



The Old Run

Journal of the Middleton Railway Preservation Society

No. 10

October 1960

Freight traffic.

Our biggest project, the carriage of freight traffic between firms on our line and British Railways and vice-versa, continues to grow. Traffic receipts for October show an increase in outward going traffic of about 170 tons; inward traffic, however, declined due to termination of a Barlow contract with R. & B.s but a nett increase of over 100 tons was recorded for the month.

Starting on Tuesday, 1st November, freight traffic also commenced between Clayton's and B.R. At the time of writing (4th), no less than 35 tons had been carried with a whole batch of loaded wagons expected in.

We hope that soon we will be working at full pace, with an annual tonnage of approx. 16000 tons. This means, in simple terms, about 53 tons per day (excluding Sundays) or 5 wagons @ 10 ton each. Past experience has shown that this traffic can be operated quite quickly but much time is spent in preliminary shunting and marshalling operations. During the winter we are draining the radiator every evening in case of frost and a fair amount of time is required to fill it again each day. The reason is that, at the moment, we don't have any anti-freeze and the cost of obtaining sufficient for our 'gigantic' tank is prohibitive.

Two trips a day are still worked, though very often there is no train to be worked on the early morning turn. Should this trend continue, this morning turn may be reduced to perhaps twice or three times only per week. Regular workings however are, for the time being, as follows:

dep. Claytons	8.00 a.m.	1.00 p.m.	This timetable is only approximate and may be adjusted by duty drivers and guards to suit their convenience.
dep. R & Bs.	8.30 a.m.	2.00 p.m.	
arr. B.R.	8.40 a.m.	2.30 p.m.	
dep. B.R.	8.47 a.m.	2.45 p.m.	
arr. Claytons	8.57 a.m.	3.00 p.m.	

On arrival of freight at B.R. the driver reports to the Balm Road Goods inspector, ordering empty stock as required, before returning up the line. B.R. like all outgoing traffic to be at Balm Road before 2.30 p.m. so that it may be labelled and removed before the following morning's inward traffic arrives.

After a recent committee meeting it was decided that more and better signals to traffic should be displayed when crossing Moor Road and Burton Road. As a result of this we have two of the familiar 'STOP' signs and large red and green flags. On more than one occasion in the past has some vehicle driver edged past the engine when it has been $\frac{3}{4}$ of the way across the road; had not one driver jammed on the loco's brakes fiercely one van driver would have found himself amongst tangled wreckage; fortunately our brakes held and the van driver just scraped by. Instances like this have led us to

be rather wary at the crossings and now we ensure that the flagman is on the crossing well before the train arrives.

Of course, while we must keep the firms on the line supplied with the wagons they require, we must have a ready supply; for this reason we often store wagons on the line crossing Burton Road. On more than one occasion, however, young hooligans have unbraked one or two, uncoupled them and rolled them on to the road. Fortunately on each occasion someone has turned up in time to prevent any serious consequence. Another incident warrants mention here - certain delinquents discovered that one of our stored wagons had bottom doors. Having climbed over the side (for the side doors had become rusted up!) they proceeded to open these bottom doors, presumably leaving that way as well. When the wagon came to be loaded, a lorry with seven tons of scrap iron tipped the lot into the wagon, only to find that half of it went through the bottom!

Progress report.

The siding into Acme's has been temporarily condemned and the keys removed. The siding on the other side of the main line has, however, been rekeyed and will hold about a dozen wagons. The bottom end of the siding is waterlogged though and is to be drained fairly shortly. Work on the new points continues and the new loop should be ready for use within a couple of weeks. A number of rail lengths have been found in need of urgent replacement and work is also progressing in that respect. The line right down to Whitaker's coal staiths has been rekeyed and the loco is now capable of going right to the far end. A few inches of fine coal prevents it, at the moment from going the last 100 yards. The gauge of the track is quite good - it is well ballasted (ash + coal dust) and apart from one short 2-foot length is in fairly good shape. We are contacting the new owners of the land with a view to either operating traffic for them (they also are scrap iron merchants!) or obtaining permission to run the loco (when required, with some passenger vehicle, during Rag week and Public holidays) on this original line.

Following a number of derailments (more of which elsewhere) workmen of the local electricity authority relaid, with proper ash ballast, on Monday, 31st October. The standard of the line was very bad here - all mud and clay! In addition we have been paid a little compensation for our expenses incurred in the re-railing of the vehicles derailed. Drivers report that this section of track is still in poor shape, however!

Middleton and the Press.

The Society has been in the press innumerable times recently. Cuttings have been taken from the Yorkshire post (two on consecutive days), Reynolds News and the Guardian (of Manchester fame). After lunching with our Chairman, a reporter and a photographer of the last named paper appeared at Middleton on Wednesday, 2nd October, rode on the train, took several photos (about 15) and seemed very impressed with our efforts. They were also fortunate in being able to witness the first goods being loaded in Clayton's yard, taking several photos therein. A good write-up of the Society afterwards appeared in the paper - perhaps our best publicity yet ?

Our Chairman and Asst. Treasurer (Phil Worsfold) have compiled a brochure for the Society. After printing by Messrs. Tomes of Leamington it will be initially distributed in the 'Railway Observer', journal of the Railway Correspondence and Travel Society. Further copies will, it is hoped, be distributed through the Railway Magazine and Trains Illustrated. By this you will gather that we have been given the 'Go ahead' as far as our publicity goes. Mr. Granville King has been appointed our Publicity Officer (and was, incidentally, responsible for the good write-up we received in the Yorkshire Post).

In Union News, the Leeds University Union periodical, on Friday, 28th October, appeared the Following headline.....'Railway Soc. Takes Over'..... under this imposing heading was an outline of the M.R.P.S. and its activities on the world's oldest railway. Union News had previously sent a photographer to Middleton and as a result 1697, "John Alcock", appeared in print. Again, we received a very good write-up.

Hunslet works.

Twentyfive members of the Society together with members of the West Riding Railfans Club participated in a visit to the Hunslet Works on Thursday, 27th October. It came as quite a surprise to many to learn of the diverse activities of that firm; the visitors saw, among other things, hospital cancer radiotherapy units, mines tractors and various mechanical appliances, not forgetting the usual locomotives. The works were engaged on an order for 33 diesel mechanical locos for B.R. as well as as other locos for smaller undertakings. In the erecting shop were a number of mines locos and also an 0-6-0 saddle tank, "Edith", which many members may remember running on the Middleton Railway before its closure.

Derailment!

This, the dreaded word at Middleton, was often heard in the first month to six weeks of operations on the line. Until we became accustomed to the ups and downs (and there are many) on the track there were a number of incidences when an ominous crash jolted the engine to a standstill. The first instance was just below Moor Road, where a section of the line had been dug up to lay electricity cables and not properly relaid. The second time was when a wagon split the points on Clayton's curve and the next few were all at the Moor Road site. The second derailment here was somewhat of a disastrous affair, with the engine coming off and tilting on its side. However, with the aid of jacks from the Hunslet Engine Co. the loco was re-railed by 4.30 the following morning, after working throughout the night. Of course, the track had to be relaid here, so a work party got to work and ballasted the track as well they could - to find only a few weeks later that more derailments had occurred on the next 30' length. Two wagons were completely off this time but with the experience gained with previous sessions, both were back on the line in 90 minutes. The final one to date occurred, again in the same place, a few days later when one more wagon decided to take an alternative route to the road. This one was back on in 22 minutes. The general procedure adopted seems quite successful - jack the middle of one end up above the rails, jack the wagon end sideways so that the wheels are above the track, and then lower. The same procedure is adopted for the other end.

The cause of each accident was obvious - the rail on one side of the track had sunk with the result that when a light vehicle (full wagons seemed less prone) came on to the section it tilted over, the rim of the offside front wheel riding up onto the rail, thence derailing. After due consultations with the 'culprits' the track has been relaid and compensation received for the cost of our efforts to get the loco on the road again! This section of track is still not A1 and will eventually have to be relaid, preferably with stone ballast.

Work programme.

In the immediate future, work is proceeding on the points of the new loop. Much track drainage has also to be done, especially at Acme's but also at Balm Road and at the Moor Road crossing. Several rail lengths are to be replaced. Ballast is always required and it is hoped to have regular shifts to obtain a fair quantity for the new points. Repair work to Swumbles is continuing and is anticipated to last several weeks.

Passes for Clayton's yard.

These passes, three in all, are now issued; applications for them should be made to the Editor & Duty Rota Officer, Mike Crew. The three types are as follows:-

Green. Supervisor's pass. This is issued to persons authorized to supervise work parties and allow persons who have no pass at all to work in Clayton's yard. Visitors may only be shown into Clayton's if a person with a green pass is present.

Pink Work pass. Issued to all persons authorized to work in Clayton's yard, unaccompanied. This pass does not authorize the holder to drive locos or to conduct visitors around the yard.

White. Driver's pass. Issued only to authorized (i.e. drivers who have passed the test) drivers. No-one may drive any loco unless he is either a qualified driver, or a person with a green pass is present in the driving cab.

Passes may be withdrawn at any time if the Society's committee thinks fit.

Resignations.

The assistant Secretary, Pete Dean, has resigned and his job has been split among several of the committee members. We would like to thank Mr. Dean for the work he has put into the Society and trust he will still be able to help on the site, if not at home. We also announce the resignation from the Committee of Mr. J. C. W. Halliday who finds he is unable due to pressure of work to give us much help. Nevertheless we thank Mr. Halliday for his past help and hope that we will see him at Middleton when he has the time.

Christmas cards.

We are sending out with this Old Run specimen Christmas cards. Please let us know as soon as possible how many you require, with or without your name inside. The price is 4d each or 4/- per dozen. With member's name added the cost is 7/- per dozen. The demand is likely to be great. Please hurry with your order. At the same time we would be glad if you would return the questionnaire sent out with Old Run no. 6.

Photographs.

Mr. Mike Gilks, 104, Sandringham Drive, Moortown, Leeds, 17, has been appointed Official Society Photographer and he is starting to collect photos which could be used for official publicity. If you have any photos of work or traffic, etc. on the line, please get in touch with Mr. Gilks. Official Society photographs will shortly be on sale, price 6d each (postcards). Details later.

New acquisitions.

It is now almost certain that the Society is to acquire one of the Sheffield cars, no. 513. It is being bought by one of the Society's members who is bringing it to Middleton. There is also a possibility that cars 264 or 361 will arrive but this is not yet certain.

Sponsors of the Webb Coal Tank Preservation Society are looking for a suitable home for B.R. 58926 (the last of these famous coal tanks) and have enquired about facilities for its storage on our site. It is to be hoped that we do, in fact, become the hosts for this loco will certainly attract much attention in our direction.

Bits and pieces.....

Lord Garnock, Society President, recently appeared on television in a programme on Railways - he discussed railways in Canada. The last Hudswell Clarke loco to work the Middleton line before closure, Blenkinsop, no. 1953 (built 1954) was recently seen overhauled and being towed in the Wakefield direction, presumably to another N.C.B. colliery in the district. In the last Old Run I erroneously referred to Blackpool trams as 'the last' - my thanks to members who have pointed out that Glasgow DOES infact still have its fleet. Work duty rotas are now affixed to the loco, Swumbles car and copies are in the hands of the Chairman and Mr. Garside of Clayton's.

Notice of general meeting.

A general meeting of the Society will be held in the Physics Dept., University of Leeds, Woodhouse Lane, Leeds, 2, on 26th November, at 2.30 p.m. All Society members are urged to attend if they possibly can.

- Agenda.
1. Minutes of Inaugural General meeting.
 2. Business arising.
 3. Committee changes.
 4. Interim financial statement.
 5. Progress report.
 6. Plans for the future.
 7. Any other business.

Duties of Society Officers.

It was felt at a recent committee meeting that members should be brought up to date with the duties of committee members and other Society members. Here therefore is what I think to be a complete list.

President	Lord Garnock
Vice Presidents	Prof. Carter, J. Alcock.
Chairman	Dr. R. F. Youell
General Administrative Sec.	* Mrs. S. M. Youell
Committee Secretary	C. C. Thornburn
Membership Secretary	* T. G. Cawthray
Goods Manager	* D. Hastelow
Treasurer	T. Crowther
Asst. Treasurer	P. Worsfold
Liason Officer	A. K. Terry
Journal Editor	* M. D. Crew
Publicity Officer	* G. King
Duty Rota Officer	M. D. Crew
Trams administration	* A. K. Terry
Photographer	* M. Gilks
Curator of relics etc.	* M. Gilks
Civil Engineer	* P. Worsfold
Asst. Civil Engineer	* M. Harrison
Signalling Engineer	* P. N. Dean
Operating Superintendent	Dr. R. F. Youell
Goods Agent	* M. D. Crew
Tramway Engineer	* G. King
Other ctte. members	S. Higgins, J. M. K. Pratt, Dr. D. Furniss, Mr. Mitchell

- * indicates not a committee member
* indicates co-opted onto committee

New members.

We welcome the following new members:-

- | | | |
|------|-------------------|---------------------------------------------------------|
| 109. | Mr. Garside | Clayton & Son , Dartmouth Works, Garnet Road, Leeds, 11 |
| 110. | Mr. J. Hesselwood | 28, New St., Idle, nr. Bradford. |
| 111. | J. R. Rothera | 68, Stanley Road, Halifax. |
| 112. | G. F. Pickersgill | 5, All Saints View, Woodlesford, Leeds. |
| 113. | R. K. Walton | 26, Park Grove, Bradford, 9. |
| 114. | D. J. Mitchell | 5, Elmwood Place, Fagley, Bradford, 2. |
| 115. | D. H. Barraclough | 73, Leeds Old Road, Bradford, 3. |
| 116. | M. Gilks | 104, Sandringham Drive , Moortown, Leeds, 17 |
| 117. | D. R. Pemberton | 45, Netherfield Road, Guiseley, nr. Leeds. |
| | M. Taylor | c/o Leeds University Union |
| | J. Sepht | c/o Leeds University Union |
| | J. Parkinson | c/o Leeds University Union |
| | M. W. Frost | c/o Leeds University Union |

The Society.

All enquiries regarding the Society should be sent to the Membership Secretary, T. G. Cawthray, 1, Midland Terrace, Frizinghall, Bradford, 9. All notes and news for the next Old Run to Mike Crew, 131, Sandringham Drive, Moortown, Leeds, 17, by 30th November.