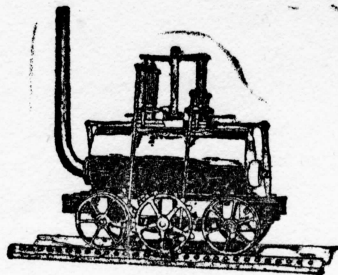


STEAM
LOCOMOTIVES
1812



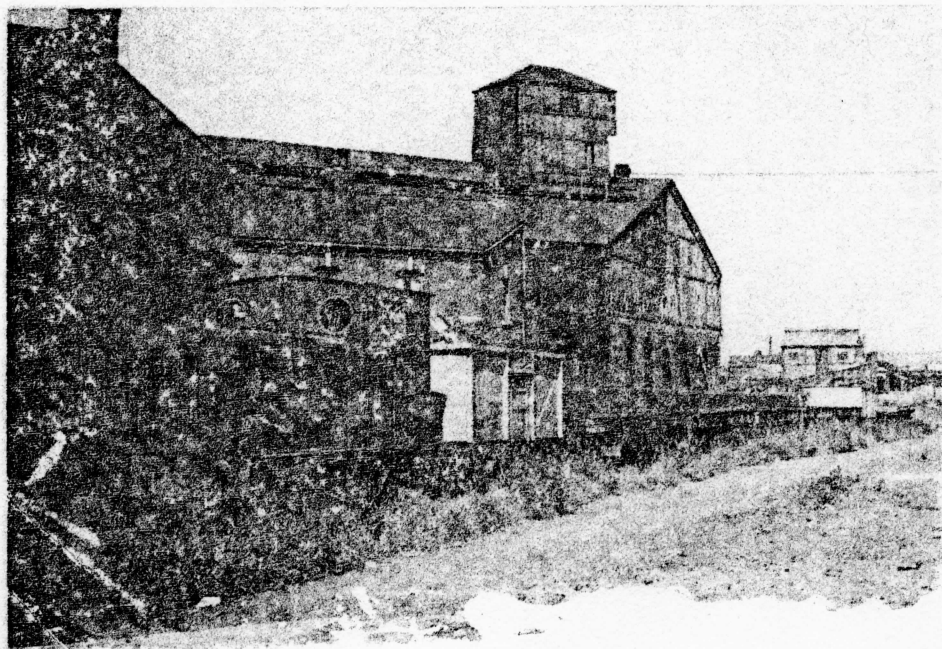
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The Old Run

Journal of the Middleton Railway Preservation Society

Price 1/-

No. 30 November 1962



"Right Away!"

"John Alcock" sets off from
Balm Road sidings with a
lengthy train in tow.

the
OLD RUN
journal of the
MIDDLETON RAILWAY
PRESERVATION SOCIETY

Editor: M. Gilks,
104, Sandringham Drive,
Moortown, Leeds, 17.

COMMENT

This issue of the Old Run may well be the last of its type; it is hoped to improve on it considerably for next year, by producing it in a different manner.

I would like to thank all those who have contributed to the success of the 1962 volume - those who have written both long and short items for inclusion, in addition to others. Perhaps the largest single contribution is that made by Dr. Youell and his wife - both Fred and Susan spend many hours each month in their garden shed printing the front cover. Out of the eleven contributors this year, several of them have sent more than one article for publication.

Contributors this year have included well known people such as K. Hoole and W. B. Stocks, and others - such as the younger G. Brunton (with "SWansea") and 51381 (with Hunslet Lane.) Others who come to mind include Dr.s Youell & Lawrence, Derek Rayner, Alan Dixon, Mike Crew, and Brian Ashurst.

Although it may not be realised, all those who help on the railway contribute indirectly, for without them, there would be nothing to write about. I don't know them all, so I won't mention anyone, or else I'll be accused of favouritism, sooner or later!

Lack of space prevents my saying much more - To those who have helped, My sincere thanks. To those who haven't, Do have a go this next year!

M. Gilks,
Editor.

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COVER PICTURE.

To those who know the area shown in this month's cover picture, it is of considerable interest. In the bottom left hand corner can just be made out the edge of the concrete ramp forming part of Evans' crossing (see p66.) The path and rough ground in the foreground are now part of the road and the new factories which are being built.

The new branch into the Moor End works of Clayton's will pass in front of the building-end seen in the right centre of the picture.

Photo by: Ben Wade
August, 1960.

MIDDLETON PERSONALITY No. 3

John Bailey.

John Bailey, one of the oldest yet youngest of the Society's members was born in March 1947. At 15 though, he has been a very keen and willing helper since the Society first started its activities at Hunslet. Living, as he does within a stone's throw of the railway, he has had an opportunity to keep an eye on the development (or should we say demise) of the system prior to its temporary abandonment in 1958 just after the bi-centenary. It was hardly suprising, therefore, that John should appear at Balm Road to witness the arrival and re-assembly of the Swansea & Mumbles double deck electric car No. 2 in June, 1960. At that time, John was one of a number of very willing local youngsters who helped with the re-assembly by doing small jobs and running errands for the older people who were doing the actual lifting, etc.

An interest in the activities of the M.R.P.S. on the railway was obviously stimulated, for John has been around ever since. He has, of course, graduated from running errands to some of the more interesting duties which have to be performed on the line. Although only 15, there cannot be much that he does not know about running a line such as ours. Since we first started freight trains in September 1960, he has acted as guard, shunter, flagman, fireman, cleaner, mechanic and done some painting; he has also undertaken some duties on the permanent way such as re-sleepering, keying and rail cutting. Wall building also features in his list of jobs. There are endless possibilities on the railway (as we keep saying!) and John has certainly shown himself to be capable of many of them.

His present regular duties include routine servicing of the diesel locomotive "John Alcock", and, at home, the distribution of uniforms and cap badges to those members who request them, the latter being one of the smaller but vital jobs which helps to keep the Society running efficiently.

Until recently, John attended the Hunslet Moor Secondary School (from whose badge, depicting "Salamanca", our cap badge is designed, but when the new Matthew Murray Comprehensive School was opened in Holbeck, he was transferred with all other over-11's to the new school. At present, John is studying for his C.C.E. Ordinary level examinations and because of this his activities on the railway are somewhat reduced. Nevertheless, he always manages to be present at the weekends and always takes part in any major work which may be under-

taken at these times.

Nowadays when many people think it is rare to find a youngsetter who is prepared to get down to a job and do it thouroughly on his own initiative without having to be supervised step by step, we are very proud to have John as one of our members. Every credit must go to him for being one of these "rarities", and for his competence in tackling jobs of any and every description, irrespective of its nature. We feel sure that he will go far, and if the worst should come, and he is out of a job - he will always be able to run a railway!, and we close by expressing the hope that John will be successful and happy in his future career, whatever this may be, when he leaves his day-school days behind him.

Social Meetings.

Readers are reminded that all members of the M.R.P.S. are welcome to attend the functions of the Leeds University Union Railway Society. This arrangement is intended to compensate for the policy of spending all our funds on the railway, and not on social meetings, visitis, etc. -A full programme of the year's events will willingly be sent on application to the L.U.U.R.S. Secretary, The University Union, University Rd, Leeds, 2.

Some of the items likely to appeal to our nation-wide membership include the following:-

- December 8. Visit to York C.&W. Works.
- January 19. Visit to Crewe Control Room.
- February 2. Visit to Toton yard and M.F.D.
- 23. Visit to A.E.I. Manchester - Brake van trip.

There are also excellent talks given from time to time at the University as well as informal and specialised evenings. Please write direct to the Railway Society Secretary for further information.

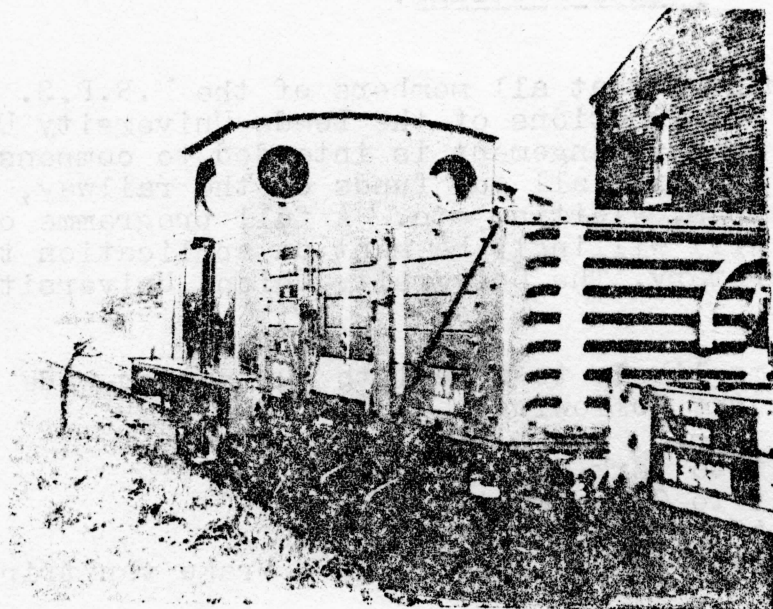
THE FRYING SCOTSMAN?

Should our express trains be fitted with fish and chip bars? This was the theme of an article in the London Evening News when Dr. Beeching announced that the fish course was to

be dropped from the meals served in restaurant cars.

Fish and chips, the article says, is a national dish of which we should be proud. What more wholesome introduction to English food could the visitor to this country have than this, served in the buffet of our boat trains? Instead of withdrawing fish, B.R.'s catering service should concentrate more on this cheap, but nourishing food, providing a snack rather than a full meal which is an expensive and uneconomic service on many trains.

(Fish and chips are served on trains - on the Middleton Railway. Come and see for yourself, any Saturday dinnertime! Menu: Fish or Fishcakes and Chips, bottle of pop. All for less than 2/-; none of this 12/6d. lark! Ed.)



HISTORY IS MADE!

Those who have never seen a train at the point shown in the photograph never will - not with the same surroundings anyway!

This scene was captured by Chris Thornburn on the 3rd. May 1961.

The photographer was standing in much the same position

as was that of the cover picture, but facing towards Moor Road instead of Balm Road sidings. Where the track fades away is just short of "Acme's" crossing which although only a foot crossing originally, is now used by motor vehicles - hence the reason why one can never see the rails for mud.

What were allottments to the south east of the picture (to the left, and below) is now the site of some new factories which are in course of construction; road access to these is by means of "Evans" crossing which is the continuation across the railway of the street between the two rows of houses in

the background, i.e. Behind "J.A.". At present "Evans" crossing consists of a concrete raft at each side of the double track main line (one line disused), with the space between filled with ashes. When this project, for which we, for once, are not responsible is completed, there will have to be some form of gate across the railway to replace the stone wall which has been knocked down. The new branch into Clayton's Moor End works will start almost beneath "John Alcock's" wheels, and will follow the course of the now dismantled part of the double line at the other side of the train illustrated, for about twenty five yards, before turning sharp left, i.e. the right hand side of the photograph, into Moor End works. This involves crossing a private, unsurfaced road and passing through a hole in Clayton's wall to connect up with the existing internal rail system. When this connection is finished, it should give rise to considerable Moor End - Dartmouth internal traffic.

SOME HISTORICAL REFLECTIONS.

(by William B. Stocks.)

The year 1962 is assured of its place in Middleton Railway history, just as it bids fair to be in British Railway's history. Murray's great achievement of 1812 is in less danger than it ever was of being forgotten by the man in the street. It was a happy thought too, to connect the occasion with Great Eastern Railway history, but there are further important associations which seem to have gone unnoticed.

September 15th. The day the Exhibition in the Leeds City Museum was opened was, to the very day, the 132nd. anniversary of the opening of the Liverpool & Manchester Railway. The celebrated "Lion" was later to be built in Leeds for this pioneer railway. Retired years ago from the L.&M. this wonderful old engine passed through years of obscurity as a stationary pumping engine on a Liverpool dock. In 1928 (or thereabouts) it was recognised and identified by enthusiasts, rescued and restored in time for the 1930 centenary celebrations, and now resides at Crewe paint shop as one of the nations most valued railway relics. The whole story is close to the established Middleton tradition of early railway history inspiring the best of active amateur enthusiasm in co-operation with professional railwaymen,

Many readers will have been interested to see press reports of the replica of Henry Bells' pioneer steamship "Comet",

which has just been built on the Clyde. From the pictures, this appears to be a fascinating reproduction and it is odd to find the same month of September cropping up again. But why, I cannot help wondering, is Matthew Murray's early steamship "L'Actif" not better known? I am uncertain of exact dates, but it might well be that Murray's vessel was actually steamed on the Aire earlier than "Comet" on the Clyde. Of course "L'Actif" was not built as a steamship which I presume "Comet" was, but started life a French lugger and was captured during the Napoleonic wars. A steam engine was built at the Round Foundry to Murray's design, fitted in the hull, and Leeds secured a place in marine engineering history by virtue of the genius of the man who also, about the same time, was busy with "Salamanca".

In 1952 aided by a team of friends and the valued aid of the Huddersfield engineering firm of Thomas Broadbent and Sons - where I work as a foreman, - I was busily engaged in restoring for preservation a very antique horizontal steam winding engine. This had been discovered lying derelict on the site of an old brickworks not far from Huddersfield Town football ground, where it had been employed hauling standard gauge wagons by a rope, up an incline. The owners of the old works had generously given the engine for preservation if I could undertake to find a home for it. This I succeeded in doing in the grounds of the Tolson Memorial Museum at Huddersfield. (Incidentally, the brickworks was a branch of the Leeds Fireclay Company - shades of another link with Leeds and amateur preservation work!)

The old engine is of very early design, stroke about 2 ft. and bore 11 ins. (from memory), four spoke flywheel 8ft. in diameter and an odd arrangement whereby the cylinder faces away from the crank and a double connecting rod passes down either side. The main gland is exactly like the ones on William Hedleys "Puffing Billy" loco. of 1813. A very full description of the engine is to be had for 1/6d. from the director of the museum - a booklet entitled "The Fieldhouse Steam Engine".

Now despite exhaustive research, we never did establish the date and maker of the engine. All we could be certain about was that everything pointed to its being prior to 1850. A few years ago I chanced upon an illustration of Murray's "L'Actif" engine and was amazed at the close resemblance to our specimen. The same odd connecting rod arrangements and four spoke flywheel. Have we got a genuine Murray engine, I wonder, and not know it? How fascinating it would be if it could be proved beyond doubt.

The discovery of this engine came about during field work for my book, "Penine Journey". Earlier explorations had brought

to light a very antique cast iron point frog, which is now in the York Railway Museum. With these extra results thrown in, as it were, the writing of "Penine Journey" became quite a saga! That the final result was to be found on the bookstall at the recent Leeds Museum Exhibition to the honoured memory of Matthew Murray seems to complete a full circle, a "Tribute to Steam", which was the title of the film we made of the restoration of our early engine.

CAN NUMBERS LIE?

Our Society membership:	215
Members who have left:	25
Balance left to do the work:	190
Elderley folk who have done their share in the past:	13
Balance left to do the work:	177
Sick, maimed and bedridden folk:	20
Balance left, etc.	157
Members who do not complete work forms:	81
Balance, etc.	76
Overseas members:	7
Balance	69
Members who are tired and overworked:	23
Balance:	46
Those with many excuses:	27
Balance:	19
Members too busy ELSEWHERE:	17
Balance left to do the work:	<u>2</u>

* Just YOU and ME..... and, brother, you'd better get busy -- it's too much for me!

Christmas Cards.

Again Dr. Youell hopes to produce Xmas cards featuring a Middleton scene, on the style of last years. Will interested persons please write him at Physics Dept., Leeds University?

BRAKE VAN DIARY

During September, The Society was asked by Kings (the third firm served by the line) if we could carry some goods from their factory to Balm Road sidings. We were willing to oblige! As Kings' own private siding has recently been lifted, the wagons were presumably loaded on Robinson's branch, at Kings' level crossing. The traffic involved amounted to about 80 tons.

At the present time the Sentinel locomotive is suffering from peculiar noises from within. It is not, of course, necessary for it to be used as "John Alcock" is used for the daily shunt. This may be an aftermath of pushing it into use when the diesel was in works, without having time for a proper overhaul.

During November a start was made on erecting the sectional building obtained earlier in the year. It is being built over the track on the Whittaker's line in the Moor Road/Burton Road triangle. At the present time the sides are completed and a section of the roof is fitted. At a later date it is hoped to raise the roof by constructing some additional side sections.

In the latter half of September a start was made on refitting parts of the steam crane which arrived earlier that month.

The hand crane was first used on a trial lift the 6th. Oct. going into regular use the following weekend lifting concrete blocks in connection with the building.

The Double Cab Tram No. 1 is in the process of being repainted by its future owners, the Leeds Tramway Historical Society. By carefully scraping away the drab grey paint, it has at one time been found to be painted red and grey-green. It is being repainted in this manner; a red tower and grey-green cabs, and it certainly brightens up the local landscape!

RIDING ON TOP OF A TRAIN

(by 61506)

When one has been travelling hour after hour from Luxembourg with 3,000 volts d.c. crackling overhead, it is pleasant to stroll across the road and see the initials B.R.(E) G.E.(M) a few feet above goods vans which travel from London to the

Continent and back again. B.R.(E) and G.E. should be known to you but (M) means marine or maritime section, that takes the G.E. goods to the continent and a handful of passengers who happen to know this select route.

Admittedly there is nothing wrong with Luxembourg or Belgian Railways - most of them run on the left hand side - and the thirty minutes from Bruxelles to Ghent (thirty-six miles) makes one think of a Claud roaring down Ramsden Bellhouse Bank or a '1500' hauled Hook Continental down Brentwood. We should, however, expect good running speeds when much of the main line services are on dead straight and level track, with no stations as wiggly as Peterborough North. If a branch line is too light trafficked to be economic, we do not hear of that hideous word "unremunerative" or that "alternative 'bus services are available"; instead a railway bus runs, calling at all stations and connecting with trains at junctions like Spa and Trois Ponts, with the stationmasters almost waving green flags at them, and passengers using railway tickets.

The G.E. Maritime terminus is at Zeebrugge and both boats and crew have East Anglian accents, with names like "Essex", "Norfolk" and "Suffolk". Twice a night they leave Harwich and twice a day they leave Zeebrugge. At 13 to 14 knots, the journey takes between $6\frac{1}{2}$ and $7\frac{1}{2}$ hours. The passenger is treated as a guest and given first class meals and bed. It is so good that one doesn't tell one's friends about it. After the historic phenomenon of Dover Marine station and the Ostend boats packed with tourists playing mouthorgans, the competent pleasantness of Harwich and the anti-seasickness effect of four goods trains under ones bed makes one change ones Channel crossing permanently. A special Stratford brewed tea greets the parched Englishman, thirsty after a week or so of "coffee Belge" and strong wines only. One dines or sups with the captain and crew who bring as much traffic as their footplate friends. As a schoolboy, I saw the continental wagons coupling up at Bethnal Green Yard with mysterious foreign names on them. How nice, thirty years later to see them at the other end of their journey.

Two of the three ferries work Zeebrugge and back, the third is either in reserve or working to Antwerpen. The Navy had a row with the Germans there in 1914-18, and blew up the pier, but Allies repaired at Zeebrugge. The old ferry boat dock with rail joints on the loading bridge at Zwankendamme, a mile south is no longer in use as it blocked the tramline, the main line and a busy road getting in and out. The new dock is right on the coast.

Off we went at 3.30 p.m. with every prospect of getting the

last train at Harwich Town. The outward journey from Harwich was terrible, with the East Goodwin light-ship blown away by the storm, and 61506 blown out of bed several times! (This journey was made early in the year, at the time of the crippling gales which blew over the country.) The return was so different, with a calm sea, a clear moon, and an excellent dinner in the saloon. The captain shut the regulator, however, in the slight fog at Arijaba, and we stood simmering until the Dutch Hook of Holland boat had gone out.- clearance does not permit the two to manouvre at once. We were just backing the last few feet to the railway junction bridge to couple up when a whistle blew and a noise like an N.7 puffing out was heard. But it was still the best way to cross the Channel. Seventeen miles to Colchester and four hours twenty minutes to do it in, unless I could get a lift on the Bethnal Green goods train. The 2.20 night mail from Peterborough rolled in to Colchester and trundled me to Chelmsford and Romford, where I waited for the first electric. Just before it arrived, my old friend 7999 puffed past with a goods train. Dead on time, at Ilford with 6,250 volts a.c., a kind relative turned up with a free taxi service home, saying, "Where have you been?" So home to a well earned bed with, "Just riding on top of a train!"

SOCIETY NEWS

New Members.

The following list of fellow-enthusiasts who have joined our ranks recently comprise the last "batch" for 1962; we wish them an enjoyable time with their new found friends on the railway.

Mr. D. H. A. Broom,	Leeds.	Mem. No. 273
Mr. J. Grimshaw,	Leeds.	274
Mr. B. Crowther,	Wakefield, Yorks.	275
Mr. J. C. Walker,	Morley, Nr. Leeds.	276
Mr. L. C. Alderson,	Leeds.	278

Anniversary Train

The special train which it was hoped to take from Middleton Colliery to Leeds to celebrate the 150th. anniversary of steam locomotion had to be cancelled, mainly because of the difficulty of fitting it in between the other trains. The fact that this would have involved three operating districts did not exactly help! There is the further point that, had any-

thing unexpected arisen, it could very easily have had far-reaching repercussions. The idea of a special run, entirely on the Middleton line, however, is to be kept in mind for a possible future occasion, when there is the opportunity.

Railcar 601.

At the last Committee meeting, much discussion took place concerning this car, which, it will be recalled, was seriously damaged by fire in the last week of September. The Committee has requested an inspection of the car with a view to determining the cause of the fire, and has decided to keep the car for possible future renovation.

For Sale.

If sufficient orders are received, Mr. Crew is proposing to offer for sale duplicate colour transparencies of British Rlys. Drawry diesel D2323 and the Hudswell Clarke diesel hydraulic loco, both working on the Middleton Railway during September. They are excellent slides, and at 2/6d. each would make a pleasant gift to a friend this Christmas. Please write direct to Mr. Crew if interested, at 131, Sandringham Drive, Leeds 17.

Subscriptions.

Subscriptions for 1963 should be sent to the Membership Secretary by the 31st. December, 1962. The rates are as follows:

Life Sub.	£20	0s	0d
Adult Annual sub.	£1	1s	0d.
Student " "		7s	6d.

The Membership Secretary's address is now:

Mr. T. G. Cawthray,
41, Green End Road,
East Morton,

Nr. Keighley, Yorks.

Please help by renewing your membership on time!

Old Run

Any contributions, comments, etc., for the January edition of Old Run should be delivered to the Editor by the 15th. of December. Short articles of interest are always wanted, and will be welcome at any time. The Editor's address is at the front

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1962

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February	"	"The Arches". Car 160 in the "Arches Yard" behind Swinegate Tram Depot.
May	"	Leeds Tramcar No. 202 on the Middleton Railway at Parkside.
July	p. 30 Cover.	"The Incline". "The Sentinel". Dept. 54 on British Railways now being given a new lease of life on the Middleton Railway.
September	"	Steam at Middleton! "Blenkinsop" at Broom Pit in N.C.B. Days.
November	" p. 66 p. 66	"Departure"! "John Alcock" sets off from Middleton with a lengthy train in tow. History is made!