

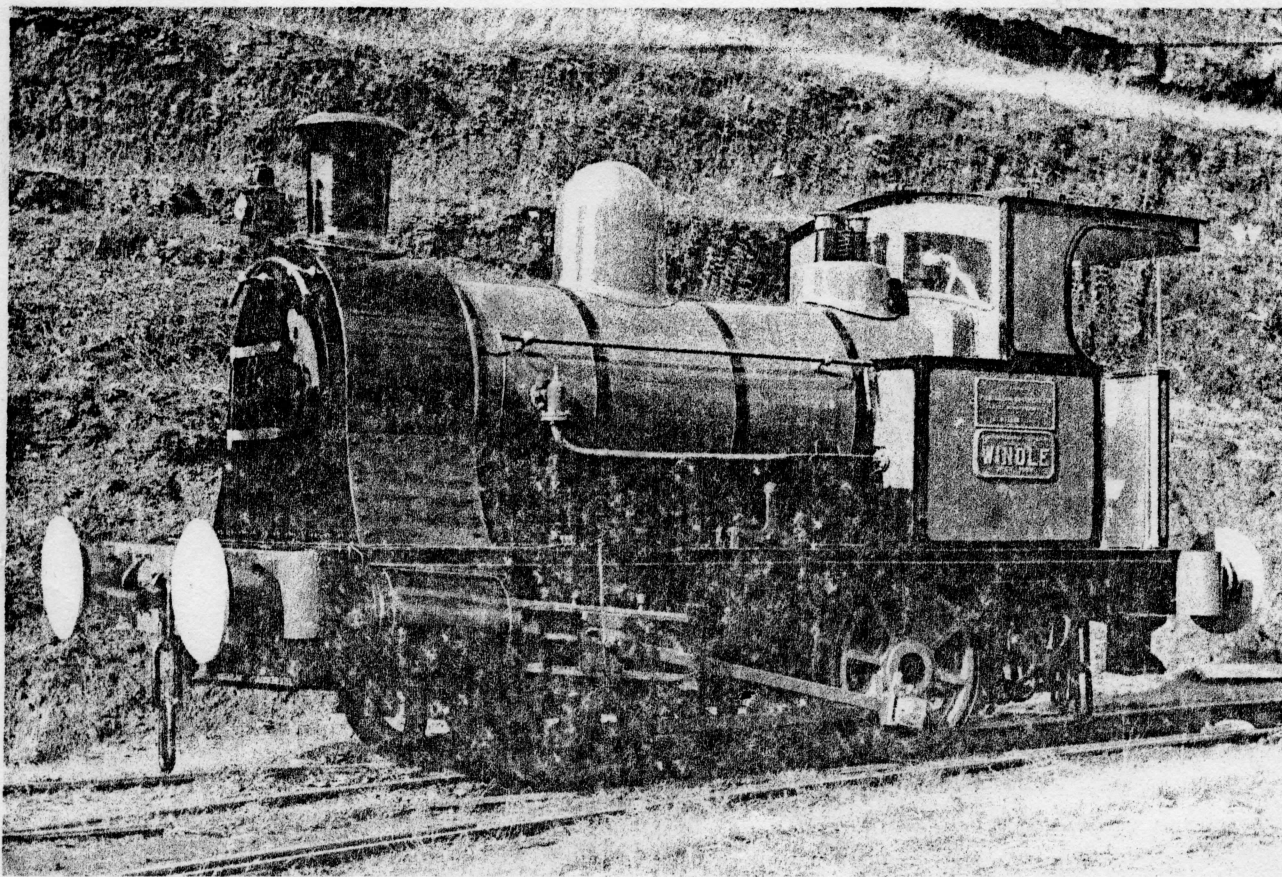
The Old Run

Journal of the Middleton Railway, Leeds

No. 23/24

November / December 1961

'WINDLE'



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EDITORIAL

It is with very mixed feelings that I take over the Editorship of the Old Run from this issue, as announced last month. Mr. Crew, the former editor is now studying for the final exam of his University course, and as all students, ex-students and others know, - this is not the best of times to be editing Old Runs!

On looking back through all the past Old Runs it really is heartening to see the progress which has been made by our magazine - as it has now become. Of issue No.1 a mere sixty copies were run off. Now we do more than 300! The biggest step forward was the change from three sheets of foolscap - size paper fastened in one corner to the quarto size magazine style in which Old Run is produced at present. No doubt this change helped in no small way to raise our sales to the present figure. Other ideas of an experimental nature have been tried out at various times. The front cover for example, has been produced in both glossy art paper and card instead of the ordinary duplicating paper used for the inside pages. In addition it has featured not only duplicated pictures, but printed ones and mounted photographs as well.

Certain regular features have become customary, such as the "Diary Page", etc. For many of these fine improvements I must thank Mike Crew on behalf of those readers who have enjoyed reading Old Run under his editorship, and would like to take this opportunity to wish him a successful year of study and a favourable exam result, after which we may again see him down at Middleton.

PRESENTATION OF "WINDLE"

"It's coming next month" has been heard so often from various people over such a long period of time that Windle has become "Swindle". There is no doubt, now though, that it is definitely ours. On the 17th of Oct the "Borrows" well-tank locomotive "Windle", owned by Pilkington Brothers Ltd., of St. Helens (the glass people) was handed over to us officially.

Dr. Lawrence Pilkington, a director of Pilkington Bros. presented the engine to Mr. John Alcock, Vice-President of the M.R.P.S. at a short ceremony at St. Helens on Tuesday, the 17th October. A presentation folder (containing large photographs of "Windle") and souvenir menu were given to the guests at the lunch which followed. Middleton was represented by the Vice-President and the Operating Superintendent.

The following notes from Pilkingtons official press hand-out may be of interest to readers:

"After 52 years of shunting millions of tons of raw materials and glass products over many thousands of miles, Windle a steam locomotive owned by Pilkington Brothers, Ltd., glass manufacturers, St. Helens, Lancashire, was today presented to the M.R.P.S. ---. The loco was bought new by Pilkington Brothers in 1909 and has spent the whole of its life on the nine miles of track inside the firms works at St. Helens. ---Before it was taken out of service in the spring of this year it was the last of the "Borrows-type" locomotives being used by the firm. James Cross, at one time locomotive engineer of the St. Helens Railway, set up his own business and designed and built the first of this special type of engine in St. Helens round about 1866. He gave up his business soon afterwards but Edward Borrows, who had been Locomotive Superintendent of the St. Helens Railway under James Cross, launched his own engineering concern and began to build this type of engine again.

The design of this "Borrows-type" engine was quite original and unconventional in that its water tank was built under its boiler onto the chassis of the engine between the wheels. The advantages of this type of engine were that it made the frame into a box-like construction of tremendous strength and rigidity perfectly suited to the rough and tumble of industrial service. Because it was shorter overall than most engines, yet longer in the wheelbase, it was also compact for its power."

Just when "Windle will arrive at Middleton is not yet quite certain. The hand-over was featured on television in a news item which gave the impression that it was going to the York Railway Museum before coming to Leeds; the local (Leeds) papers indicated that it was already at Middleton! Neither of these is true; "Windle will stay at St. Helens until there is covered accomodation for it in Leeds. It has been painted up and is in good condition and is not to be stored in the open, as this would obviously be detrimental to the loco's condition. The sooner we get a building, the sooner "Windle" will come.---

WORK ON SENTINEL 54

Following the arrival of B.R.Departmental No. 54, it was stored in Robinson and Birdsell's yard for a short time, during which time work commenced on replacing those parts which had been removed for transport, i.e. sanpipes, brake-gear, and various other oddments. At the same time, a coat of paint has given 54 a considerably smarter appearance; the buffer beam is now vermillion and the exterior a clean, shiny black (instead of the dirty, grimy colour before) The inside of the cab has been painted with aluminium paint thus making a rather glommy interior much lighter

While this work was going on, 54 has been moved from place to place. From R. & B's. yard, it was moved onto the bottom of Kings siding, where it shared a length of track : with the crane and its match trucks. During the time that tram No. 1055 was being stored on a railway waggon prior to its removal (See P. 120) it was stored on Kings siding and 54 had to go into Claytons' back road which is where it is now! With the removal of the Sheffield tram, 513, the Sentinel will be transferred back to Kings siding which at the present time is to be its permanent home. As soon as it is in one piece again, insurance will be arranged and it will be used while "John Alcock" goes into works for a much needed professional overhaul. Afterwards, 54 will be used as a standby for a defective diesel, and probably being used two days a week to give the loco. engineer a better chance to keep J.A. in good condition.

Have you ordered your Christmas Cards yet? See Page 122.

"LET US FACE FACTS AND APPROACH THE FUTURE WITH RESOLUTE,

UNITED DETERMINATION."- Winston Churchill

John Miller, a great Civil Engineer once said that only in times of emergency and crisis do people have a chance to their real work and their true ability.

If John Miller were at Middleton today, he would say - to use the words of Gracie Fields - "Now is the hour" Because today we face real crisis, one which we have staved off for six months, one which, due to the work of a devoted-few members is less serious now than it has been, but which is serious just the same.

The routine vital maintenance of our track is six weeks behind schedule, winter approaches, and the pityfully small squad of permanent-way workers are work weary, having in one case had no holiday at all this year, and cannot, alone, carry out the necessary maintenance and improvements to ensure safe traffic. British Railways have, by the kindness and generosity of certain high ranking officers, given us every help in exchanging materials. But they cannot do the work for us. Yet in six months no less than 43 rail joints have been re-aligned, packed, and fitted with N.W. fishplates and bolts. This work is done in strict compliance with the "B.R. Manual of Maintenance", accuracy is insisted upon, and though in many places, re-sleepering is also necessary and will be done by degrees, and leveling out the bumps has prevented broken rail ends and damage to rolling stock. Take a look at the curve below Moor Road crossing, or the straight between the Tramway Crossing and Claytons Curve and you'll see what I mean. But it is vitally necessary to have two or three more really conscientious helpers to keep things as they should be. There are many jobs which anyone can do in the odd half-hour; removing grass from the track; oiling of fishplates; easy little tasks which help so much.

As our own Operating Superintendent once said to me "I'm not asking for the moon," I appeal to the Society's members to come forward and offer help on Saturdays, Sundays, and at any other time they can manage it. Write to the Secretary, Mrs. Youell, 21, Burley Wood Crescent, Leeds, 4., and mark the envelope prominently, "P.W.". It will be sent on to me and I will be most grateful for your help.

"7777"

OPERATING THE RAILWAY

Many members may have been relieved to read in the last Old Run that we had engaged two permanent drivers to work the trains, in the absence of sufficient volunteers. As may have been expected, however, this state of affairs was too good to last for any length of time! Because of the acute shortage of train crews, it was necessary for one of the drivers to start while the other one was on holiday, and that is where the troubles started. That week, the loco refused to start without being towed every morning. There were also several other annoying things, and it was not really surprising that the driver, on Wednesday morning, said that he was unable to cope with the work. Needless to say, the second driver experienced similar difficulties the following week, and also found that the railway was not worked in a manner to which he was accustomed. So that is the story of our regular drivers. Fortunately, we have been able to continue operations, the trains being manned by the new intake of students at the University, but this will only continue until the beginning of December. All members who can possibly do so are urgently requested to help to run the trains. Please do not assume that all will be all right, and that you can not help: this is an urgent matter. If you have a spare 90 minutes any time in the week, please give it to Middleton. Write now to:- N. Fearnley, 7, Crawshaw Road, PUDSEY, Yorks. giving details of when you can help.

PUBLICATION DATE OF OLD RUN

Several readers, noticing that last months Old Run was dated for October have asked where the September issue has gone. In actual fact, the last Old Run was Septembers (i.e. circulated in October, containing Septembers news), but the printers put the wrong date on it! As the Old Run is now more a magazine than a newsletter, advantage is to be taken of this error to date all future issues of Old Run for the month in which they are available, instead of the month to to which they refer. Thus this issue should be dated November.

In actual fact, this months Old Run is a bi-monthly edition, thereby giving the new editor time to settle in to his new job. In future therefore, the January edition will be available in January, and will contain news, etc., relating to December, and so on. It is hoped that this will clear up any misunderstanding caused by the last issue

DIARY PAGE.

Social meetings, visits, etc., taking place in the near future are as below. M.R.P.S. members are welcome at all these events - please give adequate notice where requested.

Thurs. 7th Dec. L.U.U.R.S. Lecture by Mr. J. B. Hunter (of York Ry. Museum)

Sat. 2nd Dec. L.U.U.R.S. Visit to Healey Mills marshalling yard. Write to Hon Sec for details.

Thurs. 7th Dec. R.C.T.S. Informal meeting at 7.30p.m. at Druids Arms Hotel, Bradford (corner of John St & Westgate)

Sun. 10 Dec. R.C.T.S. Doncaster Works & Shed - notify Mr. J. Leaf, 8, Wellington Terrace, Bramley, Leeds, 13. enc s.a.e.

Thurs. 4th Jan. R.C.T.S. Informal Meeting at Druids Arms Hotel (as above) 7.30.

Sun. 14th Jan. R.C.T.S. Doncaster Works & Shed.- notify Mr. J. Leaf, address above.

Tues 16th Jan. R.C.T.S. Meeting at Leeds Y.M.C.A. (Top Buffet room) Mr. R.N. Hardy will address the meeting

DEPARTURE OF THE GLASGOW TRAM No. 1055

The Merseyside Tramway Preservation Society which owns the "Green Goddess" (or to use the correct Liverpool term - "Streamliner") 869, better known to most Middleton people as Glasgow 1055, recently decided to move their tramcar from Middleton to the Tramway Museum at Crich in Derbyshire.

Transport was by road and the loading operation was performed in two parts. On the weekend of 4/5th November, a party including four M.T.P.S. members jacked up the body high enough for a match truck to be pushed under it; this took the best part of a day because the Liverpool people did not turn up until after dinnertime. The match truck was then transferred to the bottom of Kings siding until the following weekend. This, of course, involved the moving of "Swumbles" and the Sheffield tram, 513. "Nelly" as the Sentinel has been unofficially christened, was moved to Claytons

back road, temporarily, in place of 1055.

The 11th of November saw the tram body, on its match-truck, at the Tramway Crossing all ready to be loaded onto one of Elliotts of York lorries. This time the Liverpool contribution consisted of no more than one helper - Mr. Maher. One can only assume that the rest of the M.T.P.S. are not really interested in the tram. Certainly little interest has been shown in the tram since it came to Middleton over a year ago. When a reasonable number of people had assembled, work began on lifting the tram off the match truck in order to lower it onto the lorry which arrived at about 11 a.m. With the match truck removed, the trailer was backed under the body which was then lowered onto it. After a slight hitch which involved lifting the body to insert a greater thickness of packing, 1055 was roped on and we said goodbye to it. It could not go to Crich straight away as it was not possible to drive a lorry onto the site because of trackwork construction; it will be stored in Leeds for a short time before commencing its journey south.

RAILWAY & SOCIETY NOTES & NEWS

New Members

We welcome five new members this month, these being:

213	Mr. C.W.F. Illingworth	Stamford, Lincs.
214	Mr. G. Smith	London, S.W.11.
215	Mr. K. Hoole	Scarborough, Yorks.
216	Mr. S.L. Rankin	Knaresborough, Yorks.
219	Mr. I.C. Dodsworth	Basingstoke, Hants.

Book Sales Officer.

Mr. Bayliss, our former "publications chief", is now responsible only for the distribution of Old Run. All other books are now in the care of Mr. N. Straker, "Birkdale", 82, Hunningley Lane, Stairfoot, BARNSELY, Yorks. Members wanting any of the Society's publications or envelope stickers should write to Mr. Straker.

Tram Storage Siding

The new siding at the bottom of Claytons land is now well

under way. On Sunday the 12th of November, the Swansea & Mumbles car was carefully pushed into position on the siding, after having received a generous supply of tarpaulins earlier that same day. It is hoped to extend the siding to take the single deck railcar, 601, by early December.

Christmas Cards

These will be available from the Secretary at 21, Burley Wood Crescent, Leeds, 4. The cost will be 8d. each, and the last day for the receipt of orders is the 10th December. The cards will be assorted views of the Middleton Railway, mounted in Christmassy folders, with an appropriate message printed inside. If you want some, write now - time is short!

M.R.P.S. at Exhibitions.

At the model railway exhibition recently held in Leeds by the Leeds Model Railway Society, the M.R.P.S. was offered a stand at very short notice (through no fault of the L.M.R.S.) Various publications were on sale and the stand and surrounds were adorned with large photos and maps showing the railway in its early days. There can be no doubt that this was an outstanding success; over £8-10/- being taken for books and photographs, and several new members joined there and then.

We are also booked to appear at the Norbury Transport & Model Railway Clubs exhibition on the 16th December at Thornton Heath. Will any members willing to help on the stand please write to the Publicity Officer at 104, Sandringham Drive, Leeds, 17. Of a number of members living in the London area who were asked to help, only half of them replied to the request, and of these, only one was able to help. So anyone able to offer assistance will be welcome, particularly on the Friday evening to organise things.

THE LOADING OF DEPARTMENTAL No. 54

(By our Man on the Spot)

At about 8.0 a.m. on Monday, 18th September, a J94, No. 68060 pushed a 'Flatrol' waggon onto the turntable leading to the main repair shop at Darlington Loco, Works. The Sentinel locomotive No. 68153, or Departmental No. 54, was about to be loaded for its journey to Middleton. On inspection, however, it was found that various parts under the

loco would foul the waggon frames when loaded, so the waggon was removed, and the job of removing the offending parts was commenced.

The four sandpipes were unbolted, and the two brake-stretchers followed these into the Sentinel's cab. At 3.46 p.m. the 50ton capacity 'Flatrol' waggon, No. B900505 was again placed on the turntable. Hooks were placed under each corner of the buffer beam and at 3.47 p.m., the 19 ton loco was raised about 8ft. by the two overhead cranes, and moved into a central position over the waggon. It remained suspended until 4.0 p.m. when it was gently lowered and manouvered into position on the waggon, the four axle-boxes resting on wooden packing. The hooks at the rear were removed at 4.07, and at 4.08, the hooks at the front were also taken away.

The turntable was then swung round, and at 4.17 p.m. the waggon and its load were pulled out of the works building and shunted into the Millwrights siding about 100 yards away. Mr. Buckton, the Millwright foreman, said that the loco would be packed with wood at the back and front, and also under the brake shoes. It would be securely chained to the 'Flatrol' and then checked by Mr. Garfitt, the Loading Inspector from Middlesborough, for width and height, before finally commencing its 72 mile journey to Middleton.

D.A. Rayner. Tues. Sept 12th

OLD RUN - ITS FUTURE ?

Do you read your Old Run on an evening in front of a warm fire, a tin of toffees at your side; or are you one of those who quickly glance through it on their way to work or school?

No matter when, how, or why you read it, do you ever think about the source of the material in it.- not the paper and ink, but the articles, news items, etc., which Old Run contains month by month? In the past there has been up to 20 pages in certain issues, most of the material for those pages coming from the editor.

Eventually, however, the time has come when it is the members turn to contribute to Old Run. Requests have been made in the past for articles suitable for publication, but the

usual result was (apart from one or two people) a blank return, and the poor old ed., had to quickly think of something to fill a blank page. It may be appropriate at this stage to point out that there is to be an attempt to concentrate more on Middleton and other Preservation Society lines, and to have a fewer number of articles which are not in connection with museum activities. Just how long this will continue is obviously uncertain, but we think that such a scheme will be popular with our readers. Now don't go off with the wrong idea, and assume that there are to be no general railway articles; the number is to be reduced, not completely eliminated. And this is where you can help. Try writing a short article for Old Run on your particular railway interest, e.g. signals; track layouts; railway operation history of multiple-units, anything with which you are familiar and interested. If you are a little uncertain about your ability, have a go just the same; the result can be polished up" if you wish, at the Editorial Office (Important looking armchair in front of the fire, a tin of toffees handy, etc.) or left as it is. If you want remain anonymous, invent a pen-name for the occasion, - two of our regular contributors write under the names of "61506" & "7777" - locomotives for which the writers have an affection for various reasons. The exact nature of the article is unimportant - what does matter is that instead of just reading Old Run and then discarding it, do something. Don't just wish for an article on your favourite aspect of railways - write one and send it in

If there is insufficient support in the future for the contents of Old Run, it may be published bi-monthly and with fewer pages. Imagine a three page Old Run every two months instead of the present luxury issues; you would be out of date with developments at Middleton; you may even forget that Middleton was there! So please help with the Old Run, it is not just the Society's magazine, but Your magazine. Only by giving practical help can you get the maximum enjoyment out of your hobby and membership.

SUMMER SATURDAY (1961) ON THE EASTERN REGION MAIN LINE

(Some observations at Doncaster which are complementary to those on the Western Main Line recorded in the July Old Run.)

A period of observation (7.30 a.m. to 6.15 p.m.) of almost eleven hours at Doncaster on Saturday, 12th August 1961 showed that Dieselisation of the Main Line had not as yet progressed very far and was in distinct contrast to the situation on the North Western line (see Old Run for July, 1961, page 81.)

Approximately 170 trains were seen, of which about 20 were diesel multiple-units.

About 120 different locomotives were recorded. This "double sight" of engines arises largely from Seaside Summer Saturday Specials into East Anglia, making return trips, and also to some measure of engine changing at Doncaster and Grantham on the Main Line. The different types of locomotive seen were as follows:-

B.1.	30	of which 15 were seen twice.
F.3.	12	4
V.2.	11	4
A.1.	20	8
A.2.	10	1
A.3.	12	6
A.4.	7	1
Brittania	2	1
"Deltics"	3	-
EE/VF.(Type 4)	2	5
Brush Co-Co.	2	2

From the above table it will be seen that Main Line diesels were in quite a minority. The three large "Deltics" (D9006-7-8) were all on "up" expresses passing through during the morning

High lights of the day were the passage of three D 200 E.E. / V.F. Type 4 diesels and 60131 down the Eastern Counties line and return. Also two Brittannias on this line, including 70000 itself. Another Type 4 worked the "Queen of Scots" both ways to & from Leeds.

It was pleasing to see so many of the older "Pacifics" in use, particularly "Flying Scotsman"-60103 - which worked to Doncaster and back to Kings Cross on the Butlins Filey Holiday camp specials

Again in contrast to the North Western, the standard of cleanliness was high; dirty engines being the exception, although when they were dirty, they truly were dirty! The best (or worst) example was 60853, V2, quite filthy, on the "Scarborough Flier" to Kings Cross. This train seems to be the main target of all concerned in post war years for poor and/or dirty motive power, in sad contrast to the V.I.P. treatment given it prior to the 1939-45 war.

N. Straker.

Copies of the following publications are still available from the Publications Officer whose address is below.

The Middleton Colliery Railway History (M.R.P.S./R.C.T.S. Bicentenary edition)	1/4d.
Third Century at Middleton (illustrated)	1/3d.
155 Years Of Service (Swansea & Mumbles closure souvenir brochure)	2/9d.

(All these prices include postage.)

Advertise the railway on your letters! Sticky labels are available for you to attach to your envelopes
Sheet of 8 labels -- 2d. each.

Have you any back numbers of Old Run missing? Complete your series with back numbers from Mr. Bayliss, address below.

Membership subscriptions fall due for renewal on the 1st of January. The rates are the same - £1 per annum (5/- for students)-Please pay early to relieve the burden on the Membership Secretary!

Please send all notes and news for the next issue of Old Run to the Editor by the 20th Decmber, which is a provisional press date.

ADDRESSES

Secretary

Mrs. S. M. Youell, 21, Burley Wood Crescent, Leeds,4.

Membership Secretary - Mr. T. G. Cawthray, B.Sc.,
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Publications Officer - Mr. N. Straker, "Birkdale",
82, Hunningley Lane, Stairfoot, Barnsley, Yorks.

Old Run Past & Present issues - Mr. Bayliss,
74, Forest Road, Loughborough, Leics.

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104, Sandringham Drive, Moortown, Leeds, 17.

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