

The Old Run

Journal of the Middleton Railway, Leeds

No. 22

October 1961

EDITORIAL

Much to nearly everyone's surprise, Sentinel No. 54 was quietly brought to Leeds during the weekend 23rd/24th September and, after residing at Neville Hill for a short period, it duly arrived at Holbeck Loco (Leeds) for unloading from the Weltrol wagon in which it was transferred from Darlington. After unloading, No. 54 was duly transferred to the Middleton Railway and thence to its temporary resting place in the premises of Messrs Robinson & Birdsell's. It is very shortly to be cleaned, rubbed down and the exterior repainted, prior to its use as a replacement for either a failed diesel or when the diesel J.A. goes to Hunslet for overhaul.

No. 54 has certainly had a variety of numbers during its rather short career. Built by the Sentinel Wagon Co. in 1933 it was allocated number 59 in the North Eastern numbering: subsequently it became 8153 in the L.N.E.R. re-numbering scheme of 1946, 68153 in 1948 upon nationalization, and 54 when it was later taken into Departmental stock for use in the Geneva Yard, Darlington, where it remained until its withdrawal from B.R. stock in the last few months.

With the number of volunteers for working freight trains gradually diminishing the Society has regrettably been forced to apply for outside help. We have been extremely fortunate, however, in obtaining the services of two excellent retired drivers who have agreed to work the traffic between Monday and Friday as necessary. Drivers Illsley and Chapman (Arthur and Joe to their colleagues) have been given complete freedom to work the railway as best they can, according to the established tradition, and have already made a number of useful and worthwhile suggestions for the smooth-running of the line. With over 90 years of railway service behind them already, we take this opportunity of wishing our new friends all good wishes for their new occupations on what is the elder, but smaller, brother of British Railways.

Since our last Old Run went to press, much has been done to facilitate the removal of the trams which reside in one of the sidings in Clayton's Dartmouth Works. The whole of a point was inserted half way down the curve from the Works' yard to the headshunt in very little over three days and ground levelling has been carried out for the new siding which is to run more or less parallel with the curve to the bottom of their field. The trams should start moving out within the next week or two and this will give everyone more breathing space in the yard for carrying out shunting operations: it will also mean that a Duty Driver need not be to hand when empty wagons become ready for taking out. It is a pity that throughout the whole operation, little help has been received from members of the tramway faction, with the exception of Mike Gilks and one or two others perhaps. That the railway enthusiasts should be expected to do the work of tramway enthusiasts does seem a trifle annoying and so I would urge ALL of our members to come and lend a helping hand, whether you be tramway or railway inclined. It would indeed be a pity if other action had to be taken regarding the trams just because some members don't appear to help look after them!

A buffer stop was erected at the end of the headshunt at the beginning of the month and all credit goes to those members who lent a hand: after starting at 10 in the morning one Saturday, the operation, including the laying of sleepers and ballast was completed as far as was possible by 6 p.m. the same evening. Some nine or ten keen lads showed that it was possible to unload and erect a hefty steel frame-work without undue effort!

This month's Old Run contains the second of our Middleton Personalities, Chris Thornburn, who is shortly leaving the Middleton scene to take up an appointment as Research Assistant in the Gatty Laboratory at St. Andrews University, Fife. Mr. Thornburn will continue, however, to perform the duties of Secretary to the Society.

Mike Gilks will be taking over Old Run editorship from the next issue and all notes etc should henceforth be sent to him at 104, Sandringham Drive, Moortown, Leeds, 17. I am indebted to the following who have supplied me with articles for insertion in the last few issues: Messrs. J. Bailey, W. B. Stocks, M. R. Gilks, C. C. Thornburn and Drs. R. C. Lawrence and R. F. Youell.

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New blazer and cap badges are now on sale at 2/6d each from J. Bailey, 12, Burton Crescent, Dewsbury Road, Leeds, 11, or on site most Saturdays. A limited number of uniforms are also available pending arrival of fresh supplies.

Please send completed duty rotas, or times you are available on any scrap of paper, to Norman Fearnley, 7, Crawshaw Road, Pudsey, Yorks. A Duty Officer will be appointed for every Saturday and Sunday and will be in attendance on site between 10 a.m. and 4 p.m. each day. Even if you don't send in a duty form, please come down when you can - there is always a wide range of jobs to suit everyone's taste.

G.E.R.

Dr. Youell offers a dozen FREE
Photos of G.E.R. N7s 1915 - 60
To anyone donating at least 5s.
to the MRPS N7 fund announced
In last issue of OLD RUN

CHRISTMAS CARDS

Postcard size views; mounted in Christmas
folders, with envelopes - 6 for 4/-
Please send remittance with order to
Hamilton House
21 Burley Wood Crescent Leeds. 4
by December 10th 1961.

/waiting Dr. Beeching - A few reflections

Unsuspected by large sections of the public many men, and probably quite a few women too, are passing through an anxious time, awaiting the outcome of Dr. Beeching's investigation of the railways. They are the people who really like railways, who have never been very critical of rail travel except perhaps occasionally, and then more in sorrow than anger. These people do exist in quite large numbers - I have met many and indeed am one myself.

The railway system today tends to be the victim of its own history which is closely identified with Victorianism and which shows in the design of many an older station. The importance of this type of character in influencing attitudes is considerable and it is these comparatively superficial aspects that give rise to the public image that railways are outdated. I believe many of the church's difficulties may be traced to a similar cause. Similarly, too, both church and railway have inherited a further historical disability through having a passed era of considerable competition which produced much duplication of facilities. Finally there is the presence of several modern inventions that offer counter attractions and this, too, is true of both. Discerning people may, and do, remain loyal in either case but are regrettably often a minority.

The essential qualities of a railway system are no longer as clearly apparent as would be the case years ago. They have been hidden and disguised by the many recent and not so recent inventions that have followed them. In any case not a living soul recalls Great Britain without its railways, which is in itself popular ground to imagine that they have had their day. Many press comments seem to foster this view and it is hard sometimes to avoid the conclusion that there is a school of thought distinctly hostile to a flourishing railway system.

One of the strongest pillars supporting the outlook of those who believe in railways rests on the conception of peace and grace of living. Railways demonstrably pass through the countryside or the most built-up township with a minimum of disturbance to the everyday lives of ordinary people. Thousands of passengers may pass through a congested city suburb by train; or thousands of tons of freight - and families who live around suffer no ill effect in their lives. If similar numbers used alternative means of transport it is hard to imagine that there would be no increase in noise, danger, strain or other decrease in amenity. It seems so easy to forget that day by day the railways are carrying still, immense volumes of goods and people, constantly and in every direction. Only a railway, I seriously contend, can do this without jeopardising the very civilized values that would not be appreciated until they were missing, and then would be found to have been vital. Surely it is a fallacy to consider road and rail as opposites. A railway is a supremely developed roadway and one which, incidentally, can be removed without permanent injury to the land in which it is rooted. A modern concrete

highway has probably covered thousands of acres of vital organic land for ever: this I find as sobering a thought as the notion that we may be living in the last few years there will ever be with our skies reasonably clear of machinery. I believe there to be a place for every form of transport, but that civilized values are at stake if we, as a nation, allow our railways to be eroded from their basic function.

A civilized society should have an appreciation of the aesthetic value of its homeland, an awareness of the beauty of landscape and the contribution of nature to the good life. The exercise of pastimes that spring from this appreciation could well be a major part of recreation. It is from this approach that a further under-appreciation of railways may be detected, as unfortunate as it is understandable, railways being seen by most people in industrial settings where their aesthetics are not really obvious.

In the open country, however, railways are highly attractive. Their long century of existence has led to a degree of maturity coupled with a nicety of care, in a well used line, that is a delight to the trained eye. The beauty of lines like this is in the order of the classical landscape gardens of the eighteenth century where nature is disciplined but not obliterated. For many years I have enjoyed touring our railways and experience has given me favourite lines. Others may claim certain lines known to them to be more attractive than my choice, but it must be a gem indeed that has more to offer than the line from Pickering to Whitby, or the Conway Valley branch in North Wales. The railway from Chester to Barmouth via Bala is superb as indeed are most of the lines north of Edinburgh. Gliding along them in modern diesel cars is among life's most rewarding experiences. I travel with sketch book and camera and find use of either medium at speed quite practicable.

The appeal of a scenic line is very wide. It varies from the larger landscape through which the train is passing, in which it may very well be the only apparent moving vehicle, to the wild flowers on the banks. There is the loveliness of the many rural stations and the sheer pleasure of gliding along a pair of gleaming steel threads that embroider the contour of the land. Much more, I feel, could be done to popularize these delights and even to attract confirmed motorists on holiday to park the car for a day and try exploring a scenic railway.

So we return to the present and to Dr. Beeching in whose hands so much of our railway's future rests. It is an anxious time for those who use railways because they prefer, and enjoy, them. I am prepared to accept that certain lines that largely duplicated one another can no longer be justified and that certain local services should resign to the 'bus. But when all changes are known it is my very real hope that we shall still be able to travel to the extremities of our land in trains: that it will still be possible to plan several different thousand-mile round trips and that our major scenic lines will be recognised and publicised as the valuable tourist

attractions that they really are. 'Bus services have a place just like steamers have but it is greatly to be desired that they be integrated as far as possible with the trains, just as steamers often are. I detest the philosophy that a high standard of living will be reached when everyone owns one or two cars. The prospect is hideous, producing as it would, one vast urban district.

With so much that is valuable at stake, both in the personal and wider sense, it is not to be wondered that those who care for railways feel anxious over their future. Many eyes are on the decisions of Dr. Beeching but the final arbitrator is public opinion and this is where railway enthusiasts can be creative. We would do well, I feel, to dismiss the notion held so passionately by many, that railways have lost their appeal with the passing of steam, or to dissipate less energy criticizing British Railways over the closing of lines and stations, and cultivate instead a constructive approach to the future. I am keenly interested in railway history but I believe the true vocation of the historian is not to resent and resist change, but to recognise it as the historical process continuing, and to do all he can to ensure that it does continue into the future.

The preservation of railway gems from the past is a fine thing and future generations are going to be very grateful for the devoted work many are doing today. Hand-in-hand with this should be an equal concern that railways continue to develop and render their unique and valuable service. Unity itself has brought new psychological hazards. At one time trouble on the line would be laid at the door of the company concerned; nowadays all lines are discredited. The press often appear biased - recently a prominent daily gave large headlines to some camping equipment lost on the railway. The tone was "B.R. again" A bad show, all will agree, but would it have had the same treatment if road haulage had been responsible ?

To correct these impressions and to do all we can to promote the idea of railways as having much to offer the commerce and the recreation of the future is preservation work on the grand scale. British Railways might be described as the preservation society where we pay our subs at the booking office, but no such society survives on cash alone, not even the Middleton Railway: equally vital is a loyal and sympathetic public.

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New members

We welcome the following new members who have joined since the last 'Old Run'.

211.	Mr. D. L. Hooper	Leeds, 4.
212.	Mr. B. Barnes	Wolverhampton
	Mr. A. Illsley	Leeds, 10
	Mr. J. Chapman	Leeds, 10

Leeds University Union Railway Society

The L.U.U.R.S. has organised a number of talks, lectures, informal meetings and visits for the coming months and all readers of 'Old Run' are cordially invited to come along. All lectures and informal meetings are held in the Physics Department, the University Of Leeds, Woodhouse Lane, Leeds, 2, at 7.30 p.m. (Buses 1, 30/3/6 & 56 go to the University). Only brief details will be given in future issues of O.R. and readers are advised to make a note now of the dates.

Thursday, 12th October. To be held in the Emmanuel Institute, Cavendish Road, Leeds, 2, next to the University. 'Conversazione'. Talks, quizzes and films (including 'Four Minutes to Brighton'). Food and drink will be available at very reasonable prices.

Thursday, 26th October. Lecture by Mr. E. E. Cowell, Line Traffic Manager, North Eastern Region, on "The Yorkshire Coalfield - the transport problem"

Thursday, 2nd November. Informal evening with members' models, colour slides, photographs, etc.

Saturday, 11th November. Visit to the new Piccadilly signal box in Manchester.

Thursday, 16th November. Lecture by Dr. R. C. Lawrence on "Richard Deeley and his Midland engines - an appreciation".

*** FILM Tuesday, 31st October. In the Houldsworth School of the Leeds University at 7.15 p.m. A small charge of 9d will be made in aid of Railway Society funds. Please advertise this film showing as much as possible - bring your friends and relations to this hilarious comedy called "Oh! Mr. Porter." The Houldsworth School is half way along Clarendon Road and is served by 'buses 1, 30/3/6 & 56 from City Square(1) and the 'bus station (others).

Full details of all these fixtures will be gladly supplied by the Society Secretary, Mr. G. F. Cliffe, c/o Leeds University Union, University Road, Leeds, 2. Please remember to send a stamped addressed envelope.

Other dates for your diary are as follows:

Wednesday, 11th October. R.C.T.S. Talk at Huddersfield Station.

Full details in the last Old Run.

Tuesday, 17th October. R.C.T.S. Informal meeting at Leeds Town Hall Hotel, 7.30 p.m.

Monday, 23rd October. R.C.T.S. Talk and A.G.M. in Bradford at the Talbot Hotel, 7 p.m. Full details are in the last Old Run.

Sunday, 22nd October. R.C.T.S. visit to York Motive Power Depot. Full details may be obtained from Mr. B. G. Brooks, 27, Brown Lane, Holbeck, Leeds, 11. Please notify Mr. Brooks if you wish to go as the party is strictly limited.

Thursday, 2nd November. R.C.T.S. Informal meeting at 7.30 p.m. at the Druids Arms Hotel, Bradford.

Sunday, 5th November. Doncaster Works and Shed visit by R.C.T.S. Notify Mr. B. G. Brooks (address on previous page).

Tuesday, 14th November. R.C.T.S. Informal meeting at the Town Hall Hotel, Leeds, at 7.30 p.m.

Sunday, 15th October. W.R.R.C. Doncaster Works and Shed visit. Notify Mr. P. S. Wells, 34, West Lea Crescent, Baghill Road, West Ardsley, Wakefield, Yorks.

Sunday, 29th October. W.R.R.C. visit to all Motive Power Depots in the 55 and 56 divisions. Notify Mr. G. P. Styles, 16, Brian Crescent, Crossgates, Leeds, 15. Fare 15/-, dep. Leeds Corn Exchange 7.30.

Sunday, 12th November. W.R.R.C. Doncaster Works and Shed (Joint visit with M.R.P.S.). Notify Mr. P. S. Wells (address above).

Sunday, 29th October. On this date, the Tramway Museum Society proposes to hold a final tour of the Lytham Road (Squire's Gate Airport) route at Blackpool: most of the important aspects of the route will be covered using a Marton standard tram, probably open-balcony no. 40. The tour will start from Rigby Road depot at 1 p.m. Fare 5/-. Bookings and details upon application to Mr. A. K. Terry, 18, Lidgett Place, Roundhay, Leeds, 8.

Crossword No. 1 solution

<u>Across</u>	1-Middleton	8-Union	9-Known	10-Niche
	13-Notch	14-Name	15-Pilot	16-Ypres
	19-UTA	20-GNR	23-Halts	24-Null
	25-Ascot	26-Zebra	29-Erode	30-Deeds
	31-Tadcaster			
<u>Down</u>	1-Main	2-Disc	3-Lake	
	4-Thomas Telford	5-Nunney	6-Fitter	7-Inches
	11-Ixion	12-Hood	17-Plate	18-Enter
	20-Glands	21-Rocket	22-On Test	26-Zeta
	27-Boat	28-Aber		

I regret that shortage of space necessitated the holding over of the solution from the last issue.

Resignation

The resignation is announced of Mr. M. D. Crew from the position of Operating Supt. of the Railway - this post is now vacant. Mr. Crew remains a member of the Managing Committee and has been appointed a Technical Adviser to the Society with effect from 1st October. He wishes to point out that his resignation was prompted by the fact that this is his third and final year at the University and although it was a difficult decision to make, the Railway must take second place to a future career.

MIDDLETON PERSONALITY No 2

C.C.Thornburn

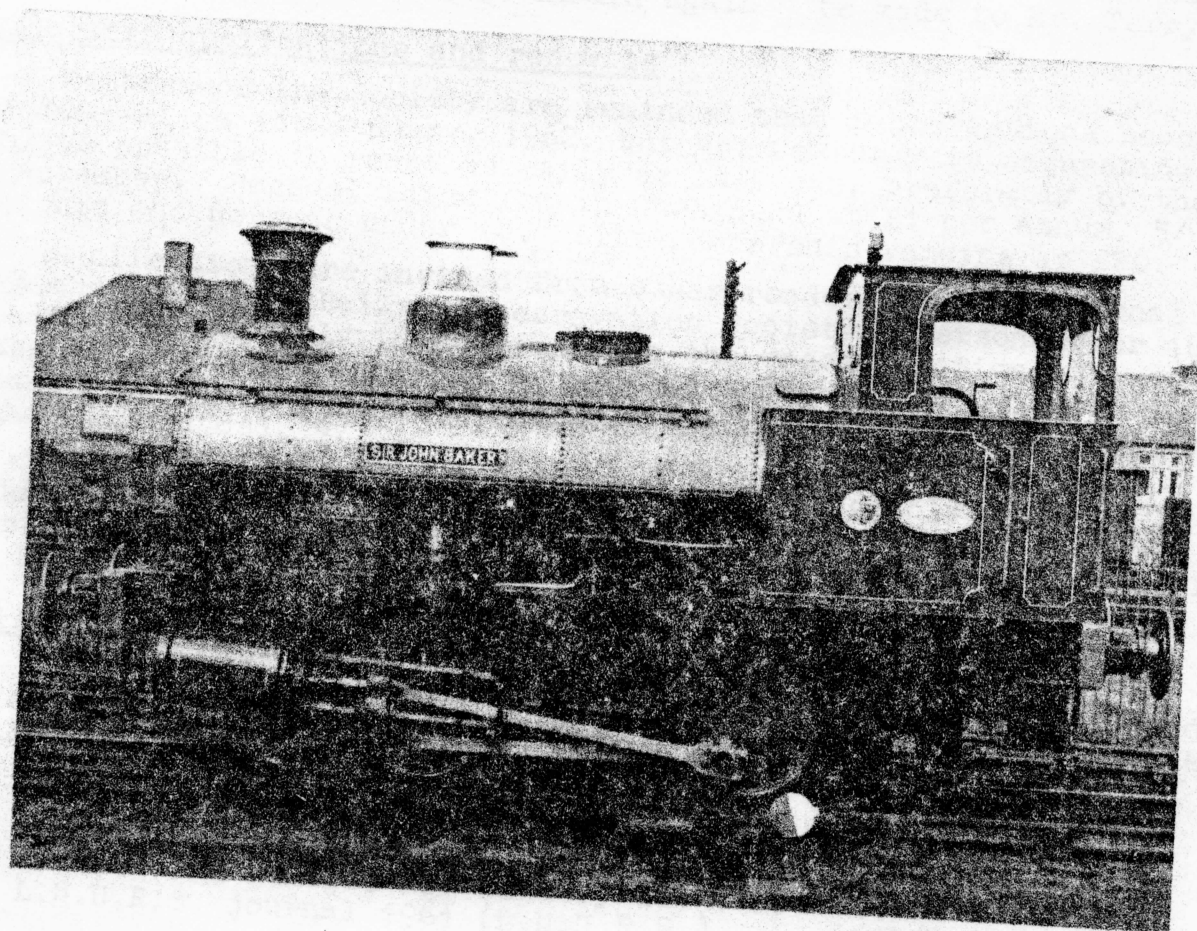
C.C.T., or just Chris to his friends, was 'in' on the Middleton scheme two years ago and he has, in his usual quiet and unassuming way, contributed a great deal to the Society since its inception. As secretary he has coped most admirably with some of the most unenviable and necessary tasks inherent in such a position, besides adequately coping with many other commitments.

Born on 28th February, 1935, Chris has always lived in Leeds (except for a few months in Ilkley in 1940), attending Roundhay School (1944-53) and then the University (1954-61) after getting four subjects in GCE 'O' level, Physics at Advanced level and Chemistry & Biology at Scholarship level, and then doing a year's practical farm work. (C.C.T.'s remarks --- "...very enjoyable and health giving but I'm not cut out to be a practical farmer".) At the University he studied Agricultural Chemistry and obtained a good Second Class Honours degree before doing a three-year research course for the degree of Ph.D., for which his thesis is at the moment being completed.

C.C.T. has also done a number of vacation jobs and is qualified as a postman, tram conductor and British Railways Refreshments salesman. While at the University he has held a number of positions in the Union's activities. Besides holding various posts in the Railway Society, he was, until recently, Secretary of the P.G.S.R.C., the committee responsible and catering for the welfare and social life of Post Graduate students at the University.

Interest in railways in the broadest sense began in 1944 when he started going to school on the trams. True railway interest probably started in 1947 when he took his first engine number while at Filey. Since then, however, Chris has graduated from a 'spotter' to an enthusiast and student of railways and his interests are split roughly into 50% trams, 50% railways as far as transport is concerned. He has been 'in at the death' as it were of several lines --- Whitby-Middlesbrough (coast route), Bradford-Keighley-Halifax (via Queensbury), the Brockholes-Holmfirth Branch and the Cudworth-Barnsley line: he was the last passenger to use Holbeck High Level station --- and of many tram routes, in Leeds and Sheffield.

Strongly rivalling C.C.T.'s railway interests is Scottish dancing, taken up only two years ago. As far as other entertainments go, he likes an occasional drink, a good wine, traditional jazz and the Goon Show! He doesn't smoke, never has and never wants to. One could not wish to meet such a pleasant, easy-going and likeable person and he will be missed by many when he leaves for his new life in the North. Good luck and Bon Voyage!



Illustrations

Our illustrations this month show, firstly our Personality of the Month, Chris Thornburn, and secondly the saddle tank locomotive at the Hilsea Gas Works, Portsmouth, which the Society expressed interest in some time ago. Details of its history and principal features were reported in Old Runs nos. 17/18, May & June 1961.

Tram preservation

We are informed that a group has been formed in Leeds with the object of preserving a Glasgow 'Hex-Dash' tram, No. 22; known as the 'Glasgow Hex-dash tram fund', the intention is to raise sufficient cash for the acquisition of the tram and transport it to the Tramway Museum Society museum at Crich, Derbyshire. A news-sheet about the project has already been issued and it is obtainable from the Organiser, A. K. Terry, Esq. (address on page 108), free to all subscribers to the fund and 1/- to others. Help is also required in the organization and application should again be made to Mr. Terry.

Membership applications and renewals

Members of the Society are reminded that subscriptions become due for renewal on 1st January, 1962, but Mr. Cawthray is requesting as many as possible to renew as early as they can, preferably by the end of November. Renewal rates remain unchanged at £1 per annum, 5/- to students and persons under 18. Life membership remains at £20.

Applications are invited from other readers of this Journal to join the Middleton Railway Preservation Society. Persons over 16 are eligible to apply (under 16s with the recommendation of a committee member) and the fee is £1 per annum (no entrance fee), 5/- if under 18. Please apply to Mr. T. G. Cawthray, B.Sc., 1, Midland Terrace, Frizinghall, Bradford, 9.

Information regarding the Society will be gladly supplied by either our Publicity Officer, Mike Gilks, 104, Sandringham Drive, Moortown, Leeds, 17, or by the Joint Secretary, Mrs. S. M. Youell, 21, Burley Wood Crescent, Kirkstall, Leeds, 4.

Publications.

The following publications are available at the prices stated (which include postage). Orders should be sent to Mr. R. A. Bayliss, 74, Forest Road, Loughborough, Leics.

Third Century at Middleton (S.M.Youell)	1/3
Pennine Journey (W.B.Stocks)	6/6
The Middleton Colliery Rly History (R.C.T.S./M.R.P.S.)	1/4
Swansea and Mumbles Rly History (S.W.T.)	2/9
L.U.U.R.S. journal 1961 (L.U.U.R.S.)	1/9

Miscellanea

We regret an error crept into last month's Old Run in the paragraph relating to developments on British Railways. The new titled train running between Leeds and Kings Cross is, of course, the West Riding and not the White Rose as stated.

Freight traffic has continued to be carried with regularity despite many last minute re-organisations in the duty rota at the end of the month. A total of just over 1000 tons was carried, with some 300 tons outwards from Claytons, the first time that outwards traffic has exceeded inwards traffic for this firm.

Photographs are available from the Society Photographic Dept, c/o Mike Gilks, at only 6d each. A wide range is available and a list will be supplied on request. All photographs are postcard size and glossy. Photographs of our latest acquisition, including its unloading, transfer to Middleton and subsequent trip to R & B's will be available very shortly. Please apply to the address on page 103.

Motor car badges of pre- and post-grouping railway companies can be supplied at 32/6 (less 10% discount for members stating membership number) by the Moorgate Stamp Company Book Department, Okehampton, Devon.

Photos on the following page are of the new school opened in Holbeck in memory of the first locomotive engineer of Leeds. The Matthew Murray School was opened for the Autumn term this year and is to be officially opened during the spring: it is hoped that a representative of the Society will attend the ceremony. I am indebted to Dr. Youell for the photos and doing all the printing work necessary.

A quotation of £1300 has been received for the G.W.R. tank in which we expressed interest in some time ago. This is well above the normal price for locomotives purchased by other bodies, of a similar weight and further negotiations are taking place with the co-operation of other interested parties for a reduction in this price.

The Metropolitan Electrics have been recently relegated to freight and other duties upon electrification of the Metropolitan line of London Transport as far as Chesham. One or two of the locomotives only are being kept in stock and it would appear that some decision on the future of the whole class will have to be decided shortly.

Parkfield metals appear to be experiencing difficulties with regard to development of Whitaker's staith as a scrap yard: further developments are awaited with interest. The Corporation have already expressed an interest in re-purchasing the land (perhaps to extend the green belt which is already on either side of the railway?).

