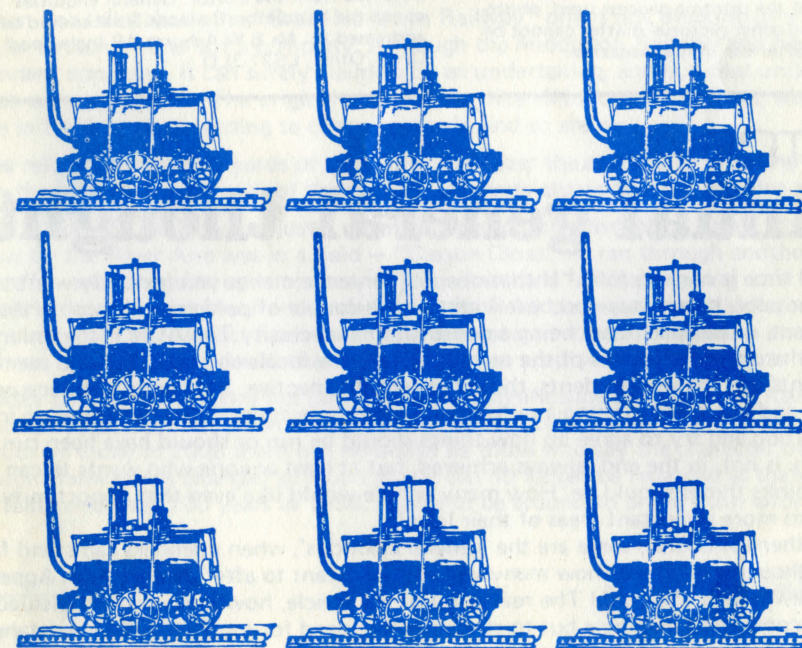


THE OLD RUN

WINTER
1971



JOURNAL OF
THE 1758 MIDDLETON RAILWAY TRUST
LEEDS

THE OLD RUN

Volume 10 Number 4

Winter 1971

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The Editor invites all readers to contribute articles, news items, letters, photographs and drawings. All contributions should include the reader's name and address.

Drawings and maps should be on plain white paper, and should not exceed 6" x 9" in size. The same dimensional restrictions apply to photographs, which should ideally be on single-weight white glossy paper, and should have good contrast. It is regretted that, because of the printing process used, photographs and other pictorial matter cannot be returned after use in the magazine.

The Old Run is published in March, June, September and December, and all contributions should be sent to the Editor before the 15th of the preceding month. Opinions expressed by contributors and correspondents do not necessarily reflect those of the Middleton Railway Trust, or of the Editor.

Details of rates and conditions for advertisements in The Old Run may be obtained from the Editor. General enquiries about the Middleton Railway Trust should be addressed to: Mr B W Ashurst, 18 Inglewood Drive, Otley, LS21 3LD.

EDITORIAL

Annual general thoughts

AGM time is coming folks! If that opening sentence makes you instantly want to turn to another page, please stay and bear with us for a couple of paragraphs. Because the AGM is important, quite apart from being a constitutional necessity. The AGM is the only time when all the different sectors of the membership — the locals and the 'country' members, the students and the non-students, the active and the inactive, the preserve-it-because-it's-historical and the we're-running-a-railway-not-an-antique-collection — can meet up in a formal setting and try to agree on how things should be run or should have been run. Unanimity is not, in the end, always achieved, but at least anyone who wants to can say how **he** thinks things should be. How many people would like even **that** opportunity when it comes to more important areas of their lives?

And then, of course, there are the 'general elections', when members can stand for office (although we wonder how many will actually want to after reading Tom Apperley's article elsewhere in this issue! The real point of the article, however, is not to dissuade potential committee members but to stress the dire need for more volunteer assistance). The fact that so many of the elections to the committee have only one candidate does not mean that the whole thing is fixed, or that it is some kind of closed shop for those who happen to be 'in' with the right people. If you think you have the ability and the interest — not to mention the time — to be considered for office, then stop hiding your light under a bushel, because the Society needs you.

* * *

We apologise to any members who did not receive the Autumn issue of The Old Run. This was due to difficulties following a change in the distribution arrangements.

LETTERS TO THE EDITOR

Do 'relics' matter?

Sir,

Reading some of the comments in the Autumn Old Run, it seems there is so much that the Middleton Railway is not that there is very little left that it can claim to be!

Many members may be under the impression that our claim to be the legitimate successors of the 1758 Middleton Railway rests on the magic words "Running on the 1758 alignment". Not so. We have not worked hard for eleven years to preserve a narrow strip of land which may or may not be the location of the original permanent way. We haven't even any relics of 1758 and only a few broken rails from 1812 (which I haven't seen) to show as evidence!

When one talks about the "Great Northern Railway" one is not thinking of a particular stretch of line but a company. Although the Middleton Railway was never an independent company, it can surely claim to be an undertaking, and it is that undertaking to which we are the heirs. The original undertaking, like all industrial railways, was flexible in its location according to changing needs, and so are we.

The relocation of a few yards of track does not sever the continuity or in any way weaken the historic significance of the railway. It merely shows that we are alive and well.

The Middleton Railway can justly claim to have founded industrial Leeds. Its northern terminus by the River Aire was in a field — "Casson Close". It ran through another field — "Kidacre" — and alongside open country — "Meadow Lane". After crossing rural Jack Lane it encroached on Hunslet Moor and ended up in the fields and woods of Middleton. All the early industry of Leeds (apart from the mines) was located round its northern stretch after it was built. Who can doubt that it was the cheap supply of coal that led to this?

Today our role in industry has diminished to insignificance because times have changed. But that does not mean they will never change back again. When we celebrate our 250th birthday in 2008 there will no doubt be those who say the character of the Middleton Railway has changed so much that it can no longer be regarded as the same entity that celebrated 200 years in 1958. I hope to be around to prove them wrong!

Otley, Yorks.

BRIAN ASHURST.

Numbers

Sir,

How dare 61643 be so arrogant in your columns? Has he no respect for his betters?!

Yours deferentially,

Hunslet Carr

6026

WHERE HAVE ALL THE MEMBERS GONE?

Without its members, the Middleton Railway ceases operation. Active members are needed to run the trains, maintain the stock, repair the track, serve the tea, write letters, pay bills, order stores, and a thousand other things which don't get done unless someone somewhere gets up and does them. Non-active members also contribute directly to the railway's success through their subscription money — every subscription we receive makes us less vulnerable to the harsh economic climate we live in — and indirectly, we hope, as 'spreaders of the faith'.

It is, therefore, disturbing to learn of the declining trend in our membership over the year, and the two articles which follow look at two different aspects of the situation. Firstly, the Membership Secretary sets out the problem and suggests some solutions, and secondly, a member who is not renewing his subscription gives his reasons for his decision. We print this article without any comment, other than to say that it is not the facts of a situation which count, but rather what people perceive to be the facts. We gain or lose supporters not by what we are (or think we are) but by what we appear to be

THE EDITOR.

1. Time for action

"NOT GOOD ENOUGH". That was the verdict of the Middleton Railway Trust committee at its meeting in October when membership figures were considered. The committee noted with concern that membership had fallen by 20% compared with the end of 1970 and that for a period of two months before its meeting no new members had been enrolled.

This is a serious situation for the Trust. At present there are barely enough members able to continue operations (and those hard-working individuals would add that there are definitely not enough helpers now!). Every aspect of operation from the goods service through restoration work to publicity is threatened. This is because there is an inevitable wastage of members who can work. People leave the district, fall ill, get married, even lose interest — whatever the reason, manpower is constantly falling and is only compensated for by an influx of new members, only some of whom are able to get to the railway anyway.



The MRT needs many things badly — money, skill, time and co-operation from outside bodies — but none of them so desperately as it needs new members. If membership falls much lower it will no longer be a viable society — in other words it will cost more to service the existing members than they are able to give back in terms of work and gifts.

What can you do to help? Well, first of all, make sure you renew your own subscription in time! Those whose membership runs from year-end to year-end should do so right away please.

Secondly, give more generously of your spare time to help keep things moving — especially if you are one of the privileged few who can help on a weekday. If you don't know what to do or who to contact, phone me (Otley 4486) or drop me a postcard, (18 Inglewood Drive, Otley LS21 3LD) and leave the rest to us. You'll soon be required to do something useful!

In this way we can learn to make better use of our existing resources. And when you are working at the line, don't get too exasperated at other people's failings — after all they could probably complain about you too!

But obviously the main point I want to make is that only you can bring in members. You may think this is difficult, but someone did have to recruit you, didn't they? Only personal recommendation can win the sort of people we need.

The Middleton Railway really has got something unique to offer. It not only caters for the enthusiast, but any reasonably active person can find great satisfaction in many of the jobs. It stretches people's resourcefulness and helps youngsters obtain a glimpse of the responsibility that will be required of them when they begin work. Perhaps it has even helped some members decide on their career.



What a challenge faces us today as we try to expand and establish ourselves! It is surely a vision that we can all appreciate and share with others.

Perhaps the biggest single gain is an intangible one. The more members (particularly local) we can get, the greater weight our voice has in shaping plans for the future of our part of Leeds — and they are by no means fully decided yet. We must, if we are to achieve the best for the future, bring in a large membership now.

So don't be shy about inviting your friends along. Bring them to the railway and show them what we have done and what remains to do. Give them some of our literature (free back numbers of The Old Run for recruiting purposes may be had from me).

Your full co-operation will ensure that in 1972 we more than make up for this year's loss. I hope to hear from many of you requesting membership forms (one is enclosed with this Old Run to start you off!) for your friends, and I should be pleased to write personally or telephone anyone who you feel could be recruited with a little more persuasion.

BRIAN ASHURST

2. As others see us

I feel I ought to explain why I shall not be renewing my subscription to the Middleton. Firstly, there is the obvious consideration of the distance between my home in Belfast and the railway in Leeds. In fact I have only visited the line twice. Of course, the recently-improved magazine, which I may add was rather irregular in its arrival here, has kept me informed of developments on the line, but mainly due to my distance away from the line I have had to remain a very inactive Middleton member.

Another reason why I am not renewing my subscription is a rather parochial one. It is that the Railway Preservation Society of Ireland requires, particularly at present, as much support as possible. We have just bought a 2-6-4T loco., and have a debt to pay off. From a more objective viewpoint, the RPS1 has the possibility of running main-line steam trains

all over Ireland, while the Middleton contents itself with running over a short stretch of line. But perhaps the two societies are operating in different spheres, and thus a comparison is unfair.

So let me deal with the Middleton on its own. It has possibly the best opportunity of all the preserved lines, as it runs goods traffic, and has a guaranteed income from this. Perhaps the line does not run through classic scenery, but it is arguably more down-to-earth than a line like the Keighley & Worth Valley, which relies on curiosity value. The Middleton could have everything going for it if only it made a bit of an effort.

I feel your publicity machine has something chronically wrong with it. I don't think I can remember seeing an advertisement for the line in the railway press. You may argue that with a guaranteed freight income you don't need so much popular support, but you require people to work on track and locos, and I feel if more people knew of the line, it might prove an attractive proposition to them.

Another aspect of poor publicity is the difficulty I experienced when attempting to find the line. Admittedly, this was Easter 1970, and things may have improved since then. When I did find the line, I cannot say I was over-impressed by it. Firstly, there was the condition of the track. I can't say I've seen many lines in worse shape than the Middleton, although I see the motorway has improved a few things for you.

Secondly, the conditions in which you keep the locos., shocked me. When I visited the line in July 1970, Henry de Lacey was operating the visitors' train, and there was the most fearful squeak coming from the left-hand cylinder, which had obviously not been oiled. The noise was painful, and I fail to see how the driver could have missed it. Perhaps the age of the fireman was the trouble. On this occasion he was a boy of about twelve — perhaps good enough for tossing coal about, but scarcely able to appreciate the complexity of a steam loco.



The third point is also to do with the locos. When going into the yard to inspect the stock, I felt I was entering a scrap-yard. I don't know what experiment the Middleton was trying, but I have seldom seen so many old bits of scrap lying around. Whether or not this is a result of the members' whims in buying up useless bits of mechanism that strike their fancy, I don't know.

I feel the Middleton would have been better buying up three or four decent steam or diesel locos., to operate the line. Putting your money into all that scrap when you are trying to run a line strikes of amateurism. Maybe you are given all the old engines, or maybe they have some peculiar historical significance, but are you running a goods line or a scrap-heap? I would suggest you sell off all those lumps of metal and buy up a respectable NCB loco., or two.

When you have done this you will be in a position to tackle my fourth complaint, which is about security. I find it hard to believe that the citizens of Leeds are one hundred per cent trustworthy, but the security precautions seemed to be non-existent when I visited the line. Henry de Lacey and the Sentinel, at least, are worth protecting.

But the fifth point I have observed perhaps underlies the whole problem, and this is the attitude of the members I saw on my two visits. I realise it is hard to judge on such limited acquaintance, but it seemed to me that the members were just 'playing trains'. The Keighley line impressed me far more with the seriousness of its operation.

So there you have my reasons for not renewing my subscription. Basically, I feel that the Middleton has tremendous potential, but that tragically little use is made of it. I hope it will be understood that my criticisms are intended sincerely, but I feel it is better that my views should be expressed.

ROBIN MORTON.



HEADS DOWN.....1 : Another session in the long task of overhauling the Bagnall O-4-OST, Matthew Murray.



HEADS DOWN.....2 : It's all hands to the rail, as the approaches to Dartmouth yard are relaid as a preliminary to last summer's major realignments. (Photos by John Edwards)

SO YOU WANT TO BE A SALES MANAGER...

TOM APPERLEY

I would like to tell you a story, most of which is true and only a little bit libellous. There was once a Great Exhibition sponsored, with increasing unease as time went on towards the opening date, by the Yorkshire Post newspaper folk. Beautifully polished steam engines, a minor flood, and gale force winds arrived simultaneously at the National Carriers yard in Wellington Street, Leeds. A Black Five, a strange orange O-6-OT with a bell and a chime whistle (?), and a superb green firebreather, utilised mainly for hauling children about, came from some other local line. If not actually steaming under their own power, they at least had the remains of fires from a terribly expensive lot of coal in the ash pans, and were towing an assorted lot of rolling stock, which included a BR diesel engine, complete with slightly flattened wheels caused by slipping as it desperately tried to stop those real engines. In the cab was an irate official who did not take kindly to comments of "Busdriver", or the presence of real live engines on his rails. Eventually those same engines were sent home in disgrace, and cold except for their cylinders and axle boxes.

Right at the front was a large green engine which was in charge of the whole affair, since all the invitations to the civic and other big brass were sent out in its name only. We live and learn in the publicity business, I hope. Standing well back from all this splendour, and not at all in her previously agreed position was "The Great Marquess", and the black-is-beautiful K1. That final quip is to prove that I am not colour prejudiced, although we all know Great Western Green is by far the most attractive colour.....

This, then, with pretty little "Britomart" on a lowloader near the entrance, a Miracle Crisp Manufacturer, the Turntable, hot dog, ice cream, and Red Cross stands, THE SOCIETY TABLES, was the culmination of many hours of committee meetings under the teepees of the brand new Yorkshire Post building, with its vintage desks and antique furnishings, some beer drinking, and the solution of a multitude of major and minor problems.



No doubt the organisation of such an orgy of railwayism is of little interest to those not directly involved, but suffice it to say that at one of the few meetings I attended there were no fewer than 24 major items on the agenda, and the discussions which began at 7.00 p.m. were still going on at 11.00 when I had to leave. Let others with a more lyrical turn of phrase describe the scene, just imagine the sheer simple physical effort of staging such an extravaganza, the Machievellian minds of those hard-bargaining financial wizards who made it a monetary success. Items; the collection of materials for the indoor small exhibition and publicity stands; transporting the Middleton coal waggon and its refurbishing; moving the Mark 1 sales stand and a couple of hundredweights of materials to the site; the dirty job of cleaning the "Marquess"; the hundreds of letters written, phone calls made, and personal contacts required to "oil the works"; steps for the "Marquess"; ordering, counting, selling, and display of sales stock, which included the construction of the Mark 1 on two evenings immediately prior to the exhibition (I must get a few plugs somewhere); collecting and erecting the police barriers to keep visitors out of the N.C.L. reserved areas, the only shelter on the grounds during the frequent showers. This was a job carried out by a band of "volunteers" on a filthy Friday night, who worked like navvies, and did not take kindly to being "organised" by one or two people who did not get their hands rusty, or their clothes wet. These same stalwarts returned the barriers after the crowds had gone and some of the gentlemen (?), blue-

tailed from all their frantic "being in charge", had retired to drink to the success of the venture. The Middleton crew included two who deserve mention, Robin Taylor, probably the lightest man on the job, and Arthur Tilleard.

I like making invidious comparisons; we may not have been the strongest weight lifters, but we certainly shifted most, both coming and going!

On Saturday the crowds arrived and the hard work went on, if you do recognise yourselves

Middleton provided at least a complement, and at times an embarrassing excess, of ticket-sellers, ticket-tearers, gate-keepers, tabloid-sellers. (I still have large stocks of Yorkshire Railways, if you have neglected to get yours, 3p. plus postage. Commercial over.) One lad with red hair should really be a news vendor if his sales figures are anything to go by!



On the sales stand, which was frequently crowded (and I have photographs to prove it), volunteer saleswomen and salesmen fought to relieve the public of their money. I award a well known policeman the accolade for his silver-tongued line of sales patter. And the cash came in. With the willing band of helpers in command, I was relegated to the (literally) heavy position of walking piggy-bank.

The sun put in a few welcome appearances; screaming hordes of children of all ages climbed in and out of engines, on Sunday ringing the bell of the "marquess" somewhat to the annoyance of the M.C., the publicity officer of the Yorkshire Post, Mr. Casson, who had been kindly volunteered into that unenviable position. This may have been because the bell was within feet of his ear, and rang loudly whenever "Blue Peter" seemed to be getting too much comment, or the "Marquess" not sufficient. It did give the loco. crew a chance to pull the crowd, and sell souvenirs. Sadly, Dixons no longer print "Marquess" postcards, or we should have sold more.

I think that the most enjoyable phase of this great show came a fortnight after the tumult and the shouting died, when to the accompaniment of rolls left over by visitors, and beer, the more or less amicable share out of the PROFITS was made between the participating bodies, at the shrine of Leeds Journalism. At the same time the bills were paid, and pointed to the fact that without thousands of hours of unpaid labours of love by many busy people, such an event, far from being a commercial success, would have been a financial disaster.

Since then, we have been represented at two other major exhibitions. Over the bank holiday weekend, while a few faithful ran passenger and freight traffic on the then truncated (but beautifully ballasted) line through our tunnel, the Mark II sales stand appeared at Harewood Traction Engine Rally, sandwiched between a Gebruder organ with a very loud but limited repertoire, and a non-existent Northern society's stand. The rain discouraged them. Fortunately, by the grace of the local Do It Yourself shop which sells corrugated P.V.C. sheet, and literally last-minute carpentry in my overworked and overcrowded garage while the Exhibition Manager patiently waited to load up, the stand was made more waterproof than in previous years. In spite of heavy rain on Sunday, and showers and wind on Saturday and Monday, we broke all records for sales by several hundred per cent. It was a particular joy to see the Ashurst and Bareham families selling

those only-3p.-plus-postage Yorkshire Railways tabloids to captive audiences caught by the frequent showers in refreshment tents and under trees.

At Harrogate, the Model Railway group and sales staff, with fewer customers than before, and under difficulties of collapsing tables and about a third less space than anticipated, just exceeded last years returns.

And the moral of this story is I can't think of one, but I have learned a few lessons in the months since Tim White asked, albeit in such a way that I could not refuse, if I would like to take over the job of Sales Manager. I cannot begin to imagine how he coped with it, and all the other jobs he did at the same time. I am less gullible now. I criticise more, as you may have noticed. I know that:

1. You do not sell unless you display. Lists of stock available from my home address, 1972 diaries at 12p, etc.
2. We need publicity like the desert needs water! You can all do your bit here. I meet most of the passengers who travel on our line and a depressingly large proportion of the depressingly small number have never heard of us, except by accident.
3. Outdoor exhibitions are invariably wet and windy, even if only in the immediate vicinity of the Middleton stand.
4. It is surprisingly hard work selling from 10.00 hours through until 20.00 hours or later, even indoors. It is less enjoyable preparing beforehand and clearing up afterwards, believe me.
5. Without the help of my long - suffering family, whose home is 25% filled with Middletoniana (1,380 cubic feet either filled or unusable); the Traffic Manager to transport a staggering volume of gear, and the Exhibition Manager to make it all possible, and all the other business aids like sales assistants, business would not be anything like so good. Of these I would like to personally thank Margaret, who spent days before and after each event sorting and packing, making sales sheets, counting out floats, and soothing the savage breast. On sales days she often got up at 6.00 and was still working at midnight. Strangely enough, she is pleasant to all but the most irritating members of the Trust and public. She meets both frequently, since most weekends she is selling on the passenger trips, and most weeks we take a trip to a retail warehouse for food for the line. No, we cannot have a complete selection of every make of crisp or pop, there is neither the custom nor the profit margin. Yet.



I would like to end this short sermon with a few words of encouragement to those of you, who may be in the position of not knowing what you can do to help this mad lot of group one-ers. I was fortunately in that same position not long ago, but alas those days are gone. There is a great deal you can do. I cannot make those wonderfully sweeping statements of policy, which, although true, are so (shall we say) offputting. We can all advertise, by word of mouth if possible, so as not to interfere with the more grandiose publicity schemes. We can send our stamps to Roger Bareham, we can take photographs for record purposes or to go into the new stock-book, we can clean up the line to make visitors welcome and give a good impression, we can make posters for submission to John Bushell, who also needs a writer of ability to help him produce Middleton publications, like histories.

As for myself, I need reliable sellers of all ages, creeds, and railway affiliations; I need designers and executors of blatant sales propaganda, colourful posters and displays to sell some of our more sales-resistant stock. I need retail outlets for Middleton materials, I also need materials as soon as possible! Any more questions? ■

F W HAMPSON

1310: PROGRESS REPORT

From north of Hadrians Wall, in darkest Northumbria, a few wind-swept notes have been despatched by fast chariot to the Hunslet Cohort as regards the Y7 locomotive, ex-NER No. 1310.

Since the Y7 was last steamed in 1969 the following events have occurred, due to the requirements for boiler inspection and insurance purposes

Following the able assistance of the Middleton Railway Chief Mechanical Engineer, staff and steam crane, and under the jurisdiction of two Darlington North Road trained engineers, the locomotive was divested of cab, side tanks, boiler fittings and boiler cladding. This has enabled the Y7's inner boiler sheets to be chipped, primed and all threads retapped for return of boiler fittings etc. The boiler is now nearly fully sealed in preparation for hydraulic test. In mid-1971 notice was received that the Insurance Companies Inspector had passed the boiler satisfactory on visual test and that the Trustees could proceed to the requirements of full hydraulic test. It is hoped to carry this out as early as possible in the coming new year.

The work of restoration and maintenance is proceeding on other items with a certain Teutonic efficiency, (cries of "Perfectionist" from certain members). The Y7's valve seatings, between-frames motion and rods/bearings are being serviced, and any worn items replaced, whilst there is easy access, with the side-tanks removed from the locomotive.

The inside painting of the frames has taken place after much dirty, laborious work by the more slim Trustees and colleagues so that 1310 is now in clean red gloss livery between the frames. One final gloss-red coat will be applied for full thoroughness of finish prior to replacing the side-tanks on completion of hydraulic test.

Restoration below frame level has also continued, the driving wheels now being in gloss green prior to final NER green gloss and varnishing to withstand the dilute sulphuric acid rainfall of Hunslet. Do I at this moment hear murmurs from the "are they still painting the thing" fraternity? The outside frame surfaces and under the footplate surfaces have also been chipped, wire-brushed and black gloss painted.

Chipping and priming of the side-tanks, outside and inside, has commenced, again by our less Pickwickian figured colleagues. Chipping, wire brushing and priming of the inner surface of the boiler lagging sheets has also proceeded during recent visits to Middleton. Severe thinning in one zone of the side-tank outer panels has become apparent and remedial action will be necessary here.

Otherwise, for an 1891 locomotive, she does not show her age too badly. The Steam Power Trust members are now looking forward to the day when the 1310 can again grace the Middleton in active steam, and fully restored to the full glory of the 1891 Gateshead Works, North Eastern Railway livery.

We must stop now for a cup of tea, — this will have significance to those more active members of Middleton Railway running departments.

Concluding in a lighter vein, there is absolutely no strength in the rumour that one of our Trustees was planning to paint the locomotive "genuine Brunswick Green" and replace the brass safety valve trumpet on the centre of the boiler in respect of a certain Mr. Brunel!

(Members who wish to learn more about the Y7 and the activities of the Steam Power Trust are invited to contact Mr. Hampson at: 'Bishops Castle', Newcastle-upon-Tyne, NE7 7QP.)

OLD RUN NEWS

Publicity

BBC Radio Leeds recently produced a thirty - minute programme on Middleton, interspersed with records, and this resulted in increased traffic over the last two week - ends we ran visitors' trains.

In order to thwart potential thieves, it is intended to fit fibreglass copies of nameplates and builder's plates to the locomotives.

In March 1972, it is hoped to hold a special event to mark the fortieth anniversary of main - line diesel operation, the star of which would of course be our own John Alcock, formerly LMS No. 7401. The festivities will include a Cavalcade of Transport, a visit to the Hunslet works and a lecture and film show. Look out for further details.

It has been announced that the Middleton Secondary Boys' School is to be renamed the John Blenkinsop School, after the great inventor.

From time to time we are requested to provide photographs for outside publications on railway matters, and it is embarrassing when we find that we have no suitable shot of a particular item of stock or a particular period in our history. Can I therefore ask members (and others) who take photographs down at the line to let me have copies of them, so that we can have a worthwhile file to draw on when we need it. Even the most commonplace scenes of today acquire a historic value as the years pass.

JOHN BUSHELL

LUURTS meetings

Members of the Middleton Railway Trust are warmly invited to attend the meetings of the Leeds University Union Railway & Transport Society, which are held every Friday during term-time in Lecture Theatre 'C' of the Houldsworth School of Applied Science in Clarendon Road, Leeds. All meetings start at 7.30 p.m. and the programme so far arranged for the Spring term is as follows:

- January 14th: **Film Show (including films on industrial railways, and railways in Syria)** — D. Thrower.
- January 21st: **National Carriers Ltd.** — W. Craggs (NCL Hunslet Lane).
- January 28th: **Annual Photographic Competition**, judged by I. S. Krause.

SEASONS GREETINGS TO ALL MEMBERS

- February 18th: **Steam in Action 1970, South Africa, Swaziland, & Mozambique**
K. P. Plant & Dr. L. A. Nixon.
- February 25th: **Recent and Current Developments in BR Rolling Stock Design**
H. Wilcock (Rolling Stock Design Engineer, BRB).
- March 10th: **Society A.G.M.** (members only).
- March 17th: **The Ironstone Railways of the East Midlands** — E. S. Tonks.

For the Fridays on which a meeting has not yet been arranged, it is hoped to include talks about Indian railways, the tramways of Leeds and other West Riding communities, and B.R. motive power matters. A members' evening may also be arranged. Details will be circulated in due course.

Loco notes

We are now able to charge batteries in the yard, as a trickle charger has been installed at the base of one of the yard lighting poles. The 'electrics' of the diesels are to be modified, so that the charging cable can be plugged into sockets in their respective cabs. This has been done on the Fowler, and is to be carried out on Hunslets 1697 and 1786. The latter is now in the paint siding, and by the time this appears in print should be rapidly turning signal red.

The joinery team have been engaged in re-felting and tarring the roofs of the containers. During November, their own container was broken into and tools worth more than £50 stolen. If anyone has any surplus woodworking tools to spare, they would be most welcome.

Henry de Lacey (HC 1309) is to receive much - needed attention this winter. A new ashpan has already been fitted, and the brake-gear has been completely removed, so that all worn components can be renewed. The front axles are to be taken out and overhauled, and several minor jobs below the footplate will also be undertaken.

JIM LODGE

Sales

The average income from brake van sales has almost doubled compared with equivalent periods in 1970, and this in spite of reduced numbers travelling due to the motorway interruptions. In particular, foodstuffs now account for about half the cash income, although the choice is still very limited due to space and transport restrictions. I hope that the opening of the "shop" in a converted container will improve matters.

Harewood Traction Engine Rally was a very satisfactory affair, since the protection offered by the new covered stand enabled selling to continue in spite of the bad weather. Receipts were £27, compared with £6 - plus in 1970. A new outlet was the Todmorden Model Railway Exhibition, at which both sales stand and layout were present. About £30 of goods were sold in two days, figures comparable to three days takings at Leeds and Harrogate.

Please support Sales in these dark winter months. The range of items available includes :-

Diaries, small, blue; Address books; Shopping lists in red, blue and black @ 12p.; Key fobs, new style, @ 6p.; all Ian Allan publications at normal prices, but giving the Trust 25% profit, (please allow at least 14 days delivery); Ladybird books; 1/24 loco. drawings (list available) @ 25p. and 30p.; and the usual badges, biros, dusters etc. Please add postage for larger items, or enclose an SAE for small objects. Orders over £1.00 at 10% discount if collected from me at 29 Poplar Rise, Leeds LS13 4SQ.

TOM APPERLEY

Obituary

We heard with regret of the recent death of one of our more distinguished members, Air Marshal Sir Robert Saundby, at the age of 75. Sir Robert's career dated back to the early days of military aviation, beginning with the Royal Flying Corps in 1916. He was given a permanent commission in the newly-formed R.A.F. in 1919, and by the outbreak of the Second World War had become an Assistant Chief of Air Staff. During the Second World War, he held a number of senior appointments in Bomber Command.



Apology

In connection with his article 'Down at Trackroots', which appeared in the Autumn issue of The Old Run, Brian Ashurst has requested publication of the following:

"I must unreservedly apologise to David Broom for having included in my article on him certain phrases which could cause offence and mislead some people about his character.

"This was entirely unintentional, as what I intended to convey was my respect for the good work he was doing at the railway. In fact, of course, this work was his way of relaxing after his studies at the University and not, as I 'humorously' put it, the other way round.

"I hope I have made it clear that my funny comments were not intended to be taken seriously, and I am very sorry indeed if anyone has so taken them".

PAINTING & DECORATING?

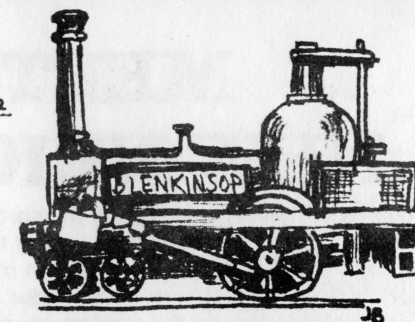
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The German 'Blenkinsop' as
illustrated on commemorative
cup.



THE BLENKINSOP SAGA

The local guide book said, "Tea is not usually available, and where it is served, it is often undrinkable", but I found an excellent brew at Karlsruhe, in Germany's fertile Rhine Valley.

The secret was in the pot rather than the tea, for, in the secluded garden of a suburban villa, Mrs. Seith Blenkinsop was providing good English fare in the family heirlooms — the fine silver teapot and blue patterned tea service which had belonged to her great-grandfather, inventor John Blenkinsop.

The imagination ran riot. Could it be that, when Matthew Murray called to visit John Blenkinsop to discuss the new rack-rail locomotives, tea from this very pot had lubricated their discussions? Certainly our discussions went well, as we talked, in English and — by courtesy of the phrase book — a little German, about the great achievements of the men who made the world's first commercially successful steam locomotive.

Professor Körting, formerly professor of gas utilization at the University of Karlsruhe, came to join us. Since his retirement, he has been making a study of several documents referring to John Blenkinsop and to his son and grandson, both of whom were connected with transport engineering. It is hoped that in time we shall receive the result of this research, and make it available as a small booklet.

To give the story briefly, after the death of John Blenkinsop, his widow lived in the family home, Manor House, at Low Felling. Their son, John Stanley Blenkinsop (1813 - 63), trained as an engineer, and was enrolled as a member of the Friendly United Mechanics, Glasgow Branch, on March 26th 1834. The certificate shows a steamship and a locomotive.

Upon qualification, he was employed by a Liverpool firm of locomotive builders, Forrester and Company. In 1838 the company sold two 'kits' of parts to the Braunschweig, an early railway in north Germany, John Stanley Blenkinsop being selected to accompany the load, and supervise the erection and commissioning of the locomotives.

The two engines, 'Braunschweig' and 'Blenkinsop', duly entered service, and proved to be a great success. John Stanley, however, achieved success in another field. He fell in love with a German girl called Henrietta, and in 1844 he married her and settled down in her homeland.

Oswald Frederick John Blenkinsop, their son, achieved success, and indeed fame, in yet another branch of engineering. He became Engineer to the Kiel canal, and played an important role in the design and construction of the large modern locks and other works.

And so to Mrs. Seith Blenkinsop, his daughter, great-granddaughter of the inventor, who holds so many interesting relics of the story of the three Blenkinsops. Mrs. Blenkinsop has no direct links with the transport scene, although, living as she does at Durlach, at the end of a fast inter-urban electric tramway, she no doubt appreciates the modern railway. With a fine sense of history, she has kept the family records, photographs and heirlooms safely. We felt that we could do no less than offer Mrs. Seith Blenkinsop honorary membership of the Middleton Railway Trust.

John Bushell

MEET OUR NEW NEIGHBOUR

The new motorway, connecting the northern end of the M1 at Stourton with the centre of Leeds, is expected to be in use by the end of 1972. This is the motorway which bridges the Middleton Railway. At present most of the earthworks have been completed and work is in hand on the concrete bridges and other structures which are to be completed before work on the carriageway commences.

Mr. John Carter, the engineer responsible for much of the design work on the project, has been associated with it since work started. Employed in the Leeds City Engineer's department, Mr. Carter (a railway enthusiast himself) has kindly sent us these notes on the work as it affects the railway. The notes are reproduced with acknowledgements to the City Engineer's department.

Since the early 1960's investigations into the route to connect the M1 with Leeds have led to the adoption of the present route along the disused Beeston - Hunslet East (ex - Great Northern) goods line; the waste mine tips; the housing clearance areas; the disused section of the Middleton Railway at Whitakers Staiths; Hunslet Moor; and old industrial properties. Such a route provided the minimum disturbance in bringing a full 50 m.p.h. motorway into the centre of the city.

The road has 36 - foot carriageways, 10 - foot central reservation, 8 - foot hard shoulders, and 4 - foot verges. It is designed in accordance with the Department of the Environment's "Roads in Urban Areas".

The line of the road in the vicinity of the railway is fixed by having to pass John Blackburn's and Samuel Denison's and the housing at Longroyd Terrace, and yet achieve the design standards regarding vertical and horizontal alignment. Because of these, no variation in the line actually adopted was possible.



For level, the road was fixed by having to clear Old Run Road and yet pass under the new Tunstall Road near Burton Road. This led to the road being on an embankment where it crosses the railway adjacent to Denison's.

The road crosses the main line at a skew. This necessarily led to a longer tunnel and greater expense. The adoption of a conventional concrete bridge for the railway and footpath proved expensive and various solutions were tried. The solution adopted was to separate the pedestrians by providing a reinforced concrete box design tunnel for the pedestrians and a galvanised steel "Armco" tunnel for the railway with stone-faced portals at each end. The "Armco", being approximately elliptical, proved ideal for the Middleton Railway operating conditions, where persons have to walk alongside the trains. Thus evolved an arrangement satisfactory to all parties, even to the extent that the main line was regraded to eliminate excessive gradients.

Motorway construction started on February 22nd 1971 and arrangements were made for the contractor (Tarmac Ltd.) to take complete possession of the main line for some two months to allow work to press ahead with maximum speed and for the connection to Clayton's and Robinson's to be broken for only two weeks in May. Henry Boot Ltd., of Sheffield were the sub-contractors responsible for the railway construction side and they used good quality second-hand materials.

When completed the embankment and the motorway will be grassed and the adjacent areas will be landscaped with trees to form a corridor connecting Middleton Woods to Hunslet Moor, giving good lineside views of the railway.

BRIAN ASHURST