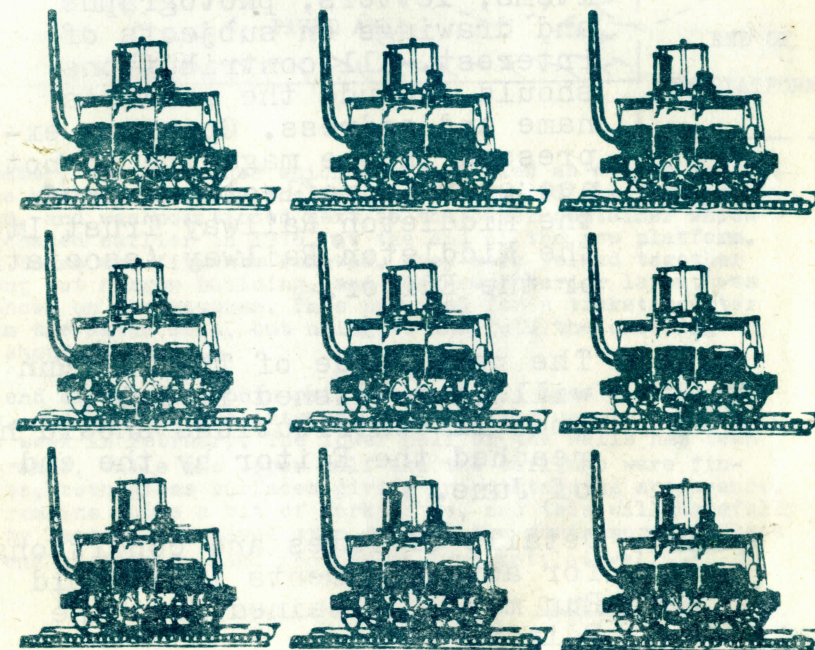


THE OLD RUN



JOURNAL OF
THE 1758 MIDDLETON RAILWAY
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SPRING 1977

THE OLD RUN

VOLUME 11 NUMBER 10 SPRING 1977

EDITOR: Mervyn Leah, 134 Frobisher Road, Bilton, Rugby, CV22 7HS.

The Editor invites all readers to contribute articles, news items, letters, photographs and drawings on subjects of interest. All contributions should include the reader's name and address. Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd, the Middleton Railway Association, or the Editor.

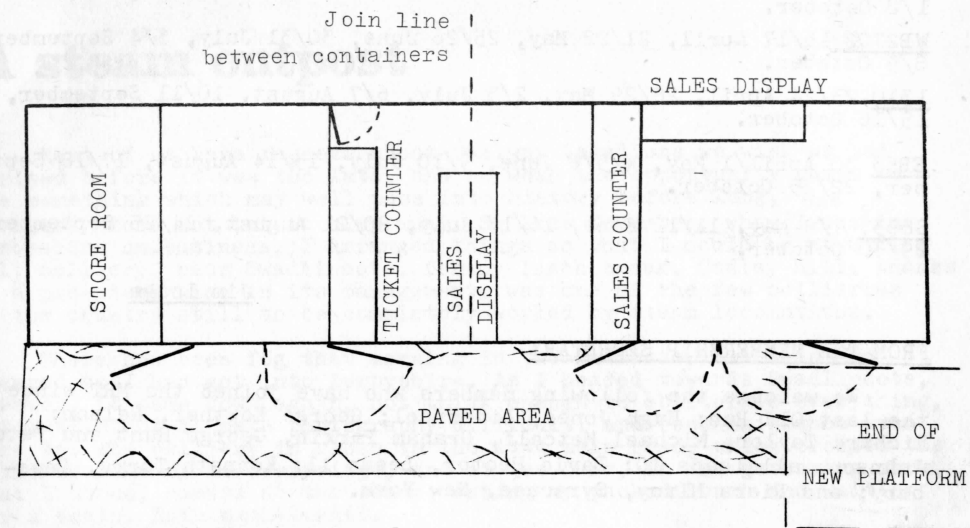
The next issue of The Old Run will be published in July, and all contributions should have reached the Editor by the end of June.

Details of rates and conditions for advertisements in The Old Run may be obtained from the Editor.

General enquiries about the Middleton Railway should be addressed to: Mr B W Ashurst, 68 St Davids Rd, Otley, West Yorkshire, LS21 2AW.

OLD RUN NEWS

NEW SHOP TAKES SHAPE



In December, the container which had been used as a shop and ticket office was removed from the remains of the old platform at Tunstall Road, and was positioned next to the other container which had been purchased earlier in 1976, at the end of the new platform. With the end doors and fittings removed, they were joined together to form a long but narrow building, and the new interior layout was planned as shown on the diagram. This provided for a ticket counter separate from the sales area, but using to the full the existing counter and shopfittings.

By the end of January, both main counters had been erected in the building, and most of the internal painting was complete by the first week in February. The lower half of the walls has been painted in orange, while the upper half and the ceilings were finished in white, both gloss surfaces giving an outstanding appearance. There still remains quite a bit of work to do, and this will hopefully be finished by Easter. The paved area outside the containers was laid towards the end of January, and appears to have settled well.

Chris Rogers

ON THE LINE

Following satisfactory examinations by the boiler inspector, P2003, WB2702, 1310, EB53 and S8837 are all serviceable for the 1977 passenger season. The hinged firehole door of EB53 is being replaced by sliding doors. The lathe is now operational, and work continues on the installation of the continuous automatic brake system.

The GN overbridge has been demolished, causing damage, since repaired, to the track beneath. Vandalism has been a problem recently. The three flat wagons stored in the Moor End siding were pushed out on to the loop twice, and on one occasion derailed into the bargain. The shop has been broken into, and shuttering erected for 25ft of concrete capping for the platform was torn down overnight.

Availability permitting, the 1977 locomotive roster will be as follows:

P2003 9/10/11 April, 14/15 May, 18/19 June, 23/24 July, 27/28/29 August, 1/2 October.

WB2702 16/17 April, 21/22 May, 25/26 June, 30/31 July, 3/4 September, 8/9 October.

1310 23/24 April, 28/29 May, 2/3 July, 6/7 August, 10/11 September, 15/16 October.

EB53 30 April/1 May, 4/5/6 June, 9/10 July, 13/14 August, 17/18 September, 22/23 October.

S8837 7/8 May, 11/12 June, 16/17 July, 20/21 August, 24/25 September, 29/30 October.

Jim Lodge

FROM THE MEMBERSHIP SECRETARY

We welcome the following members who have joined the MRT since the last Old Run: Hugh Jones, Liverpool; George Lowther, Nelson; Richard Taylor, Michael Metcalf, Graham Parkin, George Hunt and Peter Johnson, all Leeds 10; David Hector, Leeds 11; Kenneth Terry, Dewsbury; and Piers Miroy, Syracuse, New York.

This is a big improvement on our recent rate of recruitment, although we still have a long way to go to reach the peak numbers of a few years ago. We need a really big influx of new members this year to help spread the load. The Middleton Railway is not a 'closed shop' at any level, and anyone who is able to accept responsibility in any department will find someone willing to share some work out! Members who cannot help actively are nevertheless welcome, as their contribution helps lower the cost of administration, and adds weight to our voice in negotiations with other bodies such as Leeds City Council.

This will, of course, be the last Old Run to be received by a number of members who have not yet paid for 1977. They will find a reminder with this issue, so if you are one, please send your subscription without further delay.

Brian Ashurst

Letter to the Editor

Sir,

With reference to the article in The Old Run regarding the Middleton float in the Hunslet Gala, I would also like to thank David Hebden, who gave me some help with decorating the float.

It is hoped that at the next Gala in September we will have a larger float, with Dave's tractor pulling a decorated trailer. Anyone interested in helping in this project should get in contact with me at Leeds 714132.

Leeds 10

Bill Holliday

A steam outpost

Most of us have regrets about railway locations we wish we had visited before it was too late, and so when the opportunity comes to see something which may well pass into history before long, one obviously does not let it slip away. So last November, when I was in Derbyshire on business, I arranged things so that I could be at Cadley Hill colliery, near Swadlincote, for my lunch break. Cadley Hill, thanks to a pro-steam bias in its management, was one of the few collieries in the country still to be completely worked by steam locomotives.

There had been fog that morning in the Midlands, but this had cleared as I had got into Derbyshire. As I headed towards Swadlincote, however, it came down again, not thick enough to obliterate everything, but sufficient to make photography difficult, and reconnaissance even more so. The colliery is close to the A444 main road, which crosses the colliery line by an overbridge, and it was here, in the gathering murk, that I stood, camera in its management, was one of the few collieries in the country still to be completely worked by steam locomotives.

The loading screens, which were just about visible, were working, and soon a rake of wagons drifted towards me under gravity, passed over the weighbridge and on down to the exchange sidings. Another rake followed. Still no locomotives.

Then at last, in a matter of minutes, the fog rolled away, revealing strong, bright sunlight, and now I could see what I was looking for. At the far end of the screens was the engine shed, and outside it an engine blowing off steam. Even better, the rather dubious-looking footpath which led away from the main road in the direction of the colliery seemed to lead right to the shed. This looked promising!

The engine outside the shed was not the expected Hunslet 'Austerity' 0-6-OST, but one of Bagnall's designs, an 0-6-OST built in 1953, and now sporting a Giesl ejector, which gave it a slightly foreign appearance. At the back of the shed, not in use, were a couple of the ubiquitous 'Austerities', both fitted with the stubby fibreglass chimney. Hunslet put on locos which had their underfeed stoker equipment. One of the Hunslets (works number 3889) dated from 1964, and was the last but one of this last class of steam locomotives to be built in quantity in Britain. (The very last, No 3890, is now preserved at Quainton Road.)

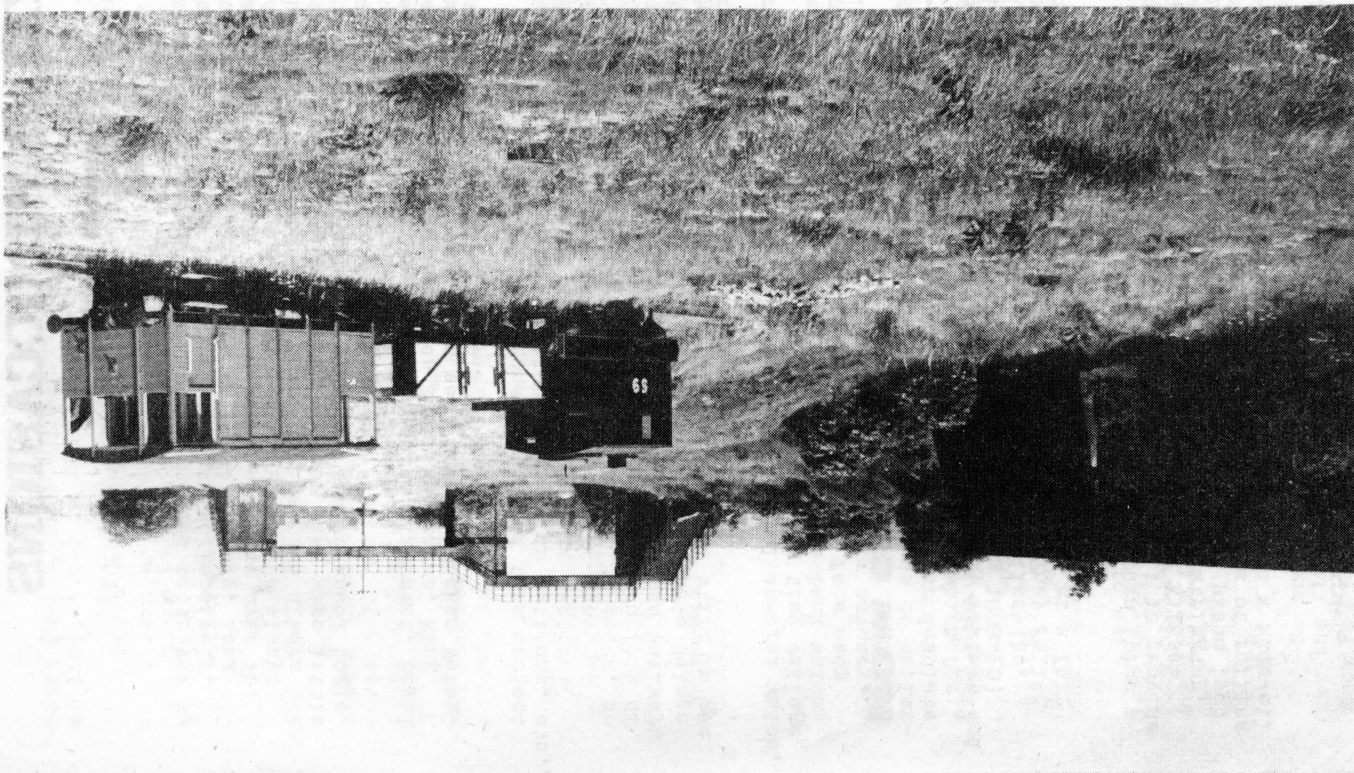
The other, built in 1943, was one of the early examples of the type, and had recently been transferred from Dodworth colliery, near Barnsley. There was another steam locomotive inside the shed, but I had already made enough mess of my shoes, and it was time to head back to the office. It had been a very enjoyable lunch break, and made all the more rewarding by the recent news that Cadley Hill has recently had to go over to diesel traction because of a shortage of suitably qualified staff to work on the steam engines.

Mervyn Leah

The changing scene at Parkside Junction. Class WD 2-8-0, No. 90642, propels empty wagons for Middleton colliery down the curve from the GN line on 9th June 1967.



Almost exactly nine years later, on 12th June 1976, MRT Sentinel, No. 59, passes the same spot, bound for Tunstall Road with a visitors' train. As reported in the last Old Run, the GN overbridge and the footbridge in the background were both demolished last Autumn, and the appearance of the area is currently being transformed by opencast coal mining.



ROYAL RAIL OCCASIONS

Kenneth Hartley

Since the early 1840s, when Royalty first commenced to travel by train, the various members of the Royal family must, collectively, have made many hundreds, if not thousands, of such journeys, long or short. Inevitably, the majority of these have been made over the tracks of the old 'main lines', and safety precautions have always been extremely thorough. The coaches for Royal trains have always been the finest products of their particular era, whether they were little four-wheelers of 1848, or the extremely luxurious twelve-wheel bogie vehicles of the early decades of the present century.

Nevertheless, there were sometimes other, quite different, Royal journeys—and trains—as, for example, when Their Majesties, King Edward VII and Queen Alexandra, opened the vast new Birmingham Waterworks scheme in the Elan Valley on 21st July 1904.

The railway built to facilitate the construction of this project contained many severe curves and very tight clearances in cuttings, etc., and it was impossible to use modern rolling stock on this section of the Royal journey. Thus, at the junction with the main line, it was necessary to transfer from the LNWR's luxurious rolling stock, to a little train—headed by a sturdy O-6-OST (Manning Wardle No 1316 of 1895) bearing the name 'Calettwr'—composed of three Cambrian Railways 'green and cream' four-wheelers, the middle one of which was a Saloon little bigger than the ex-LSWR Royal coaches of 1848 (and still in use a hundred and more years later, on the S&MR and K&ESR!).

However, far more unusual than the above was a Royal special which, one day in 1940, conveyed HRH The Princess Royal from the tiny village of Kilnsea across the desolate 3½-mile stretch of shingle bank which forms the Spurn peninsula, where Yorkshire just seems to fade away into the converging waters of the North Sea and the Humber estuary.

Before going into details of this special, a few words of explanation are needed. Holderness is a scantily-populated, rather desolate bit of Yorkshire not much visited until recent times, but which for hundreds of years has been an obvious invasion area. Danes, Vikings and others used it, long, long ago, and both the French (circa 1808-10) and the Germans (in both World Wars) were expected to do likewise, and suitable arrangements were made for their reception. They failed to turn up, although the 1939-45 'lot' did cross the area, at a fair height, en route to blitz Hull, Sheffield, Manchester, etc.

In order to build the defence works at Kilnsea and Spurn (plus a sea wall), a pier and a standard-gauge railway had to be built to provide transport, for there was no road between these places, and Kilnsea was almost nine miles from the nearest (NER) station, at Patrington. After 1918, the defences were gradually run down; the only steam loco on the line was cut up, circa 1929, and the principal items of rolling stock were two four-wheel petrol railcars (a 1929 Hardy and a Hudswell of 1933) and a couple of open trucks.

Thus, in 1939-40, when the Spurn area was heavily re-armed, better lines of communication were essential, particularly a road through to The Point. As a short term measure, a number of open wagons and vans, together with the little Y8 O-4-OT, No 559, then of Dairy-

cotes (Hull), were transferred, by rail and road, to the Spurn Head WD line, early in 1940.

For the Royal visit to the Spurn defences, the Hardy railcar was to be used by itself; but to cover any contingencies, No 559 was also sent along to Kilnsea, and both drivers were briefed on what to do. The Hardy had driving controls at each end, a four-speed gearbox, and a separate Forward/Reverse gearbox, with its own controls. Obviously, a definite routine had to be adhered to in order to travel, but, with the Royal party in the car, the driver seems to have panicked, forgotten the 'drill', and failed to have got the train on the move!

No 559 was therefore quickly coupled on, and duly arrived at Spurn, where a short temporary platform had been erected, on a sharp curve near the Officers' Mess. The driver, however, perhaps due to inexperience, overshot the platform, and attempted to set back. Unfortunately, he had allowed his steam pressure to drop, and 'The Black Sapper' (alias No 559) just could not manage this manoeuvre. Thus it was necessary to use a plank between the Hardy and the somewhat uneven ground, in order that HRH could leave her decidedly unusual Special.

I did not personally witness this rather unlucky journey, for I was 'OAS' in NW France at the time; but, very fortunately, a reader of The Dalesman was on the spot, and managed to get a photograph of The Princess Royal as she quite literally walked the plank! I cannot say what happened on the return trip to Kilnsea, but it would appear to have been less eventful.

(Mr Hartley's full account of the Spurn Head Railway was published in August as a special issue of Industrial Railway Record. EDITOR)

Now and then

From The Old Run, February 1964:

The workshop and drawing offices of Goodall, Clayton & Co, a subsidiary of Clayton, Sons & Co, owners of that part of the Middleton Railway operated by the MRT, were destroyed in a fire that caused damage running into six figures on January 6th.

The premises destroyed were adjacent to Clayton's Moor End works, into which the MRT had just finished laying a new branch line. Nine fire appliances were called to the outbreak and were able to save the company's commercial offices. Valuable patterns and drawings, however, were lost, as were a number of important orders for the National Coal Board which were on the workshop floor. At the moment it is not known whether the workshop will be rebuilt.

No traffic from the works had been carried on the Middleton Railway, but the fire may mean that there will be less internal traffic between Moor End and Dartmouth works.

ASSOCIATION ADVERTISER

JOURNAL OF THE MIDDLETON RAILWAY ASSOCIATION

WORK DAYS

The response to the work days was a fairly good attendance, considering the bad weather. Please remember, however, that members are welcome to come down to the line at any time, and will always be found a job.

MEMBERSHIP RISES

Over the past few weeks, the membership of the MRA has increased slightly, but more new members are needed, so why not ask your friends, relations and anybody else you think will be interested? I propose to include a list of new members in each Association Advertiser, the latest additions being: Jeremy Wilson, Leeds 12; and Lance Allen, Leeds 12. I hope there will be a longer list next time.

Chris Townend

TRIPS

We hope to be running more trips this year. For further information, contact me at the address below. If you have any ideas for trips or any other events you would like to see taking place within the MRA, please let me know.

Philip Morgan

CHANGE OF ADDRESS

From now on, all articles for Association Advertiser should be sent to me at: 63 Holt Park Crescent, Leeds LS16 7SL. I hope that we will have a better response in future issues, so that there can be a greater variety of material published. Contributions for the next Association Advertiser should reach me by the middle of June.

Philip Morgan

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