth and by sea.

There is no doubt that the Molton and Lynton line would have come under the Parsimonious Pomposity of Paddington, since South Molton was part of an infiltration route to break an LSWR monopoly at Barnstaple. The SR, of course, could not carry on with the economically hopeless L & B. Lynton did at one time have the record of being the town in England furthest away from a railway.

In general, the copper, lead and silver minerals of this area were good but very patchy in outcrop. The iron ore was very good, running upwards of 50 percent iron by weight. Once again, it was in thin veins and often situated so that expensive pumping was unavoidable. The threat in the last century was mainly imported Spanish ore, but later the competition was with home produced ores.

All the way from Cleveland to Grantham and Banbury were millions of tons of ore, quite poor in quality and of the 30% level of iron by weight, but with the saving grace of being in seams of ten or more feet and miles long. This poor ore could be tipped straight into whole trains of wagons alongside. The ease of winning this ore more than covered its poorer quality.

Apart from a few last-minute attempts to re-open ochre or iron mines in the present century, the Exmoor mining industry died with Queen Victoria.

There to this day on the rugged beauty of Exmoor lie the remains of the gallant efforts of the WSMR, Knight's Railway, and the Molton Railway, silent tributes to the men who did all they could to get their iron ore quickly and cheaply to the Welsh furnaces.

The writer is indebted to Somerset and Devon Councils, Exmoor National Park Council, the works of J. M. Slader and Roger Sellick, and many local residents for information on the Exmoor mining industry, and to the Records Office, York, NER, for details of the Rosedale Light Railway.



# GOODBYE TO THE GN

BY  
Dr. R.F. YOVELL

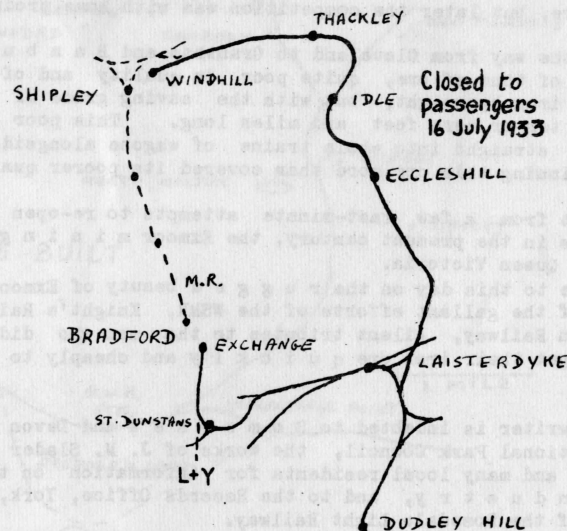
Nothing is more soul-destroying than crossing a road bridge over a railway and seeing - nothing but ballast. This fate has overtaken the Great Northern Railway more than any other in the West Riding, and a recent casualty was the Laisterdyke-Shipley line.

Having been goods only since June 1931, there was no public announcement. The line did once boast a passenger service from Bradford Exchange to Shipley Windhill (over twice as far in distance as from Forster Square to Shipley Midland) and had

## Familiar West Riding routes feel the chill breeze

gradients and curves of great severity compared to the straight and easy Midland line.

The usual free publicity for the local private bus company was given when the service was withdrawn before the war, but surprisingly Bradford Corporation Transport was omitted. This may have been because the LNER and LMS had shares in the bus company! Every care was taken to keep parcels and similar traffic going despite the withdrawal of passenger trains.



Today we look with amazement at the frequency of service the LNER operated over the GN lines. Obviously Leeds-Bradford via Pudsey and Stanningley; Wakefield-Bradford; and Leeds-Wakefield-Doncaster were trunk services, but what is so unexpected are the other routes: Leeds-Tingley-Dudley Hill-Bradford; Leeds-Tingley-Batley-Wakefield; Leeds-Ardsley-Alverthorpe-Batley-Tingley-Leeds; Drighlington-Dudley Hill-Leeds, all appear either as occasional through workings or regular services.

Up to 30 trains a day ran on the better used routes, more than two routes coinciding to give a better service in some cases, as in Bradford-Laisterdyke. Today these services are almost completely wiped out, while the equally densely populated London region enjoys frequent electric services.

One other service that ended in the same era as the Shipley Windhill passenger trains was the Leeds-Sheffield route via Wakefield Westgate, Winterset, and the Great Central from Barnsley. This was a classic example of the combined effect of the GN's desire to become established in an already busy area, and the MS&L's aim to spread its sphere of activities without actually having to build any new lines.

All this dates from the time of the GN arrival in the West Riding when it was already a cockpit of several companies in cut-throat competition for the heavy coal and industrial traffic. It is often said of the GN that they owned nothing completely north of Doncaster. They had a first-class main line from London which was easier and shorter than any competitors. At Doncaster, they were on the threshold of success but could not afford to build beyond Staftholme Junction. A combination of joint lines, running powers and cheaply build, steeply graded lines followed.

The early railways preferred easy gradients via river valleys, even at the expense of distance. The progenitors of the Midland, Lancashire & Yorkshire, and North Eastern showed this clearly. The North Midland from Chesterfield managed to avoid Sheffield, Barnsley, Wakefield and Leeds in its run for York! This effort resulted in branch connections from Rotherham, Cudworth, Normanton and Altofts, though of course the Altofts-Leeds branch was to become the main line.

The Manchester-Leeds route was via Rochdale and Normanton - easily graded but what a distance! The L&Y had to build steeply graded lines to connect with Halifax, Bradford and Leeds later on.

The Midland again took a river valley route to Skipton and Bradford from almost due North. A later attempt to go direct from Royston to Dewsbury via the Spen Valley and a tunnel to Bradford petered out at Dewsbury with a branch to Huddersfield. The LNWR got in via Standedge Tunnel with miles at 1 in 105, running powers over the L&Y at Mirfield, and then the M or ley tunnel. Their later route via Gomersal was steeper at 1 in 70.

In these circumstances, even had the GN plenty of money, they would still have had trouble in getting a foothold in the West Riding. Their first attempt was via a branch of the L&Y (itself impecunious) to Ferrybridge. A loop to Burton Salmon (built before the Midland realised what was afoot) took the GN to the York and North Midland line and York. The L&Y took the GN trains to

Continued overleaf

Castleford and Methley Junction, from which there were running powers to Leeds Wellington.

Today we look at the level route from Doncaster to Leeds City via Ferrybridge and Methley, with a sharp curve half way as the only hindrance to fast running, and compare it with the lines via South Elmsall and Ardsley ending in the steep drop to a cramped station at Leeds Central and we must conclude that many of British Railways' problems can be attributed to the days when railways could afford much unnecessary and fruitless duplication. The GN, finding all easy routes occupied, had to climb up the watershed from Ardsley to Dudley Hill to get to Bradford.

The diversion from Wakefield - Wrenthorpe via Batley involved a severe climb from Batley via Howden Clough to join the Ardsley-Bradford line. The Leeds-Bradford line, used also by L&Y trains, involved climbs of 1 in 50 and 1 in 100 to Laisterdyke and an even worse drop down to Bradford. Even when constructed as cheaply as possible with steep gradients, the cost to the GN of having to "clamber over the rooftops" must have been enormous. The Bradford-Queensbury-Halifax-Keighley line is the best example of this. Long tunnels and lofty viaducts gave a sort of trunk main line appearance to this GN branch, but the line planned due West from Lees Moor would have been even tougher civil engineering.

The GN ended up in joint accommodation at Halifax, and ran into the Midland at Keighley, the original GN low level terminus being goods only. Halifax High Level terminus (St Pauls) was, appropriately for the GN, on King Cross Road.

At Keighley was the furthest mile post on the GN - 204 -which has most regrettably been stolen.

The long drop from Cullingworth to In g r o w and the curved Lees Moor Tunnel were good examples of the conditions the GN had to endure. There was an almost unbelievable piece of praise from a GN driver who found that although the GN class N1 and N2 tanks would run short of steam between Keighley and Queensbury summit, the GE design O-6-2Ts built at Doncaster and run in in the West Riding would roar their way up to the top with a healthy pressure gauge reading all the way.

The most impressive demonstration of GN hillclimbing is probably the Windhill branch. One could leave Bradford by road next to the GN station and after two miles of hard slogging uphill one finds that the line one crosses at Dudley Hill or Laisterdyke is the same GN line which has travelled in a corkscrew-type route to gain h e i g h t. Similarly, the Leeds road out of Shipley is noticeably steep, yet at Idle, two miles out, the GN is still only just below the road. The Idle branch had room for double track, but at Eccleshill only one platform had been used for a long time.

The extinction and demolition of GN lines leaves relatively few connections between Midland and GN routes open. The Idle branch, of course, was such a connection, and Leeds Central-Geldard Junction is one of the few left. The Dewsbury branch has gone, though Batley goods line is now connected to the LNWR line there. The Beeston-Tingley and Woodkirk-Batley lines have also been removed.

Use of the excellent main line from London to Doncaster, but the use of the level lines rather than the GN in the West Riding, is a fairly reasonable p o l i c y. Although not pleasant to GN enthusiasts, one can still get from Bradford to Keighley.

Concentration of the traffic from two competing and parallel pre-grouping lines on the easier of the two is a rationalisation which cannot be criticised very harshly, and is certainly less alarming to the enthusiast than the destruction of lines for which there is no alternative railway route.

One far-sighted BR officer said, "We should be a lot happier if the West Riding had only the lines built before 1850, plus the GN main line." I suppose it is a by-gone era when one could board trains or coaches from Leeds running through to Euston, Marylebone, St Pancras, Kings Cross, and Bishopsgate, without changing.

The remains of our recent casualty, the Idle GN line, can be seen where it crosses the Leeds-Bradford main road, now being doubled at this site. Eccleshill station, slightly dented by the local populace, is worth seeing as an e x a m p l e of GN suburban station architecture.

## Truffle traffic was pride of Great Western

Towards the latter part of the nineteenth century, in the days when grouse and game shooting became almost obligatory among the manufacturing gentry, an unusual and highly specialised railway cargo became a common sight on the Great Western Railway. These were the truffle boxes, bearing their precious contents from the depths of the New Forest to the fashionable eating houses of the metropolis.

Truffle boxes were specially designed containers filled at collecting depots at strategic points in the forests and carted to the nearest railway station for loading on to flat cars, along with the milk and the pigs. The distinctive livery of the Great Western Railway was, in fact (as experts will confirm), derived from the colouring of the truffle, whose flesh was dark brown on the outside, merging to creamy white in the centre. Thus this traffic must have been of considerable importance to the GWR, though I suspect that its importance may have been l a r g e l y prestigious rather than economic!

Truffles were of course used for flavouring the grouse dishes. They lived below the surface of the ground in wooded areas, and since they gave no visible clue to their existence, specially trained pigs, or, later, poodles, were used to hunt them. The dogs carefully grasped the mature truffle in their teeth and gently retrieved them to the huntsman.

As they were quite delicate, truffles were loaded by hand into the straw-filled containers. Most truffles were about 1½" to 2" in diameter, but some were as big as a man's fist. Others again were little bigger than a pin-head.

What has become of this traffic? Alas, truffles, when they are no longer hunted, die of overcrowding, and the English truffle is now extinct. At least, I haven't seen any lately. But who knows, perhaps the Channel Tunnel will see a revival of the truffle train!



## Cold day at Hest Bank

By A. J. Naylor

The Tuesday after Easter 1961 found me at Hest Bank station midway between Lancaster and Carnforth. Although it was April, it was a bitterly cold day. Dark, menacing clouds scudded overhead towards the Pennines, and foaming "white horses" rode the water out in Morecambe Bay. Freezing sleet lashed the station platforms, and was forced by the wind through a thousand crevices in the planks of the footbridge where a group of chilled enthusiasts were trying to shelter.

About 11.15 a cry of "Jube!" was heard and everyone dutifully emerged to see a plume of smoke and steam rounding the bend to the south of the station. The station buildings reeled as it thundered over the Morecambe branch crossover, creating a frightening staccato roar, a roar which was amplified as it lunged between the platforms.

Standing on the Down side of the level-crossing I watched it looming in the distance. Approaching the footbridge, the driver opened the whistle, releasing an impression of energy and power from the ponderous machine.

And so it passed on, steam licking the motion, safety-valves roaring, the wheels of the coaches beating a hollow resonant rhythm. This tattoo could be heard long after the defiant gleam of the tail lamp had been lost in the haze of the sleet and water which enveloped the train on Hest Bank troughs.

That train was a combination of the morning Birmingham-Edinburgh and Birmingham-Glasgow trains. Although it was made up of seventeen vehicles, weighing at least 600 tons, and although it had been slowed by the slack at Lancaster Castle, its speed was about 80mph. It was moving so fast that someone standing beside me at the level crossing - not more than six feet from the train - literally did not see the reason for its speed. Behind 45679 was 46242.

## Parkfield - where are you?

Who, when and where was the Parkfield Foundry? This question is troubling a member of the Middleton Railway Trust who discovered the name on an old map in the Leeds British Railways traffic control office showing routes at the place where the Middleton branches off from the Midland Railway. Other names on the list were:

N.C.B. Middleton Broom Colliery  
Clayton Son & Co  
Dartmouth Siding (Moor End works)  
Saml. Denison & Son Ltd  
Hunslet Moor Sidings  
J. King & Co (Leeds) Ltd  
Robinson & Birdsell Ltd  
Wagon Repairs Ltd (now Acme's)

Although some of these have severed their connection, it is interesting to note that Moor End works is down as a siding even though the list dates from many years before the time when Moor End actually had a branch to it!

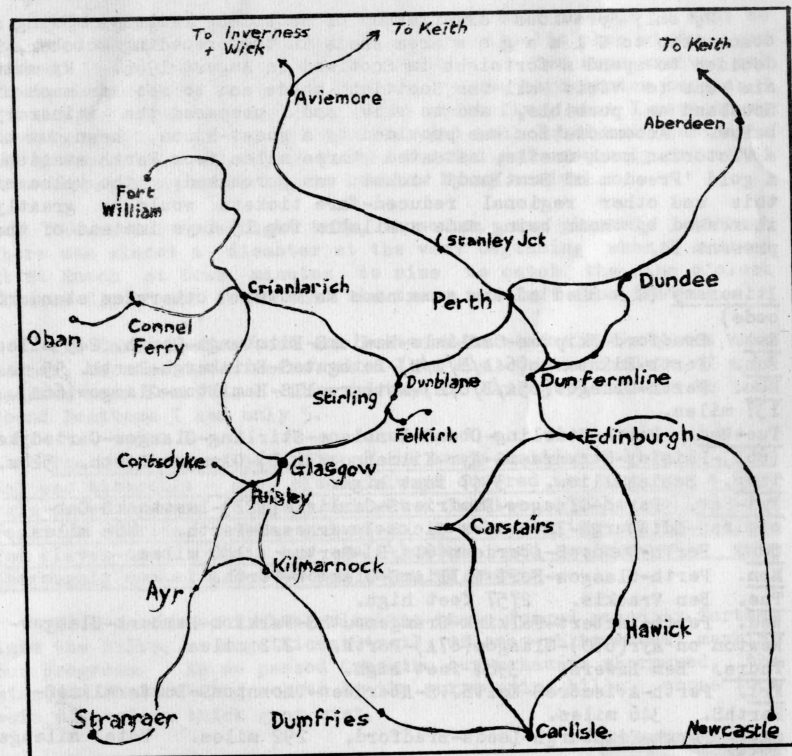
## FREEDOM OF SCOTLAND

*How I extracted the last inch of mileage from my ticket - almost!*

By Andrew Naylor

In 1645 James Graham - known as the Great Marquess - was looting Campbell territory and killing Campbells when he learnt that the Campbells, under their chief the Duke of Argyll, had besieged Inverlochy Castle, near Fort William, in his native Lochaber. The Great Marquess returned to Inverlochy and raised the siege, and put 2,000 Campbells to the sword.

293 years later, in June 1938, LNER 3442 - the first of the production series of class K4 - arrived at Fort William shed to help with the heavy summer traffic. However, the locals were enraged and dismayed to find that her nameplates bore three Gaelic words - Mac Caillein Mor. Opinion was raised against the new locomotive's name for two reasons. There is no 'e' in Callin, and the accent over the 'd' in Mor had been omitted.



Continued from previous page

But the main reason for their distress was the meaning of the words. Mac means 'son of'; Cailin means 'chief', or 'founder' of the Clan Campbell; and Mòr means 'great'. It was rumoured in Fort William that the LNER had intended to honour the Marquess but that some Sassenach - the word means lowland Scot or Englishman - had told them that Mac Cailin Mòr was Gaelic for The Great Marquess. Anyhow, the nameplates were not only spelt wrongly but were honouring the chief of an alien clan, who was certainly no friend of Lochaber.

Officialdom took note of the popular grievance, and 3442 was taken into shops at the earliest opportunity to re-emerge with the legend 'The Great Marquess' borne on new nameplates - in English! The name MacCailin Mòr was later borne - correctly spelled - by 3445.

A story told of 3442's native West Highland line is that of two trains who met at a passing loop - only to find that both were too long, so that neither could enter the loop without effectively blocking the other train's entrance or exit. The situation was resolved. How? The solution is printed elsewhere in this issue.

My only previous experience of Scottish railways being a coach trip to Glasgow area sheds in the preceding October, I decided to spend a fortnight in Scotland in August 1965. My main aim was to visit all the Scottish sheds and to see as much of Scotland as possible, and to this end I prepared the itinerary below. Accommodation was provided by a guest-house, hewn out of a Victorian mock-castle, situated three miles from Perth station. A gold 'Freedom of Scotland' ticket was purchased; the value of this and other regional reduced-fare tickets would be greatly increased by their being made available for 15 days instead of the present 14.

Itinerary (S - Shed of the same name as town; otherwise standard code)

Sat. Bradford-Skipton-Carlisle-HawickS-Edinburgh-Perth. 245 miles.

Sun. Perth-Edinburgh(64A/B/C/H)-BathgateS-Edinburgh-Perth. 95 ms.

Mon. Perth-Glasgow(65A/B/C/E)-MotherwellS-Hamilton-Glasgow(66A). 137 miles.

Tue-Wed. Perth-Stirling-ObanS-Dunblane-Stirling-Glasgow-Cartsdyke (66D)-Paisley-Stranraers-Ayr-Kilmarnock(67B)-Glasgow-Perth. 528m.

Thur. Schiehallion. 3547 feet high.

Fri-Sat. Perth-Glasgow-DumfriesS-Carlisle(12B)-BeattockS-CarstairsS-Edinburgh-Inverness-WickS-InvernessS-Perth. 886 miles.

Sun. Perth-DundeeS-Aberdeen(61A/B)-Perth. 180 miles.

Mon. Perth-Glasgow-Fort WilliamS-Glasgow-Perth.

Tue. Ben Vrackie. 2757 feet high.

Wed. Perth-Larbert-Falkirk-GrangemouthS-Falkirk-Larbert-Glasgow-Newton on Ayr(670)-Glasgow(67A)-Perth. 222 miles.

Thurs. Ben Lawers. 3984 feet high.

Fri. Perth-AviemoreS-KeithJ.S-Aberdeen-ThorntonS-DunfermlineS-PerthS. 346 miles.

Sat. Perth-Edinburgh-Leeds-Bradford. 292 miles. Total mileage 3,306.1.

There is little to say about the day trips. Diesel power was the rule except for the first Monday's return from Glasgow when I was hauled by 60031, which suffered a failure later in the fortnight and was therefore withdrawn, and some Glasgow suburban workings. I also had a V2 on the second Sunday's return from Aberdeen, but only to Dundee. The general displacement of steam can be seen from the accompanying list.

However, the two overnight trips were much more interesting, especially the first. The return train from Oban was quite late, so I, fearing for my connection at Stirling, looked up the Glasgow to Perth table to see whether or not the Perth train called at Dunblane. Unfortunately I looked in the wrong column!

Thus I was marooned in Dunblane, but I took a diesel to Stirling, where I watched operations for a time before retiring to the waiting room at about 10.30. At 12.15 my sleep was interrupted by the news that the station was being shut up and I couldn't sleep there.

After wandering around Stirling for half an hour I went to the town centre and leaned against a brightly-lit shop window, and waited to be picked up (by the police!). Two soon arrived and kindly directed me to a bus-shelter, whose hard wooden benches I shared with another tramp until about five, when I went on my travels again. Being an absent-minded soul I had not contacted the guest-house, who became rather worried and were only prevented from telephoning my family in Dawlish by my arrival.

The second overnight trip, however, was planned, although there was almost a disaster at the very beginning when I arrived at St Enoch at four minutes to nine to catch the nine o'clock "Thames-Clyde" and found that the train now left from Central.

The Carlisle-Beattock and Beattock-Carstairs stages were rushed, because down trains were late due to the failure of a PW machine near Penrith. Thus instead of having 35 minutes to look round Beattock I had only 5.

The most memorable ride of the whole holiday followed. The day was miserable - grey clouds always covered the sky, and a fine rain never ceased. To my delight a Jubilee, 45627, rolled into Beattock station, smoke and steam gently playing in the wind. The eleven-coach train was well-loaded, and as the rails were thoroughly soaked a 2-6-4T was taken as banker.

With no trace of wheel-slip the train forged steadily further into the hills, a magnificent trail of grey-white smoke marking our progress. As we passed Creskine our exhausts sharpened, the staccato blasts being echoed by the surrounding hills, whose tops were covered in thick grey mist.

Continued overleaf





Continued from previous page

About a mile from the summit a Brush Type 4, horns screaming and engines throbbing, passed like a bat out of hell. Who says diesels aren't exciting!

The rest of the holiday passed according to plan. The West Highland proved to be the most beautiful railway line over which I have ever travelled. After passing the broad expanse of the surprisingly blue Clyde, the line turns inland, climbing along the eastern flank of the Gareloch, Loch Long, and the west bank of Loch Lomond, weaving in and out from sheer cliffs above the water, through deep cuttings, and back to the water.

Thence the line climbs steadily up Glen Falloch across the Callander and Oban at Crianlarich, to run along Strath Fillan. Then it sweeps round the magnificent Horse Shoe Curve on to the bleak Moor of Rannoch to the line's summit (1,347 ft). From there it falls rapidly along the gorge of the Spean to Loch Treig, the flank of Ben Nevis and Fort William.

Then on Saturday the last stage began in the North Briton, half-empty as usual, and ended in Bradford Forster Square 345 hours and 3,306 miles later.

#### Locomotives on Scottish M.P.D.s, 14-27 August

- 60 A Inverness
  - 14 5 BR/Sulzer 2, 7 BRCW/Sulzer 2, 2 Barclay 204 bhp shunters.
- 60 B Aviemore
  - Nil
- 60 D Wick
  - Nil
- 61 A Kittybrewster
  - 22 1 Standard class 5, 1 J38, 1 Bl, 3 Barclay 204 bhp shunters, 1 BR/Sulzer 2, 9 NBL 2, 2 EE 1, 4 BR 350 bhp shunters.
- 61 B Ferryhill
  - 27 3 A4, 2 BRCW/Sulzer 2, 3 EE 4, 3 V2, 2 WD 2-8-0, 5 Stanier 5, 1 A2, 1 Standard class 5, 7 BR 350 bhp shunters.
- 61 C Keith
  - 1 1 Barclay 204 bhp shunter.
- 62 A Thornton
  - 26 8 Bl, 1 BR 350 bhp shunter, 3 J36, 4 J38, 5 WD 2-8-0, 4 J37, 1 Hunslet 204 bhp shunter.
- 62 B Dundee
  - 40 1 BRCW/Sulzer 2, 8 Bl, 2 Stanier 5, 2 Ivatt 2 2-6-0, 7 J37, 7 NBL 225 bhp shunters, 2 A2, 1 Standard class 4 2-6-4T, 1 Standard class 5, 1 J36, 1 EE 4, 2 WD 2-8-0, 4 BR 350 bhp shunters, 1 Hunslet 204 bhp shunter.

- 62 C Dunfermline
  - 15 6 WD 2-8-0, 1 Standard class 4 2-6-0, 2 J38, 1 Bl, 1 BR 350 bhp shunter, 4 NBL 225 bhp shunters.
- 63 A Perth
  - 36 4 Barclay 204 bhp shunters, 3 BRCW/Sulzer 2, 1 NBL 2, 1 Brush 4, 20 Stanier 5, 2 A4, 1 A2, 1 Britannia, 1 Bl, 2 Standard class 4 2-6-4T.
- 63 B Fort William
  - 1 1 BRCW/Sulzer 2.
- 63 C Oban
  - 1 1 BRCW/Sulzer 2. 1 Steamroller.
- 64 A St Margarets
  - 42 1 J36, 4 BR 350 bhp shunters, 3 NBL 225 bhp shunters, 12 Bl, 8 Standard class 4 2-6-4T, 2 Fairburn 2-6-4T, 5 V2, 1 A1, 1 Stanier 5, 1 A3, 1 A4, 1 Ivatt 2 2-6-0, 1 EE 4, 1 Brush 4.
- 64 B Haymarket
  - 26 7 EE 4, 2 EE 5, 4 Brush 4, 2 BR/Sulzer 4, 7 BRCW/Sulzer 2, 1 NBL 225 bhp shunter, 3 Clayton 1.
- 64 C Dalry Road
  - 27 3 Bl., 9 Stanier 5, 9 Clayton 1, 6 350 bhp shunters.
- 64 F Bathgate
  - 16 4 J36, 5 Standard 4 2-6-0, 5 Standard 2 2-6-0, 2 350 bhp shunters.
- 64 G Hawick
  - 2 1 Standard 2 2-6-0, 1 V2.
- 64 H Leith
  - 6 6 NBL 225 bhp shunters.
- 65 A Eastfield
  - 55 6 350 bhp shunters, 4 Bl, 2 Standard 4 2-6-4T, 2 Stanier 5, 5 LMS 2-6-4T, 3 Standard 5, 7 NBL 225 bhp shunters, 3 J38, 1 H.R. 103, 9 EE 1, 4 BRCW/Sulzer, 8 NBL 2, 1 WD 2-8-0.
- 65 B St. Rollox
  - 31 7 Standard 5, 10 Stanier 5, 2 EE 1, C.R. 123, 3 A4, 1 Bl, 1 BR Sulzer 2, 3 350 bhp shunter, 3 NBL 225 bhp shunter.

#### Solution to the great Scottish Passing Loop Mystery

Both trains stopped  $\frac{1}{4}$  mile on each side of the loop. Train A then had surplus rolling stock detached and braked, and the front portion (A1) went into the loop, after which train B passed through the loop to the abandoned stock, to which its engine coupled. While this was happening A1 continued  $\frac{1}{4}$  mile down the line and stopped. Train B, with A2 attached, reversed into the recently vacated loop, and left there A2. Train B then went into its own loop, allowing A1 and A2 to rejoin, and both trains to continue!

- 65 F Grangemouth  
26 3 J37, 6 Standard 4 2-6-0, 6 Stanier 5, 2 Ivatt 2 2-6-0, 1 Standard 5, 4 WD 2-8-0, 1 Standard 3 2-6-0, 1 NBL 225 bhp shunter, 1 350 bhp shunter, 1 NBL 2.
- 65 J Stirling  
10 1 350 bhp shunter, 2 NBL 2, 1 Bl, 6 Stanier 5.
- 66 A Polmadie  
73 1) 25 Clayton 1, 6 350 bhp shunters, 5 Stanier 5, 3 204 bhp shunters, 6 EE 1, 1 BR/Sulzer 2, 3 Brush 4, 1 EE 4, 8 Standard 5, 7 Standard 4 2-6-4T, 1 BRCW/Sulzer 2, 5 LMS 4 2-6-4T, 1 Rebuilt Patriot, 1 A2.  
71 2) 5 EE 1, 27 Clayton 1, 8 350 bhp shunters, 2 Brush 4, 3 204 bhp shunters, 1 BR/Sulzer 4, 3 EE 4, 3 Standard 4 2-6-4T, 6 Standard 5, 7 Stanier 5, 4 LMS 4 2-6-4, 1 A2, 1 Standard 4 2-6-0.
- 66 B Motherwell  
17 3 350 bhp shunters, 5 Stanier 5, 1 LMS 2-6-4T, 3 Clayton 1, 1 Standard 5, 2 Standard 3 2-6-0, 2 Standard 4 2-6-0.
- 66 C Hamilton  
7 1 204 bhp shunter, 6 350 bhp shunters.
- 66 D Greenock  
5 1 204 bhp shunter, 2 LMS 2-6-4T, 1 Standard 2-6-4T, 1 Standard 4.
- 66 E Carstairs  
16 1 Clan 4-6-2, 1 Britannia 4-6-2, 10 Stanier 5, 4 LMS 2-6-4T.
- 66 F Beattock  
7 4 LMS 2-6-4T, 1 Standard 4 2-6-4T, 1 Standard 4 2-6-0, 1 Stanier 5.
- 67 A Corkerhill  
13 6 Standard 5, 6 Standard 4 2-6-4T, 1 350 bhp shunter.
- 67 B Hurlford  
20 7 Stanier 5, 2 350 bhp shunters, 1 Ivatt 2 2-6-0, 2 Standard 4 2-6-0, 1 Standard 4 2-6-4T, 3 Standard 3 2-6-0, 1 LMS 4 2-6-4T, 2 LMS 5 2-6-0, 1 Standard 9F.
- 67 C Ayr  
20 2 Stanier 5, 2 350 bhp shunters, 1 204 bhp shunter, 1 Britannia, 9 LMS 5 2-6-0, 3 Ivatt 2 2-6-0, 2 Standard 4 2-6-0.
- 67 E Dumfries  
13 5 Stanier 5, 1 Standard 5, 1 Standard 2 2-6-0, 1 Ivatt 2 2-6-0, 2 Standard 4 2-6-0, 2 NBL 225 bhp shunters, 1 Standard 4 2-6-4T.
- 67 F Stranraer  
9 6 Stanier 5, 1 Standard 2 2-6-0, 1 Britannia, 1 Standard 4 2-6-0.

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