



# The Old Run

Journal of the Middleton Railway Preservation Society

Price 1/-

No. 27

May 1962



Leeds Tramcar No. 202  
on the Middleton Railway,  
at Parkside.

the  
OLD RUN  
journal of the  
MIDDLETON RAILWAY  
PRESERVATION SOCIETY

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COVER PICTURE.

The first time that a Leeds  
tram ran on the Middleton  
Railway was on the 18th. June  
1960, as this month's cover  
shows.

This is the stretch of track  
referred to on page 31 in  
paragraph two.  
Later in the month, this  
line had a total of three  
trams on it - 1055, 202. 601  
202, now in a somewhat dilap-  
idated condition, is stored  
on the "Tram Siding" in  
Clayton's yard.  
M.R.P.S. photo No. 1-1

COMMENT

What happened to all the  
members whom we expected to  
turn out to keep up to the  
proposed p.w. maintenance pro-  
gramme? One thing we do know  
is that they didn't come any-  
where near the railway! It  
was very heartening to see 9  
people on the same day on the  
weekend the container arrived,  
but it was a flash in the pan  
for the weekend saw the usual  
four there, all by themselves  
as usual. To say that the  
membership in Leeds is con-  
stantly growing, it is most  
odd that no-one comes to help.

Is it that you have some  
specific objection to helping  
with the work of running the  
World's Oldest Railway? Or is  
it that you feel you have done  
your part by joining the Soc-  
iety? Or is it that you just  
aren't bothered? Write and  
tell us of any objections that  
you know of when coming to the  
railway, or of the reasons why  
you don't visit the line more  
often, to help with the track  
work, etc. There are no  
prizes for the best letters,  
but something may come to  
light which has not so far  
been realised.

This month the "Railway &  
Society Notes & News" has been  
split into two parts - one  
which deals with Society mat-  
ters only, and the other dev-  
oted entirely to events con-  
cerned with the railway.  
This may serve to show just  
what sort of things happen on  
the line each week, things  
which you can only see  
by being there



WANTED - ITEMS FOR OLD RUN.

It has been the general practice to have an illustrated front cover for the Old Run whenever possible, and this has usually been of one of the Society's relics. It will be noted that this month's cover picture is of one of the Society's tramscars, as was last month's, and as some members did not approve of last month's cover, then presumably they will disapprove equality of this month's. A little explanation of the policy and method of reproduction of the illustrations will not therefore, seemingly come amiss.

The Editor's policy on the front cover is that it should be, whenever possible, a photograph of any of the museum pieces owned by any of the preservation societies, or, for that matter, any other interesting preserved railway relic; as the R.F.C. owns several Leeds tramcars and looks after others, then there should be no offence at these vehicles being portrayed on the Society's journal. (After all, both the Leeds City Transport single deck car and the Swanscar trambles car were known as both railcars and tramcars to suit the individuals tested!) This, however, does not explain the reason for two tramcar photo's appearing successively (which is not the Editor's wish) and a few words about the system used for producing the pictures may help.

The magazine is duplicated by means of a stencil which is 'cut' on an ordinary typewriter. By a special process a photograph can be reproduced on an 'Electronic Stencil' which can be used on a duplicator in the usual way, and up to four post-card (or two half plate) photo's can be put on one stencil. The cost of this stencil is fixed; it does not depend on the number of photo's copied. Therefore it is most economical to submit the maximum number of photo's for any one stencil; and it so happened that when the last stencil was made, only tramcar photo's were immediately available, and were in the circumstances used.

The next issue of Old Run will require a new batch of photo's and readers are invited to submit suitable prints. They must be of first class quality and have plenty of contrast, as the quality of the end product is considerably less than that of the original; this is unavoidable. (The photo of "Inlet" on the Nov/Dec. 1961 issue was up to the highest standards.) Photographs should be either postcard (3x5 1/2) or half-plate (4x6 1/2) size, preferably the latter, but nothing outside these sizes is really suitable.

Suitable articles for publication are also needed to keep the C.R. interesting and lively. Any queries in any of these

connections should be sent to the Editor whose address is at the front.

"CONCILIO et LABORE"

(by 7777)

Manchester's motto "Concilio et Labore" may well be translated: "by planning and hard work." These were the writer's thoughts one Sunday evening when, alone in the gathering gloom, dirty, wet, and exhausted, he surveyed the new points which had, over the weekend, replaced "Grandma's Knitting", as he used to call the previous pointwork.

The situation was the upper points into the Balm Road loop; the previous turnout was viciously curved, with dog bitten switches and a reckless gay abandon as regards gauge and level.

Trackwork is simple if only one follows the exact detailed methods of the textbook in their exact order. If not, it is not long before chaos reigns supreme. And so, on Friday evening all materials were assembled at the site, the wagons containing new sleepers and timbers having the doubtful honour of being the last vehicles to traverse "Grandma's Knitting", for they stood on the points while the timbers & sleepers were unloaded onto the bank. There, all wood parts were carefully measured and their lengths prominently marked in that bright yellow which everyone associates with "Accuracy Alf". Thus marked in order of length the timbers were ready to lay down the next day.

Come the morn, and "Grandma's Knitting" which had been partially unravelled the night before, was methodically taken to pieces. Robinson and Birdsell's crane, with it's cheerful and imperturbable driver lifted all metal parts in to a wagon, followed by all timber parts. Then, while the driver had his lunch, the roadbed was raked and levelled and then the crane placed the new timbers "in order thus" in position. Next, the metal parts were lowered into place, beginning at the switch end and working outwards towards the crossing, whilst "Fishplate Fanny" who never hurries over anything, quietly made the rail joints. And with the metal parts approximately in position - as in Genesis - so ended the second day.

On the Sabbath morn the workers were confronted by a drawing board detailing the exact order in which the days work was to be carried out, and more welcome still was Mr. Harry



Low who can work miracles with railway track. The kinks were straightened, the wide-to-gauge places pinched in like a girl's waist and the pointwork looked nearly as dainty as evening drew on. True the loop was not yet connected up, but this could wait a day or two. And, as the Guv'nor roared off home in the "Wreck of the Hesperus" I thought I detected that smile of satisfaction which comes from the knowledge that his boys hadn't let him down.

A view looking down the Incline with the colliery buildings in the distance.

Note the common centre rail.

The incline ran from just south of Broom Pit in a southerly direction towards what is now Town Street (Middleton)



Photo taken by Chris Thornburn, 15/3/58.

#### "MIDDLETON WEEK"

Several members of the M.R.P.S. who attend the Leeds Modern School recently organised a "Middleton Week" there to publicise the Society. Throughout the week, which was from March 19th. to 24th., copies of the Societies prospectus were distributed to interested people. The events which were organised include a talk by member J. M. Hindes, on the M. R. up to it's closing in 1958, and later in the week, another one by Dr. Youell on the work of the Society. A film depicting the Swansea & Mumbles car in operation during 1960 University Rag Week was shown. On the Saturday, a party was shown over the line by Mike Crew, resulting in several people staying to help lay the new loop point. The result of the "week" was six new members, and interest was stirred in the younger people, and the event was quite successful.

## WHERE WERE YOU ?

### An Appeal for Your Help to Keep the World's Oldest Railway Working.

What sort of impression do visitors to the Middleton Railway form after having a look round the collection of railway and tramway items which can be seen on Clayton's and Robinson & Birdsell's premises? One must admit (there is no choice) that we have nothing in complete working condition, even "John Alcock" being defective in several respects. And for the condition of the trackwork, well the less said, the better, for no matter how much hard work is put in by the p.w. gang, their task is simply much bigger than they are able to handle.

The track is the very foundation of the whole Society, and without it, the Society would soon collapse. What the members of the M.R.P.S. have not so far accepted, is that the trackwork, in places, is virtually non-existent. Take the stretch from the Tramway Crossing to Clayton's Curve. About 80% of the sleepers need renewing; new fishplates need fitting, and the length requires general levelling and straightening, as well as ballasting to assist drainage. Have a look at the track (or remains of!) from the top loop points down to British Railways - the same remarks apply here. One can pick out many other examples where certain jobs cannot be done, simply because of the lack of manpower, and nothing else. A pile of permanent way materials is stored at the entrance to Clayton's yard, simply waiting to be used. If many more members would lend a hand in the restoration of the track (remember - it was derelict when the Society was formed) say on one day each month, then what is at present a sadly neglected railway could become a healthy well kept piece of permanent way within a few months.

As the track is put into better shape, the urgency of the matter would drop, and certain people who are at present helping the track gang would be able to do jobs to make the area more presentable. The biggest eyesore on approaching Clayton's is the damaged end of the Swansea & Mumbles car and the three tramcars behind it, all with many broken windows. The tarpaulins which were blown off these cars in the February gales have not yet been replaced - all because there is no one spare to do the job, and whilst ever they are uncovered, broken windows will be the order of the day. The latest damage is the shattering of a window in the Leeds railcar, No.601. (In a recent examination, the number of damaged windows was found to be about 70.) This sort of thing can be reduced considerably, if only members will co-operate,



but, unfortunately, only a very few seem prepared to do so.

Who are going to be the brave ones and come to help put t the railway on it's feet again, despite the illusion of a breakers yard to greet them? If you do not know how to get to the railway, consult p.17 in the last O.R. - full details are contained therein. The Secretary will be pleased to give any further information, if required. But Please make a really determined effort to come and help. The whole future of the Society is at stake; the answer to the problems lies with YOU.

### THE ARRIVAL OF "SWANSEA"

(by 62750)

On the twelfth of April, the arrival of another engine at Parkside was witnessed by a few members and friends who turned out to help unload it. The engine was "Swansea", originally from the Swansea & Mumbles Railway, but latterley from the Bynea Steel Works of South Wales. It's journey to Leeds was by means of a low-loading lorry provided by Wynn's of Newport as a means of commemorating their centenary of raod haulage which actually occurs during 1963.

The lorry, which arrived at about 10.30 a.m. was manoeuv-ered into place on the tramway crossing so that the engine could be lowered directly onto the rails. The unloading operation began in earnest straight away by lifting the back of the lorry with jacks so that the rear wheels could be removed; these were out of the way by 11.0 a.m. Two suitable lengths of rail were then laid from the railway track onto the lorry directly in line with the locomotive's wheels, which were jacked up slightly and the loco. crow barred onto the two rails. With four of the engine's six wheels on the ramp, it was almost ready to gently roll down to the permanent per-manent way and the lorry winch was fastened to the loco. to control its descent. By twelve, "Swansea" was safely resting on the track and the lorry was reassembled ready to begin it's journey back.

When the lorry had departed, "John Alcock" was called upon to tow "Swansea" up to Clayton's yard until some room could be made on the remains of King's siding by removing one of the crane match trucks. It was during this operation that "our" p.w. trolley disappeared, never to be seen again (until a few weeks later), and the Sentinel ran over its own ashpan! When shunting had finished, however, both the Sentinel and

and the new arrival were parked on King's siding, and the match truck placed with the crane truck in Clayton's yard.

Throughout the unloading period, there had been a reporter and cameraman from the B.B.C., the resulting film being shown on "Northern Newscast" that evening, at 6.05 p.m.

(cont. p.35.)

#### M.R.P.S. PUBLICATIONS

Many of our newer members may not know of the various publications which are obtainable from the Society Publications Officer. For the benefit of these people, and as a reminder to others, the following items are available:

"The Middleton Colliery Railway, Leeds" 1/3d.  
This is a highly detailed account of the development of the Middleton Railway, and was one of the Society's first tasks after formation in 1960. An appendix of all locomotives known to have worked on the line is given, and there is also a sketch map. 16 pages of very interesting reading quarto size (as O.R.) in Printed card cover.

"Third Century at Middleton" 1/3d.  
An illustrated booklet specially reprinted from the article in The Railway Magazine (April, 1961). It is a general description of the railway and the Society's activities up to that date.  
7 illustrations and photo's. 8 pages, octavo. art paper

"Over 155 Years of Service" (Few only) 2/9d.  
Coloured brochure produced to mark the closing of the Swansea & Mumbles Railway, in 1960. General historical details; many drawings and photo's, etc. 24 pages.

"Old Run". Back numbers of most copies of the Old Run are available at 1/- each, plus postage.

Envelope "stickers" - advertise the railway on your correspondence - are also available. 8 labels per sheet. Only 6d. for three sheets of these gummed labels

All the above items are available at the prices quoted - these include postage - from

Mr. N. Straker, 'Birkdale',  
82, Hunningley Lane, Stairfoot,  
BARNSELEY, Yorkshire.

ORDER NOW!



## HELP THE TREASURER !

By now all over-due membership subscriptions which are going to be paid have been paid, and a very sorry situation it is too! Many former members have decided not to rejoin the Society this year, and the loss of the support of these people has seriously upset the financial position. It is not often that the M.R.P.S. makes requests for financial aid; in fact some people say that we don't ask enough, but this important matter is really essential. Without the money, we cannot buy track materials, etc., for everybody to help lay, (not that anybody seems interested in laying track, anyway). And without the track, the railway ceases to be a railway, and without a railway, we cannot possibly preserve one. So there are two good reasons why all members should either send a donation to the treasurer, or give some physical help on the line.

Besides the General Funds, donations can also be made for specific purposes to finance any particular fund of the donors wish. Don't forget that "John Alcock" has to be paid for annually for another eight years yet; the Sentinel is also being bought in installments; we want to raise money for the museum/headquarters in whatever form it is to take - these are just three items. The General Fund has to be behind such things as track improvements, locomotive maintenance and tools, etc.

To make the task of sending your donation to the treasurer simpler, a form is enclosed with this Old Run. One half is for your use now, and the other is either for future use, or to pass on to a friend whom you think would like to help the Society, but does not wish to join us as a member. The funds which you may help are:

General Society funds.  
Museum Building fund.

"John Alcock" fund  
Sentinel fund  
Tramcar fund

Please note the Treasurer's new address:

Mr. P. Worsfold,  
20, Bad Bargain Lane,  
Tang Hall,  
YORK

to whom all donations should be sent.  
If a receipt or reply is requested, a stamped addressed envelope is a big help, in keeping our expenses to a minimum.

Play Your Part by Acting Now!

## SOCIETY NEWS

### New Members.

Membership continues to rise slowly (after the setback caused by the non-renewal of many former members), and there is a further overseas member - this time from Switzerland. We hope that all those who can will try to give some of their time to the good cause!

Mr. J. R. Hull,	Sheffield, Yorks.	Mem. No. 255
Mr. A. Braid,	Leeds.	256
Mr. M. J. Messenger,	Liskeard, Cornwall.	257
Gemini Craviotto,	Goldern, Switzerland.	258
Mr. T. Dearnley,	Osset, Yorks.	259
Mr. R. D. Peat,	Leeds,	260
Mr. S. J. Roberts,	Leeds.	261
Mr. D. M. Newby,	Leeds.	262
Mr. W. J. Knell,	Leeds.	263

### Resignations

Both Mike Harrison (as we were warned at the A.G.M.) and Mike Daykin have resigned from their respective posts of Tram Engineer and Committee Member. Both Mikes have to leave Leeds in order to follow their employment, and therefore feel unjustified in having these posts when they will not be

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### ARRIVAL OF "SWANSEA" (from P. 33.)

The engine, "Swansea" No.2, which can pull fifty wagons on the straight and level, is an 0-6-0 Saddle Tank with outside cylinders. It was built by the Avonside Engine Co. Ltd., of Bristol in 1909 having the works No. 1569. It was the last steam engine to run on the world's first passenger railway - the Swansea & Mumbles line.

When it arrived, the paint work was in a bad condition and there were holes in both the coal bunker and water tank. But already work has started, mainly of a protective nature rather than a restorative one, and a coat of fresh paint has made it look respectable, the brass inside and out has been polished, the axle boxes DUG out and filled with new medium grade oil, and several small parts removed thorough cleaning and repair.

When the engine is finished, we hope that it will be just as good or better than (?) any engine on the Bluebell, Festiniog, or Talylllyn lines!



able to carry out their duties. They have both carried out hard and essential work in the past and they may be assured that this will not be forgotten.

### Rates.

The City Treasurer has at last sorted out what has happened to the Middleton Railway, and we have been assessed for rating purposes. The rateable value of the railway has been declared at £25, which with the present rate of 24/- in the £ makes the annual bill just under £30. Rates have also to be paid in respect of last years operation, the total sum required being around £40. Any thing towards this sum will be much appreciated. Just make out those cheques to the M.R.P.S.!

### Double Cab Car 1.

As has been said elsewhere, there are no prospects of tram-car operation at Middleton, and the cars which we have will eventually be on show as static exhibits. One exception, however, is the L.C.T. Overhead Lines Derrick car No.1. It is not felt that this car will be very interesting, as such, and a decision has been made to sell it to the Tram-Way Museum Society, if funds can be raised for it. Once at Crich, the vehicle will become very useful in the erection of the overhead wire, and will be operable once more. Further details will be given in due course.

Most arrangements have been made for the removal of the Sheffield car No. 513 to Cullingworth - its future home. If you want to be informed of the date when this is fixed, send a stamped addressed envelope to the Editor now, and full details will be sent at the earliest possible opportunity. Any financial assistance towards the move will also be particularly helpful (perhaps from those who will be pleased to see it go?) All donations made out to Mr. Rothera, please, and sent to the Editor.

### National Trust.

Arrangements with the National Trust for an agreement to protect the railway for all time, as an historical item, from being in any way destroyed are now at an advanced stage of preparation. Certain legal points have still to be sorted out, and it may come as a surprise to some to learn that the Leeds City Parks Dept., now own the Tramway Crossing, and that British Railways were put into a flap when asked whether the area of ground at present occupied by "Hut 29" at Balm Road was owned by them or us! After digging out huge

## BRAKE VAN DIARY

Comments in the diary, as might be expected, range from the humorous:

"Typical day in the Middleton life. Everything went so - so, and nothing exciting happened for a change." to the deadly serious:

Sat. 21st. Apr. "Very poor turnout indeed. Members ought to be disgusted with themselves on letting all the work fall onto two youths and a twelve year old boy. To say that this is a holiday period it is downright disgraceful that this pitiful turnout of over two hundred members be thought enough to do all the immediate and important jobs." (Actually the membership is only about 165 now, but this does not alter the writers meaning.)

but in between these are the reports which illustrate just what has been happening from day to day. (It is, of course, far better if you come to see for yourself.)

Mon. 19th. Mar.

A party of Cambridge University Railway Club members were shown over the line and round the relics by Mike Crew.

Sat. 24th. Mar.

As reported on P.29, the new points for the top end of the B.R. interchange loop were laid by a party of members and friends, with the much welcomed help of a loaned crane. At the present time, only one road of the loop is in use because of the lack of labour to relay the other side.

Fri. 6th. Apr.

The new Comprehensive school in Holbeck, Leeds, named after the Engineer who revolutionised the "supplying of the Town and Neighbourhood of Leeds, in the County of York with coals" and designed plant for the flax spinning industry was officially opened. This school was illustrated in the October, 1961 Old Run. (No.22.)

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quantities of truly ancient records, it was proved that the land was sold to them by the Middleton Co., in the 1890's.



Wed. 25th, Apr.

A British Railways container (those van body-like objects that are transferred from railway wagons to lorries) arrived on the M.R. on a con-flat. wagon. That weekend, a gang prepared foundations for it near the Society notice board, just outside Clayton's yard. The container, which is 16'6" x 7'6" now makes a very useful store which can be locked up for all our tools, oil, stores, etc.

### Derailments Again!

On Tuesday, 3rd. April, a loaded 21 ton wagon derailed on Clayton's curve, and was finally re-railed on the Thursday morning! Worse was to come, however, for on the afternoon of 10th. May, the loco de-railed (Yes - all six wheels!) at the points at the bottom of the Parkside line, by the Tramway Crossing. Within a short time, the Indefatigable Fred appeared with his next door neighbour and the former owner of his present home in tow! Norman Fearnley, Peter Dean and Dr. Lawrence also turned up to help, and the loco was rerailed and driven back to Clayton's by 11.15 p.m. The cause of the incident (a defective point blade) has now been rectified.

### Trams.

The trams in R.&B's field have been partly re-sheeted by some anonymous person. Thanks are due to a Mr. Anonymous. (Could it be Alex, by any chance?)

o-o

BECAUSE of the extremely disappointing lack of support shown in recent months, the Permanent Way Maintenance programme issued with the last Old Run may be considered to be still in force. Most of the jobs in it still remain to be done.

o-o

Stage 1 of the removal of the Sheffield tramcar will commence on the 16th. June, when the truck will be loaded onto a railway wagon for dispatch to Cullingworth. It will be off-loaded the following weekend. The body will follow in due course, but the exact date is still in the melting pot. Full details of the operation are in the brake van.

o-o