



The Old Run

Journal of the Middleton Railway Preservation Society

No. 11

November 1960

Freight traffic.

After a gentle increase in traffic throughout October, we really got under way at the beginning of the month when Messrs. Clayton's started traffic, as briefly reported in our last issue. Most of their traffic has been inwards though a substantial amount has also been taken out. Traffic from Robinson & Birdsell's was slightly less than in October, partially due to no In traffic but a total tonnage of over 500 tons nevertheless kept us quite busy.

Traffic returns for the first three months of operation are as listed below.

	R.&B's.		Clayton's	
	IN	OUT	IN	OUT
September	59tons	373tons	-	-
October	13tons	536tons	-	-
November	-	518tons	154tons	55tons
Total tonnage:	September	432tons		
	October	548tons		
	November	731tons	(includes 4½ tons private hire)	
	Total	1711tons		
	Income	£103		

Traffic carried for Messrs. Clayton's is expected to increase rapidly throughout December when we expect to be dealing with a certain amount of shipping contract traffic. The loading bays in Robinson and Birdsell's has recently come into use so we can also anticipate an increase in their traffic. We do not at the moment foresee any possibility of operating traffic for Kings but are awaiting the go-ahead from Acme's.

Progress report.

Work on the new point has progressed quite well despite the atrocious weather and it is now in use. Traffic to B.R. travels straight down while traffic in comes off the loop which will hold about 14 mineral empties. The track at the Moor Road crossing was recently found to have sunk considerably with the result that the sump of the locomotive literally scraped along the ground when the loco ventured over the road. Urgent attention was necessitated and as a result the area was dug out (including concrete) and a newly chaired sleeper slipped into position and ballasted. While not very smooth, the makeshift repair is quite satisfactory. Several bins of ballast have been obtained for the various projects requiring it and the loco has had a weekly clean and check-up. Investigations have been made during the month as to the possibilities of building a shed or some such structure, to house the Society's tramcars and other vehicles, on the site of the original Acme sidings.

Off the Road.

Even the best of railways have derailments and Middleton is no exception.

It happened late one Wednesday afternoon. The daily train was trundling happily across Acmes along from Balm Road, and approaching Moor Road level crossing at a slow walking pace. There was a lurch, bumping and scraping and finally our old cliché, the sickening thud. We seemed to fall several feet. The complete silence which followed (the diesel engine having stalled) was rather eerie.

A rather shaken crew clambered out and surveyed the mess: all six wheels off and $21\frac{1}{2}$ tons of loco 'on the deck'. Chairs were cracked and sleepers scored. Fortunately we were still upright and only leaning at a slight angle. Putting a jack under the tilt, as a stop-gap, we took stock. Any railway can run if it stays on the rails - the real test is getting back on when you have strayed from the straight and narrow! Prospects were none too bright and the autumn evening was closing in. We wasted no time. Key men were rung up, each of them brought down any members they could lay their hands on. Within an hour nearly 20 pairs of willing but inexperienced hands were on the job.

A lorry kindly lent by Robinson and Birdsell's brought all our four tram jacks and cross girders to the site, and Hunslet Engine Company, with characteristic generosity, contributed some traverser jacks. By 6.00 p.m. we were able to start the hard work in the yellow glare kindly provided by Leeds City Lighting Department!

Down went the sleeper packing on the soft ground, and two jacks and a girder were packed under each end of the locomotive. Extra support was given by pinchbar jacks and the slow alternation of jack-and-pack was begun. The Chairman, returning at midnight from a lecture to the Huddersfield Railway Circle, found 'John Alcock' already up to rail level. Another half hour saw 'daylight' between flanges and rails.

Meanwhile an 'official enquiry' was looking into the cause of this unrailwaylike behaviour. The inner rail had sunk eight inches under the locomotive and the outer rail six inches, about an engine length further on. Both subsidences were at the point where the Electricity Board had buried their 132KV cable in December, 1959. A jack put under the rail at this point disappeared downwards out of sight, and a spade went in nearly up to the handle. The trouble was revealed as a hole in the cable trench thinly covered with a crust of clay. Wet weather and the weight of the train had done the rest. One rail had been bent and cracked by the derailment and about 20 feet of track in all had to be pulled up, broken chairs replaced and re-aligned. A squad piled ash and earth into the cavity and packed it down as hard as possible. The cracked rail had to be cut through, drilled and fishplated up again.

We glance at our watches. 2 m. Cold? Not a bit of it with plenty of Physical Jerks to warm us up! The loco moves crabwise inch by inch as the traversers take over. Safety chains stop the loco from rolling or sliding down the gradient. A recumbent engineer peers underneath with an oil lamp, lining up flanges and rails. 'She'll do now! Let 'er down'. Clank, bump, twiddle go the jacks. At half past three all six wheels are down. Half an hour's hard work follows as tools, sleepers and jacks are hoisted onto a wagon. At a quarter past four we break up for home, tired but satisfied. Two members take the train back to the depot for unloading. The starter whirrs, the six cylinders roar into syncopated thunder. The flagman holds up the non-existent traffic and off we go. The red tail lamp (yes, the Middleton IS a proper railway) disappears round the bend as the train goes to bed twelve hours late.

Next day goods traffic was run to time.....we hadn't let our customers down. So we have had our baptism of fire and survived it. But we still drive slowly round 'Cable Corner'.

RFY.

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Notes for drivers.

1. All a.m. traffic to be left in Acme's siding and taken down to B.R. on the lunchtime shift. All p.m. traffic is to be at B.R., Balm Road, by 2.30 p.m. at the latest if it is to be labelled to go out before the following day (especially if empties or loaded wagons are expected in).
2. No wagons are to be left in the entrance to King's siding if they contain tools or other materials. The tool wagon (brake or other wagon) should be kept attached to the loco whenever possible.
3. When crossing the level crossing at King's, stop or go slowly enough so as to be able to stop if necessary. Always stop at road crossings unless to do so would result in great difficulty in re-starting due to adverse rail conditions. In such cases the guard MUST be on the crossing well in advance to stop all traffic. Flagmen at road crossings should always carry a red flag and appropriate stop notices.
4. Always whistle (ONE single blast on the whistle) when crossing the Acme crossing, the Moor Road and Burton Road crossings and the King's crossing into Robinson & Birdsell's.
5. Record accurately on each trip the date, wagon numbers, the consigner/ee and whether the vehicle is empty or loaded. Failure to do this may mean financial loss to the Society.
6. Always check over the engine before starting on any shift and make any reports necessary in the Driver's log book which is kept at the back of the loco. Starting cartridges should ALWAYS be used if the engine is reluctant to start in the usual way: repeated use of the starter button will only flatten the batteries.
7. It must be ensured that the first aid box, also kept at the back of the loco, is kept adequately supplied and clean. The loco itself should be kept as clean and tidy as possible.
8. No more than three people are allowed in the cab of the loco at any one time UNDER ANY CIRCUMSTANCES. Failure on the part of the driver to observe this may mean immediate withdrawal of his pass.
9. NO spare wagons are to be stored in the Swumbles siding which is strictly reserved now for outgoing Clayton's traffic. One or two empties may be stored at the entrance to King's while others should be put in the Acme siding. Do not leave any empties on the Burton Road stretch of track overnight.

Failure to observe any of these notes may result in withdrawal of the appropriate driver's pass.

Duties of Society Officers.

Following last month's published list a number of changes and additions have been made. Briefly, they are as follows:-

Stores & Contracts Officer	*D.E.Hastelow
Asst. tramway engineer	S.D.Rhodes
Operating Superintendent	M.D.Crew

The duties of Goods Manager and Goods agent have been divided and reallocated to the S.&C. Officer & Op. Supt. The job of Duty Rota Officer is also incorporated into Op. Supt. We were also in error in reporting Mr. Mitchell as a committee member - he is, in fact, a consultant.

* indicates a non-committee member.

Locomotive Engineer	A. Harper.
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Mr. Harper has agreed to look after the locomotive 'John Alcock' and is to make regular inspections to keep it in good running order.

Work programme.

Work in the immediate future is concerned with the removal of Society tramcars 1 and 6 from Swinegate arches to the site at Middleton. The operation is expected to take a couple to three weeks and is starting on about 10th December after the arrival of Sheffield no. 513.

The transferrance of these cars will be preceded by preparation of Acme's for them; this means re-keying and a certain amount of digging.

Other work to be done in the near future is track relaying, on Clayton's curve and also on our 'main line' between the tram crossing and Moor road. Ballast for this is also required.

Who goes there ?

Following the recent theft of point levers and check rail chairs amongst other things it becomes increasingly important that we should take measures to prevent such things reoccurring. It would be appreciated therefore if members on site who have reason to believe that the railway is being 'lifted' would ring the police. Dewsbury Road Police have asked us to report anything suspicious immediately! The culprits must be caught red-handed if we are going to stop it.

Committee meetings.

It has been decided that minutes of committee meetings shall be available on request. Persons intending to acquaint themselves with such minutes are advised to contact the Committee Secretary, Chris Thornburn.

Annual Dinner.

It has been suggested that the Society should hold an annual dinner, sometime in the middle of March next year and possibly in the University House adjoining Leeds University Union. Tickets to the dinner, which would be informal, would probably be between 7/6 and 10/-. Whether or not we hold a dinner depends upon the support received from members. Please tell any committee member if you are interested. In all probability the dinner would be on a Saturday evening.

Society Brochure.

The Society brochure has now been produced, thanks to our Chairman and several willing helpers, and a copy is being sent out with this Old Run. Members are requested to enrol one new member each - it is only by doing this that we can hope to obtain enough funds to press ahead with the schemes envisaged. The brochure is being sent out also in December with the Railway Observer, Journal of the Railway Correspondence and Travel Society, and it is hoped that encouraging results will be met with. Further copies of the brochure gladly supplied on request.

Christmas Cards.

This is the last reminder for those who have still to book their Society Xmas Cards. Price 4d each, 4/- per dozen or 7/- per dozen with name and address added. Bookings to Dr. Youell or any committee member.

New members.

We are glad to say that membership has taken an upward surge this month; we welcome the following new members:

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|------|----------------|--|
| 118. | W. D. James | 20, Goetre Fawr Road, Swansea, Glam. |
| 119. | Robert Dightam | 2, Wynford Terrace, Leeds, 16 |
| 120. | John Parkinson | } all L.U.U. members, mentioned in
last Old Run but no membership
numbers allocated. |
| 121. | John Sephton | |
| 122. | Michael Taylor | |
| 124. | M. W. Frost | |
| 123. | G. Holt | 20, Richmond Ave., Leeds, 6. |
| 125. | Michael Higher | 87, Gledhow Park Avenue, Leeds, 7. |
| 126. | L. Lindsay | 31, Wynford Rise, Leeds, 16. |
| | | Henry Lindsay Ltd., P.O. Box 97,
Mansfield Road, Bradford, 8. |
| 127. | G. Blood | 202, Anson Street, Monton, Manchester. |
| 128. | P. Davies | c/o Leeds University Union. |

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|------|-------------|----------------------------|
| 129. | P. Geary | c/o Leeds University Union |
| 130. | D. Cousins | c/o Leeds University Union |
| 131. | H. Greenway | c/o Leeds University Union |
| 132. | L. Towers | c/o Leeds University Union |
| 133. | - Town | |

The Society.

All enquiries regarding the Society should be sent to the Membership Secretary, T. G. Cawthray, 1, Midland Terrace, Frizinghall, Bradford, 9.

Notes and news for inclusion in the next Old Run should be sent to Mike Crew, 131, Sandringham Drive, Moortown, Leeds, 17, by 31st December.

Visitors.

Our first visitors during the month were members of the Railway Enthusiasts Club, Farnborough, on Saturday, 12th November. For the purpose we managed to obtain a brake van for the day and the Society's members were taken on a complete tour of the line with 'John Alcock'. The members were also shown our fleet of trams etc in the Clayton's yard and all appeared to have an enjoyable afternoon.

A few days later representatives of the National Trust visited the railway and seemed very impressed with our activities. Colonel Robertson, the Ministry of Transport Inspector of Railways has also paid us a visit and made a number of very helpful suggestions regarding operation of the line for freight traffic.

Also during the month ^{we} were pleased to see Mr. W. O. Skeat of the Webb Coal Tank Preservation fund scheme and he also seemed quite impressed. It is to be hoped that we do now, in fact, become the recipients of the last Webb Coal Tank, B.R. no. 58926, when it does finally come out of Crewe Works, fully restored in its original L.N.W.R. condition and livery.

Acquisitions.

By far the most spectacular arrivals at the beginning of December was that of Sheffield car 513, resplendent in its final 'History of Tramways' livery, given to it for the occasion of the last week of trams during October. 513 arrived on Saturday, 3rd December, and was manoeuvred into its temporary resting place later in the day.

Upon Colonel Robertson's suggestions for safety we have managed to acquire a brake van from B.R. (Non-common user M357620) for use until our own brake appears in one or two weeks time. It is also expected that the 1886 Midland Railway hand crane will be transferred to the branch from its resting place in Balm Road yards where it has been for the past ten years. Although it is well rusted up we do not anticipate it falling apart when it is handled!

At a recent committee meeting it was decided that the Society would not accept any more tramway or railway vehicles (of the carriage type) until suitable arrangements had been made for the storage of all of our stock at Middleton. Use of the Fireclay works is not envisaged in the immediate future - hence the restriction.

Minutes of the Half-Yearly General meeting held in Lecture Theatre No. 2 of the Physics Dept. of the University of Leeds on Saturday, 26th November, 1960, commencing at 2.30 p.m.

Present were: Dr. R. F. Youell (in the Chair),

Messrs. R. Addy	B. W. Ashurst	J. Bailey	M. E. Bolton
A. J. Brown	T. G. Cawthray	A. P. Cluley	M. D. Crew
J. M. Daykin	P. N. Dean	R. L. Dightam	A. E. Dixon
M. W. Frost	M. R. Gilks	J. C. W. Halliday	M. Harrison
D. E. Hastelow	R. Hunter	S. H. Jackson	G. H. King
I. R. McDougall	J. Marlow	M. Newsome	J. B. Parkin
J. M. K. Pratt	S. D. Rhodes	S. A. Rivers	E. T. Smith
C. D. Robinson	M. Swift	A. K. Terry	S. Wesley
C. C. Thornburn	R. Wilks	P. Worsfold	D. M. Wray
D. A. Young			

Apologies for absence Apologies were received from Mrs. S. M. Youell and from Messrs. J. Alcock and S. H. P. Higgins.

Minutes of Inaugural General meeting on 7th May, 1960. These were taken as read and approved.

Business arising. Mr. Hunter felt that Canon E. Treacy and Dr. W. A. Tuplin (both nominated for the Presidency) should be notified of the Society's existence and invited to participate in it.

Committee changes. The Chairman explained that these had been made necessary by the resignation of the two Secretaries. The work had now been split up among several people, as shown in O.R. no 10. Mr. Hastelow was now Stores and Contracts Officer and Mr. Crew, Operating Supt. It was pointed out that Mr. Mitchell, the Museum Director, was not on the committee but was invited to attend its meetings.

Mr. Harrison thought that he had been appointed Photographer in February but it was generally agreed that it did not matter who took photographs as long as they were taken, and that the title Curator of Photographs and Relics would be better than that of Photographer.

Mr. Halliday thought Mr. King should be on the committee. Mr. McDougall proposed and Mr. Hunter seconded that the co-options should stand until the next A.G.M. The motion was agreed nem. con.

Interim Financial Statement. £50/2/1d was stated to be in the current account. Bills of £41 were outstanding for the transport of Swansea and Mumbles No. 2 car, and the balance for the purchase of no. 2 for which we are grateful that Ward's are in no immediate hurry.

Bills had been paid for wagon sheets, the BBC film of the Rag Week activities and for 225 gallons of locomotive fuel. £18 had been paid for paper for the History and the Prospectus. An account in Dr. Youell's name was strictly speaking a loan from him. It was £285 overdrawn and earning interest for the bank at 6½%. Subscriptions for next year should help to pay off some of this.

During the year £900 had been given to the Society as donations, subscriptions and loans. £370 was paid to Hinchcliffe's for the Leeds trams, £110 to L.C.T. for Railcar 601 (part) and for spares, £20 to B.R. for wagon sheets and £53 to T. W. Ward's for a deposit on no. 2.

Income from traffic had been £60 for operating expense of about £30.

In reply to a question, Mr. Cawthray said there were about 30% full members and 60% junior and student members.

Replying to another question Mr. Worsfold said that our liabilities were £100 each year for 9 years for the locomotive, £41 for No 2's transport and £53/10 for her purchase price. Mr. Worsfold said the balance sheet and statement would be circulated at the end of the year.

A vote of thanks to Mr. Worsfold was proposed by Mr. Hunter, seconded by Mr. Crew and carried nem. con.

Progress report and Plans for the future. Dr. Youell suggested that a knowledge of our progress could best be obtained by going to Hunslet and looking to see!

The Middleton scheme had begun with the two aims of providing a home for trams representative of the Leeds tramways as they were and as they might have been and of keeping the world's oldest railway as a going concern. That passengers were being carried within six months and freight within nine months of the Society's formation was an excellent start but it had meant a vast amount of negotiation.

Part of our stock is out at Hunslet and active preparations have been started for removal of Leeds cars 1 and 6 to Acme's siding and also for the construction of a depot some 30' by 100', pending which the committee has, rather reluctantly, decided to accept no more vehicles.

Any progress report must of necessity acknowledge our deep gratitude to Messrs. Clayton's, who own all the line that we operate and who have entered fully into the spirit of things and given us much help over and above what they owed to mere operators of the line, or what we had any right either to ask or expect.

The only time we have failed to run in three months since we started operating was due to the derailment of the engine at 'Cable Corner' (see elsewhere in this issue).

Negotiations are still going on with the N.C.B. who have no objections in principle to the remaking of the Parkside connection though they think B. R. might object. B. R. on the other hand think the coal board might object, though they don't themselves!!!

Colonel Robertson of the Ministry of Transport was delighted to hear we were running and came to visit the line. By private and colliery line standards our track is not bad - he has seen worse! It is better than he expected. and he has thus made several recommendations for safer working.

recommendations for safer working.

A Midland Railway crane had been obtained.

The City Engineer had more or less promised to buy the Middleton Fireclay works but this has not been fulfilled. At the moment we do not know the new owners but we are hoping that these new owners will be co-operative and let us have part. In view of possible eventualities, the National Trust were approached. They agreed that the Middleton is a railway worth preserving and are prepared to help us but not financially or technically. They have suggested that they make a restrictive covenant with the owners of the line by which only development plans for the railway must be approved. Anything involving removal of the railway would not be approved!

Clayton's have agreed to the construction of a new cut-off to their Dartmouth Works and a new line into their Moor End Works.

A Wolseley motor car was to be converted to a P. W. trolley. The line was operated under M.o.T. rules for one engine in steam. Clayton's crane was considered not to be on the line if it stayed in their yard.

Mr. John Alcock had agreed to his name being carried by the loco. Representatives of Hudswell Clarke's had been to see us! We had not had any accidents yet other than ones due to bad track and this was our biggest struggle.

We needed more money and members and were going ahead with publicity. Through the kindness of Mr. Halliday and the R.C.T.S., the prospectus is being circulated in the December R.O. It was also to be circulated with the Old Run.

Dr. Youell finally thanked the Committee for their work and support and felt that we could say now what we couldn't six months ago, that the Middleton Railway was in the bag. We did not own it but the owners seemed quite confident to leave it in our hands.

Replying to questions, Dr. Youell said that Mr. Terry had arranged a Public Liability Cover for \$50,000 with a premium of \$15 with the Yorkshire Insurance Company. Mr. Terry was also trying to have it extended to cover member-to-member liability.

It would simplify matters to apply for a Light Railway Order. There was no need to become a limited company which involved too much bother for too little reward. Trustees had been appointed instead, to enable the Society to hold property. Clayton's had offered to buy any more of the line that came on the market.

There was a prospect of obtaining the Webb Coal Tank when accomodation was available.

Mr. Harper and Mr. Taylor of the University Maintenance Department wished to help us with the supply of fuel and looking after the engine.

Mr. Cowell had sent congratulations on our activities and had been approached with a view to the use of Hunslet Station as a temporary Museum.

Mr. Halliday proposed a vote of thanks to Dr. Youell for the vast amount of work that had been done by him for the Society - he was not a figurehead as he would have us believe! Mr. Hunter thanked Mrs. Youell, too, and offered her a small token of appreciation.

Any other business. Various questions put by members in the audience were answered by Dr. Youell.

We were in agreement with the aims of the Railway P.S. except the per capita levy they proposed and the possible loss of autonomy. Relations with Tramway M. S. were good on the official level, but unfortunately not with some individuals.

The possibility of obtaining a hangar from the Air Ministry sales would be borne in mind.

As had already been mentioned, active preparations were being made to move nos. 1 and 6 from Swinegate. 160 and 517 were to be moved to the other side of the yard but not moved out until absolutely necessary in view of the vandals at Hunslet. The police were very helpful in this matter of vandalism and thefts but suggested that anything suspicious be reported immediately. A certain green van in particular!

The locomotive from Pilkington's at St. Helens would appear in due course. Sheffield tram 513 would be the last museum vehicle to be acquired by the Society until the depot was built.

Though it would be quicker it was thought not advisable to ask Clayton's to get a contractor to build the retaining wall for their new line for the Society had said it would do the job and it must keep its obligations. Clayton's had done so much for us that it would be unfair to ask them to do the job. Mr. Worsfold said he was prepared to come up for a fortnight during the summer vacation to direct the work.

Relations with the local people were generally good, except that some seemed to object to our whistle. This, though, is the legal requirement at level crossings without gates.

The acquisition of a Great Central Car from the Grimby and Immingham Railway was next brought up. Mr. Terry said that the B.T.C. had a space reserved for one; as T.M.S. were seeking an ex-Gateshead car, M.R.P.S. need not concern itself with any acquisitions from the line.

Mr. Hunter said he had been empowered by the Ffestiniog Railway Society to congratulate M.R.P.S. on being the first standard gauge railway to start running. The compliment was accepted.

Minutes recorded and kindly supplied for publication by
C. C. Thornburn, Secretary to the Committee. 2nd December, 1960