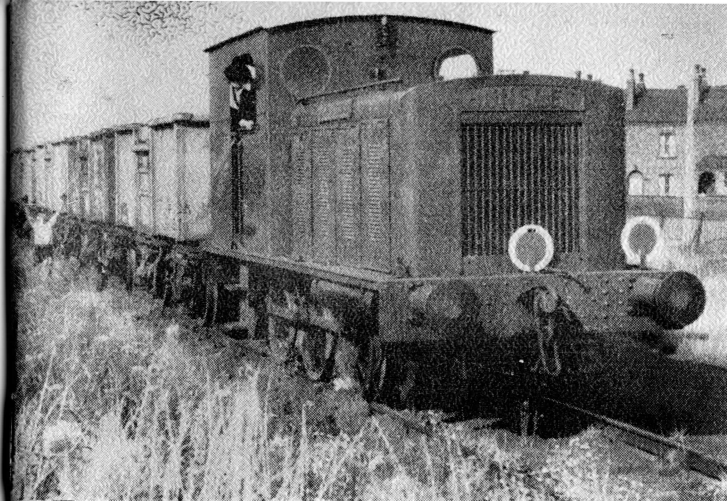


NOV  
1964



Price  
ONE  
SHILLING

# The Old Run

Journal of the 1758 Middleton Railway Trust, Leeds



Cameras - Projectors and  
Everything Photographic



**PEARSON & DENHAM**

ESTABLISHED 1875

6 BOND STREET, LEEDS 1

Open all day Wednesday

Closed 1 O'Clock Saturday

Telephone 22114

## Hunslet Locomotives

STEAM & DIESEL LOCOMOTIVES

for all gauges climates and classes of railway.  
Whatever the size of locomotive you require  
we can offer THE QUALITY UNIT either from  
one of our standard ranges, or by building to  
your special requirements.

**HUNSLET ENGINE CO.**

HUNSLET ENGINE WORKS LEEDS 10

# The Old Run

Journal of the 1758 Middleton Railway Trust

Editor: B. W. Ashurst, 18 Inglewood Drive, Otley

VOLUME 5

NUMBER 47

NOVEMBER/DECEMBER 1964

## 'JOHN ALCOCK' GOES IN FOR MAJOR OVERHAUL AND COMPLETE NEW ENGINE

For some time it has been obvious that the McLaren-Ricardo engine on John Alcock, the Middleton Railway's diesel, has been ailing. Repeated weekends of hard slogging repair and inspection work were spent checking up injection timings, or bearings, carbonisation and all the obvious mechanical faults which might have occurred. Spare parts from the Hunslet Engine Company were put in, but still the condition deteriorated.

On October 19, the historic 1932 diesel growled down to Balm Road and back for the last time with this engine. With black smoke pouring out of the exhaust and cylinders misfiring, she struggled up with a single wagon and was ordered to stop for a major inspection.

The motor is being overhauled by Petters of Yeovil, who specialise in McLaren-Ricardo engines (Fowler McLaren's of Leeds no longer do this) and who have a Leeds office. The work is being done in Hunslet engine works with the 2-ton engine unshipped and taken round specially.

### Sentinel finished in nick of time

The Sentinel steam locomotive has been under repair for some time, including completely repaired big ends. "All hands on deck" was the call, though some of them were not on deck but jammed between axles and sleepers unleashing organised force on the crank axles and sump. Work went on steadily, and the last nuts were done up by Ben Wade at 2am on Monday, October 25.

Later that day Dr. Youell, helped by Barry Wood, ran a

Continued over ▶▶

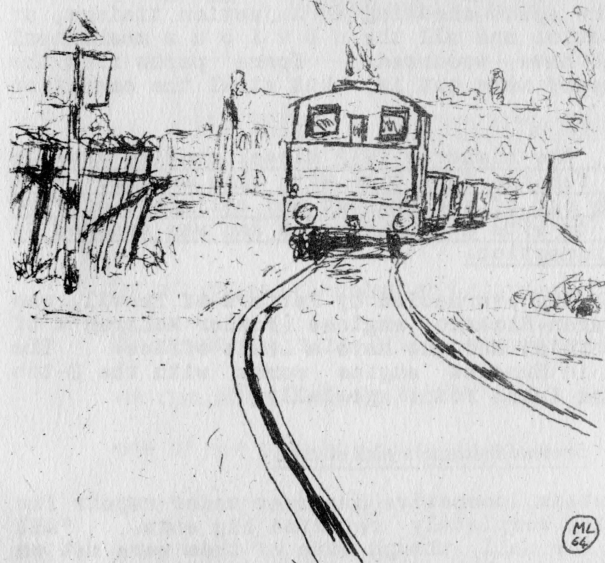
## ▶▶ Continued

trial trip, shifting 18 wagons in the process. It was clear that some more work was needed, and skilled engineering friends were let loose on a broken rotary pump injector pipe the two live steam injectors, and a badly leaking regulator control gland.

Future, non-steam, generations may be interested to know that for refitting a Sentinel live steam injector, one needs one arm to hold the injector in position, one to tighten the nut with a spanner, one to go right through the cab down the hole in the floor to a wrench holding the bolt firm, and a fourth to hold a handlamp pointing in the right direction.

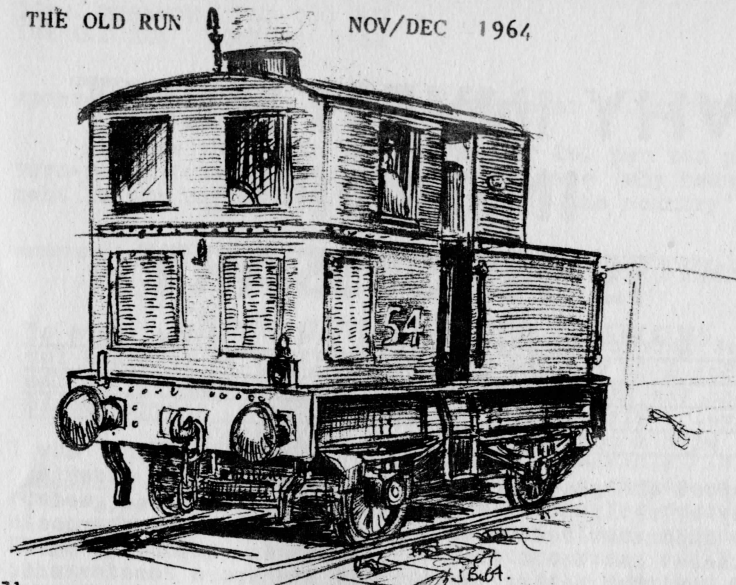
On November 1 the engine was in full working order. It had been a near thing, and it was obvious to all that more members were needed to take active part in the real hard work which is absolutely necessary to keep the service operating.

## SENTINEL KEEPS TRAFFIC SIZZLING



Thanks to hard maintenance work well done, the MRT vertical boiler Sentinel steam loco is now well up to its job.

On Wednesday, November 4, a vast load of 18 wagons in and 11 out was successfully tackled. This minute locomotive with a boiler of less than a cubic yard and under 20 tons adhesion weight slogged away, safety valves sizzling at 275



lbs. pressure, and injectors buzzing hard to keep the water in the glass steady.

She is quite adequate for three heavily loaded wagons at a time, including the great "Boplates", and will take 5 at a pinch, even up the 1 in 50 on the worst parts of the climb from Balm Road to Whitaker's Junction.

The arresting sound of her Great Eastern whistle was a pleasant change after the peremptory honk of John Alcock. Running at 95 lbs. above her usual pressure, the Stratford instrument certainly announced Sentinel's arrival in fine style.

Members of the public used to diesel noises turn and stare at a STEAM locomotive puffing past. Drivers go home with a feeling of achievement, gloriously dirty with coal dust and soot.

## THE FLYING CARPET

A hairy train took the rails this autumn when Carpet Trades Ltd, a Kidderminster firm, converted an old GWR coach into a mobile carpet showroom which has been touring the country since September.

The coach will have been shunted into bays at 32 different stations by the end of 1964 displaying 13 different ranges and styles of carpet. It is not scheduled to visit many very large cities, such as Leeds, because the firm generally has a branch showroom in these places.

Carpet Trades is a sister company of John Cressley & Co, the Halifax firm of which the MRT president, Lord Garneck, is a director.

# WHY INVESTMENT IN PORTS IS NECESSARY

Much of the fabricated steel which leaves the yard of Clayton, Son & Co via the Middleton Railway is destined for export, and the MRT is proud of the help it gives in the export drive. Without the railway, transport charges would be higher, with a consequent loss in competitiveness.

Transport charges are usually thought of as covering the journey by rail, road or sea. But with exported goods, an equally important factor is port handling charges. Recently there has been much progress in improving port efficiency, with a saving in overall transport costs and therefore benefit to the whole country.

A modern cargo boat of 10,000 tons needs to earn nearly £700 a day to cover operating costs, depreciation, and interest charges. Thus each day of turn-round saved at the port through increased efficiency means a saving of £700, which represents a potential saving of 2s. per ton of cargo per day saved. If only one day could be saved at each port of call, one can easily see the effect this would have on freight costs.

The greatest aid to efficiency in the ports is obviously increased modernisation. A small port handling 500,000 tons a year can be modernised for about £275,000, which,

## Still going strong . . . . .

Middleton Railway's steam crane was built by Joseph Booth & Bros. in Mid-Victorian times

Still the leading manufacturers of Breakdown Cranes for the railways of the world

the **CLYDE BOOTH** Group

**CLYDE CRANE AND BOOTH LTD**

RODLEY, LEEDS

spread over 10 years, would be just over 18p per ton per year

Compare this with the saving of 2s. per ton per day if turn-round is increased, and you will see why heavy investment in the ports is a vital factor in the country's economy

## POINTS FROM READERS' LETTERS

### There almost were busways, Mr Stocks!

I was interested to read Mr Stocks's article in the last Old Run. London Transport, having abandoned LCC tram routes 31, 33 and 35, had to use congested roads instead of a subway. Ventilation precluded diesel exhaust in the Kingsway subway, but when trolleybuses were still regarded as excellent means of transport their use was only precluded by the fact that a rail vehicle is safer and more reliable in restricted clearances than a steered vehicle which might leave trolleybus shaped dents in the tunnel wall.

It was at the time seriously considered to use steel plate tire guides so that a trolleybus with fixed steering wheels and an extra right hand door could run efficiently in the subway.

There was also a project (not publicised by their LPTB successors) by the London General Omnibus Company to use some kind of guide plates in Blackwall tunnel to help their 108 buses which had to keep tightly to the centre of the tunnel to avoid banging their passengers' heads on the roof.

In fact, these buses had a special design with slightly narrower bodies and central knifeboard top-deck seating to ease the "Channel crossing". Sticking to the centre of close to it was desirable.

One also recalls the alarm caused to drivers going in the opposite direction when a vast bus veers out to the centre of the road when passing under the Midland line near the Stourton yards in order to clear the top deck far enough from the wall.

There were, too, the Southampton trams which had round shaped low top deck ceilings in order to pass under a city wall bridge with the odd inch or so to spare. The well-known Beverley East Yorkshire buses also have this shaped roof.

Mr. Stocks's idea seems to have a sound basis in previous plans, even if not always brought to fruition.

**EDITOR:** Special narrow single-deck trolleybuses are used today in a former Boston streetcar subway - One up!

## Committee will try to save Hereford branch

A committee has been formed to try and save the line from Leominster to Kington, together with the branch from Titley to Presteigne.

Altogether there are 19 miles of single track line involved, including five stations and ten bridges.

The aim of the committee is to try and persuade British Railways to carry on. Failing that, an inquiry will be sought under section 90 of the Transport Act, and, failing that, an attempt will be made to lease the railway from B.R.

If the last alternative is achieved, the committee would run the line as a Light Railway.

The state of the track is believed to be reasonable, although it has been run down since 1954. There is no signal or telegraph equipment.

The usual motive power is saddle tanks at present. In the past Collet 0-4-2s, Dean goods, and, during the war, Prairie tanks were used. The committee would use small diesel locos.

The present tonnage on the line is 22,000 tons per year. This could be raised if help promised by local traders materialises.

Their committee's request for our help and advice was discussed at a recent MRT committee meeting. It was felt that there was little the Trust could do to help. Readers interested may write to: J. Knill, secretary, North Hereford Rail Action Committee, Knill Court, Presteigne, Radnorshire.

### HISTORICAL NOTE

This railway has a history a little different from the average branch line. There are a l r e a d y two abandoned sections of the line, and the junction of Titley had two branches, both facing west instead of to the main line at Leominster.

Kington is not the original terminus, as the line ran to Stanner, Dolyhir, and New Radnor  $4\frac{1}{2}$  miles inside Wales. The Presteigne branch ended 1 mile i n s i d e Wales, and the other branch f r o m Titley descended steeply through Lyons-hall and A l m e l e y to Eardisley, enabling the GWR to get access to a Midland Railway area. The Eardisley branch has been pulled up, and the New Radnor line abandoned some time ago.

Another line which led the GWR into Midland territory was the Golden Valley a little to the south, from Pontrilas to Hay.

Place names here are a little confusing with Knighton, Kington and Kingsland so close t o g e t h e r, as well as a Kinnerley and a Kinnerley. Presteign(e) occurs with or without the last -e.

## RPS will meet in Leeds

A meeting of the Railway Preservation Society is to be held in Leeds next January. Final arrangements have still to be made, but it is e x p e c t e d that the venue will be the University. MRT members who would like to attend the meeting should 'phone the editor for details nearer the date.

The RPS is a society formed to represent the interests of all railway preservation s o c i e t i e s and enable the different bodies to meet and exchange news and views.

News of the different societies is given in Forum, a quarterly magazine which MRT members may have for an extra 4s. a year on their subscriptions.

## Middleton's new recruits given lectures on railway work

New recruits for the Middleton Railway from Leeds University were given two short talks on traffic operation, management and safety, and on permanent way maintenance and new work in October. The talks were organised by the MRT chairman (Dr R.F. Youell) and the permanent way adviser (Dr. R. Lawrence).

Level crossing procedure and s a f e handling of heavy trains down steep gradients were covered, together with the correct s i g n a l s for shunters and the need to check all junctions before c r o s s i n g them (switch levers have an irresistible appeal to passers-by at Middleton).

Maintenance of track, keying up, fishplate tightening, and gauge checking were then covered. The blunt facts of a standard A and 7 turnout were laid before recruits: a single junction about 23 yards long needs 80 chairs of 5 different types, 33 timbers and sleepers, 48 fishbolts, 94 keys and 360 coach screws for fixing the s h a i r s. If it takes 5 minutes to drill the hole with an a u g e r and 2 minutes to tighten up each bolt, there are about 48 man-hours' work for this simple job alone.

As a result of the talks, several much-needed volunteers came forward, including one creditable woman student who started work with spanner and hammer within a week.

## R. J. Bareham continues his Portuguese

holiday  
on rail

# NARROW GAUGE LINES OF OPORTO

Most of the narrow gauge railways in Portugal are situated in the north of the country, especially around Oporto where I stayed. Some lines run off the main Spanish lines to Borea d'Alva and Vilar Formoso.

Of these last two systems I only saw some of the latter - but those I did see gave me an insight into the workings of narrow gauged railways and certainly gave me many hours of interest and pleasure.

The Oporto lines all centre on the Trindade terminus, which is a fairly new extension in the centre of the town behind the Town Hall and well positioned for c o m m u t e r traffic, on which the lines mainly depend.

The r o u t e s radiate out to Matoshines (this line is chiefly for workmen), and the holiday resorts of Vila de Cende and Povoa, w h e r e there is a railbus connection to Famalicao. The easternmost line serves Guimaraes and Fafe, for part of the way running with the main broad gauge railway to the north on mixed gauge track.

### 4-wheel veranda cars

The Matoshines line is the only one that is still entirely steam worked. It carries workmen in 4-wheel open veranda coaches that have an air of obsolescence about them! The line was originally constructed to help with the building of a large harbour and breakwater, and has since been retained for service.

Motive power is chiefly 2-6-0 tanks built in Germany in 1897 (Numbered E83-E86), but a French tank of 1910 was also noted in these services.

An interesting point about the line is that it competes with Oporto's No. 1 tram route, and crosses the tramway on the level in the centre of Matashines. I managed to get a photo of train and tram together - an occurrence that could once be seen at Middleton.

The main route for holiday-makers, the line to Povoa & Vila de Cende, is worked by 1931 4-8-4 Henschel express tanks numbered E141-E144, and also articulated 0-4-0 - 0-4-0 tanks, also built by Henschel in 1908, numbered E164-E169. However, the steam trains are supplemented by single unit A.E.C. Dutch railcars, and it was one of these which was

involved in the disastrous collision on this line last summer.

The appalling loss of life was not surprising when it is realised that these units, and Portuguese t r a i n s in general, are invariably filled, often well above danger level. Sometimes about 60 people are packed in a railbus meant for 27 passengers - and this was just one of the instances of overcrowding that I met with.

Continuing on our tour of lines, the Guimaraes branch is one of the longest in the area, but is not as well served with trains, and most of the trains that do run are mixed. These are mainly worked by Henschel 4-8-4 and 0-4-0 - 0-4-0 tanks. The train I travelled on was the down postal which consisted of a T.P.O. van, two coaches and six goods trucks, drawn by one of the Henschel 4-8-4s. At every station the train was loaded with mail.

The main running sheds for these three lines is just outside Trindade at a station called Avendia de Franca, which is behind the old passenger terminus of Boa Vista, now a carriage shed. I was allowed to look r o u n d and take photographs, and this was a feature of hospitality everywhere. I found the Portuguese very friendly and helpful - especially the train crews, who loved to pose with their engines, though I was sorry I could not freely converse with them.

I found travel very cheap - on the average, about 1d. a mile - and was completely thrilled with the experience of visiting this wonderful system. I strongly advise anyone else to visit Northern Portugal, if they possibly can.



**6 TRANSISTOR RADIO**

# SPARES and ACCESSORIES?

Look no further! Lists and advice free! Write to:

**DAVID BUSHELL**

TELESERVICENTER, ASH TERRACE, LEEDS, 6

All sent post FREE

## Great Marquess was matched with Flying Scotsman on Darlington trip

Laden with Middleton literature and sales material, we staggered into Neville Hill depot to see The Great Marquess looking sparkling (after a week's intensive cleaning by generous friends) and all ready to pick up the four coaches which were the Leeds portion of the Ian Allen tour to Darlington.

As it is not done to have members of the fairer sex on the footplate, I walked to the carriage siding where an entertaining time was had by all watching me being pushed and heaved into the brake compartment from ground level. This accomplished, the amused guard, still amazed by a female railway enthusiast, shouted us off.

As we approached Leeds City the Canadian Pacific bell of 3442 clanged above the traffic and we heard the delighted shouts of an 8-year old, "Goody, Southern Region!" This was followed by a vigorous search in his spotting book for the class.

### Top-hatted station master

The train filled up and slightly late we were seen off by Leeds City station master, resplendent in top hat. At Harrogate we waited in the middle road for the arrival of the Flying Scotsman hauling the London portion, which was 11 minutes late. There was many a frustrated mutter from thwarted photographers imprisoned on our train and unable to record this arrival. Eventually the trains were joined after two memorable rough shunts by 4472, The Great Marquess backed on and, double headed by the only two active locos restored to LNER livery, we departed, watched by the largest crowd I have ever seen at Harrogate.

Still late, we arrived at Darlington and the photographers among us were given their last chance to record the two locos together. Am I biased, or did the smaller loco shine that little bit more?

4472 left us to return light to York for servicing and 3442 hauled the 12 coaches up to Bank Top. I was assured that the engine in the rear was only there to remove that train in our absence and was certainly not a banker!

It was a case of "everybody out" at Darlington, and we all congregated in the forecourt of the station to see Mr. Gray, manager of the loco works, present to Lord Garnock, the president of the MRT, a plaque commemorating the first & last return to Darlington of "The Great Marquess" since she was built there 26 years ago. The plaque was later fixed to the cab.

In reply, Lord Garnock thanked British Railways for all the help they had given in restoring and running his loco, and, as MRT president, he spoke of our railway and quoted from an American source, "We may not be as long as some railways, but we are as wide!"

After a walk round the works, cheered by the sight of so many steam engines under repair, but saddened by the ones being dismantled, we returned to the train all with one intent - the buffet car! As the queue was long and slow moving, I employed myself in selling Middleton wares and spreading our name as far and as wide as 4' 8½" would allow.

The Great Marquess pulled the 12 coaches to York at a good pace - so much so that the enairman had to be restrained from pulling the communication cord as he felt that the president's engine was going too fast for her own good! At York the train divided and 4472 departed to Kings Cross with the Southerners, and we barbarians from the North arrived back in Leeds on time.

How we travelled back from Leeds City to Neville Hill must remain untold, but we walked out dirty, tired, happy, bereft of Middleton literature and laden down with small change. Our visit to Darlington works, then due to close in the spring, had been most enjoyable.

## THE END OF AN ENTERPRISE

We regret to report the demise of the Leeds Model Engineering Centre, of Queens Arcade, Briggate. The business went into liquidation in late November and the stock was sold by auction.

The former proprietor, Mr Bradley, who had been in the model railway trade for many years, blamed the collapse on two factors. First, the compulsory move under a redevelopment scheme from the original Wade Lane site, and secondly, the rise of plastic kits and the superabundance of proprietary models, which had killed the art of modelling.

Mr Bradley was given only the minimal two years' rating assessment in compensation for his move, and was replaced in a shop on a balcony inside the arcade - a very difficult location to find.

The closing of this business means that there are very few shops left in the country which can cater for the 0 gauge modeller. At a time when several model firms are trying to make a come-back, the end of this well-known outlet must be a great setback.

Mr Bradley has always been sympathetic to the Middleton Railway and was a regular advertiser in The Old Run. We are sure all members will wish him well!

# OLD MURRAY'S ALMANAC

## British Railways (and others) in 1965

We asked several of our regular contributors to forecast what they thought would happen on British Railways in 1965. As might be expected, only some of the responses were printable! Here are the rest.

### (1) 'Merv'

**January** - Sub-zero temperatures. 2,000 main-line diesels out of action with faulty demisters. Q6 0-8-0s found to be "not really suitable replacements" for Deltics.

**MARCH** - Ernest Marples, ex-transport minister, found dead among the derelict remains of Clapham Junction, clutching a blunt axe and a much-reduced majority. He had apparently been struck by a runaway electorator.

**June** - North Sea discovery halves gas prices. 25-kilowatt-overhead supply adopted as standard by BR.

**August** - Permission to withdraw GC line passenger services refused. BR announce new 12-hour Nottingham-Marylebone services, trains consisting of a diesel shunter and four re-upholstered brake vans.

**September** - Newcastle-Edinburgh services suspended because the Royal Border Bridge sold "by mistake" to a rich American. Redundant railwaymen told they must "make sacrifices" to help the balance of payments situation.

### (11) Bill Stocks

When I attempt to make some 1965 predictions for British Railways I find the temptation to wishful thinking overwhelming. The question becomes, "what would I like to see take place," and then that is much easier to answer!

More than anything else I would like to see a general agreement spread among all sections of the public along with the economists and politicians of all parties that the railway system is basic to the wellbeing of EVERY part of the land, that losing money is not the same thing as wasting it, and that the frequency of railway stations, train services, density of lines and so on be related directly to the density of population, but nowhere to be reduced to NIL.

Along with this I want to see a complete burying of the hatchet between buses and trains, so that the former fan out from the stations and operate in closest harmony.

Secondly, and allied to this, I would believe that sanity was returning to our national habits of thought, if the idea became widespread that the wellbeing of the railway system was the responsibility of everyone - that it was a matter of social ethics to use trains sometimes.

看來

Finally, and more practically, I would welcome hearing that efforts were being made to develop passenger rolling stock that could operate safely and comfortably at moderate speeds on rough badly maintained track. The object of this would be to retain rail services at lowest cost.

Since the one sure prediction for any year is that the things one would like best to see are the least likely to happen, I am hesitant in expecting too much. 1965 will undoubtedly hold many new things for the man who believes in railways, some good and some bad, but I feel fairly safe in predicting that it will NOT include the three points I have just made!

### (111) 'Fred'

The Minister of Transport has informed British Railways that he cannot give his consent to their proposals to withdraw all passenger train services from Clapham Junction and Bethnal Green Junction until the roads in the district have been widened to 750 feet to carry the alternative bus services.

The Minister has given his consent to withdraw all passenger services from Leeds City and Central. Trains will run from Headingley, Cross Gates, Churwell, Armley Moor and Canal Road, and Woodlesford stations. These new termini will be connected to Leeds City Square by buses operated by Messrs. Stink Bump and Rattle Ltd.

The Minister anticipates that this will satisfy the Leeds City Engineer's complaint that at present road congestion in Leeds did not justify all the major trunk road alterations involving demolition of all buildings within half a mile of City Square.

### (iv) 'Ed'

Work on the Channel Tunnel, which commenced in March 1965 with a hole near the Middleton Railway, had progressed far enough by October for the MRT committee to formulate plans on export traffic. Outward traffic would consist of complete gasworks construction kits, while inward traffic would comprise derelict Breton onion-sellers' bicycles, complete with derelict onion sellers. Negotiations with SNCF over rates were reported to be in an advanced stage of deadlock.

The Buchanan Anti-report, "No Traffic in Towns", published in July, recommends a huge 12-lane freeway starting from City Square, Leeds, and diving into a vast tunnel under Woodhouse Moor. Well-lit signs encourage the cars to travel even faster, until suddenly the lighting ends and the road pours its precious burden into a bottomless pit dedicated to the motor god.

車站十四



Another recommendation of the report is for a Leeds Middle Ring Road on stilts, travel to be in one direction only. The many entrances - but no exits - encourage the tired driver to relax on a super no-restrictions road. At intervals along the road are petrol stations and eating houses, while around the perimeter of the road a circular railway carries a round-the-clock ambulance train to pick up the casualties.

## New treasurer takes over in MRT

Increasing work and family responsibilities have forced the MRT treasurer and membership secretary, Mr. Norman Straker, to offer his resignation.

Mr. Straker has been treasurer since the summer of 1963, when pressure of work also forced the previous treasurer (Mr Philip Worsfold) to resign.

We are sure that all members of the MRT will join in thanking Norman very much for handling a t r i c k y job in exemplary fashion.

Mr. S. Wolstenholme of Rochdale has kindly agreed to act as Treasurer and to take over the accounts from Norman. This appointment is, of course, subject to ratification at the MRT annual general meeting to be held on Saturday, February 27 at the Physics Department, Leeds University.

### Membership secretary

The post of membership secretary has been taken by Mr. John Bushell, 12 Trelawn Crescent, Leeds 6 (Tel. 54282), who has been responsible for Old Run distribution for nearly a year. Mr Bushell teaches art at Bingley Secondary and Technical School, and he has illustrated some of the recent Old Run articles.

Members are reminded that subscriptions for 1965 are due on January 1. Mr. Bushell would be grateful to receive all renewals as soon as possible. Financial restrictions preclude the Trust from sending any Old Runs to overdue members after January 1.

Subscription rates are: Full, 21s.; Student, 7s. 6d.; Overseas, 3 US dollars or equivalent.

Don't forget to include that extra 4s. for Forum, the quarterly magazine containing news of all railway preservation activities!

## Landmarks of Swiss electric traction

### \* Unusual features marked early locomotives

Although Swiss railways probably have more experience of electric traction than most countries, they are still glad to pick up useful tips from elsewhere, and recently a B R engineer received inquiries from Switzerland about methods of preventing junction crossings from icing up in bad weather.

The first Swiss electric railway was from Vevey to Montreux-Chillon. It is difficult to draw a line between fully fledged railways, light railways and tramways, but this early effort had double deck coaches that looked like trams. Carriages were  $3\frac{1}{2}$  tons and were fitted with 15-horsepower-single engines capable of 10mph. They ran until 1912.

The equipment was from Siemens of Berlin, and ran by means of two overhead wires spaced at about 6 inches. The wires supported a trolley which was connected by a cable to a pole sticking out of the carriage roof.

### Broad Street link

Another early railway was the Zurich-Seebach and Wettingen (1904-07). Two of the experimental locomotives were by Oerlikon (who also made the Broad Street and Euston-Watford train equipment) and a third by Siemens-Schuckert, with two bogies and three driving axles on each. In this respect it resembled the polyphase railcars run on their experimental Marienfeld-Zossen line.

On March 12, 1904, a photograph was taken of all the engineers and guests with locomotive No. 1. One of the guests was Dr Emil Huber-Stöckar (1865-1939), manager of Oerlikon, the man who later supervised Swiss Federal Railways on the high tension low frequency single phase AC system. This system combined the advantages of transmission of power efficiently by AC with the traction advantages of DC, in that where as AC motors at normal 50-60 cycles frequency were not ideal for traction purposes the 16 2/3 cycles could be made to approach DC traction efficiency.

This recalls the early balance between the AC of the South London line and the DC of the South Western. (In the days before AC transmission, DC traction and a miniature power station on the train as intermediate was economically feasible.)

An unusual feature of the early Oerlikon locomotives  
OVER →

was the single rod collector projecting sideways from the suspension on top of the engine and bearing down on the contact wire rather than up from underneath.

Of electric mountain railways one might mention the Grutschal-Murren line in the Bernese Oberland (1891). The locomotives were of 7 tons, 50hp, and a speed of 10mph. These were among the first DC locomotives in the country. The narrow-gauge line, with a cableway as well, serves Lauterbrunnen and Murren near the Jungfrau.

"Marianne", the first Seebach-Wettingen locomotive, and the first single phase commutator motored locomotive, was at the railway exhibition at Lucern. This engine ran on a number of lines, near the Berne-Fribourg Canton boundary. A monument to Dr. Huber-Stockar has been put up at Fluelen station in memory of his pioneer electrification work.

To end with a glance at the modern equivalent of Marianne, the enormous diameter driving wheels which have for long featured on Swiss railways seem to be going out. The 1964 double bogie electric locomotive packs 6,000hp in 80 tons with a top speed of 90mph, though normally limited to 75mph. With great power and good acceleration even at high speeds, this engine enables the heaviest expresses to keep short running times. When one remembers the severe gradients and difficulties of running frequent services with the many single line sections and tunnels, a locomotive type of this power is certainly an asset.

Appreciation must be expressed of the kindness of CFF officers in gladly supplying useful information for this article.

**Your help is needed to bring**

**The Old Run up to date**

The editor and helpers of The Old Run are still hoping that publication can be brought forward to about halfway through the bimonthly period to which the "official" date of publication relates.

Progress is being made, but it is felt that the views and ideas of members of the MRT are not well enough represented in their own journal. Recent issues have relied on a small band of regular contributors, whose willing output cannot last for ever, and other members are urged to start thinking about what they can say!

It's surprising how much of interest you learn when you talk to other enthusiasts. Why not make that little extra effort and write it? Any length considered, and any subject of railway or Middleton interest. No payments, but some glory!

# ANYTHING & EVERYTHING

for OO and TT model railway

9 a m - 6 p m daily. Wed. 9 - 1 p m

★ Thursdays EXTRA 7 - 8 p m ★

BRADFORD MODEL  
RAILWAY CENTRE

202 Frizinghall Rd

Bradford 9 Tel 42515

Railway Publications ★

TRANSPORT BOOKS published  
by Ian Allan, Oakwood Press,  
Percival Marshall, David & Charles,

etc., always in stock

Regular postal service in books and magazines

to any part of the world! We send  
magazines regularly to Spain, Germany,

California, Australia, Cyprus and New Zealand

PROMPT SERVICE. Can we help YOU?

MODEL ENGINEERING CENTRE

16a Queens Arcade, Leeds 1 Tel 23423

