

SUMMER  
1970

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# The Old Run

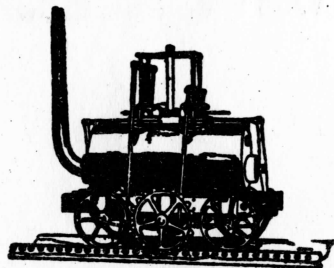
Journal of the 1758 Middleton Railway Trust, Leeds

George



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# THE OLD RUN

**News of the 1758 Middleton Rail-  
way at Leeds**

**Vol. 9**

**SUMMER 1970**

**No. 69**

## MOOR END BRANCH IS RELAYED

BY R.F. YUELL

There is something wonderful about Democratic Management. Nothing is more aesthetically satisfying than a solid and unanimous Committee Decision. This one feels, is the sort of thing that has made empires rise or crumble through the centuries.

The unfortunate thing is that one has sometimes to do the direct opposite of what a Committee has decided. And such is the story of Moor End Branch.

In 1961 Clayton Son and Company told us that they liked our service so well that they wanted us to design a branch into Moor End works so that all interworks traffic could travel by rail. We planned it, and though on a tight curve it was eminently suitable for slow moving traffic.

By 1962 awkward questions were being asked as to why the construction had not been carried out. I was informed that "The Board of Directors are displeased with the lack of progress and would you please get a move on." Our Committee produced a solid unanimous vote to refuse to build the new line. I will not quote my remarks to the Committee at that meeting, but under heavy pressure from the owners of Middleton Railway at that time, I built the line myself from June to October 1962. The substantial remuneration from this work saved our bacon when our finances were at their lowest ebb. Wagons of scrap have travelled to and fro since 1963 on this branch.

Unfortunately some contractors working for Claytons had run riot with jacks and converted a reasonable gradient to a nasty climb of about 1 in 35, which made operating tricky. I suggested that if the gradient were eased by some track-

## THE OLD RUN

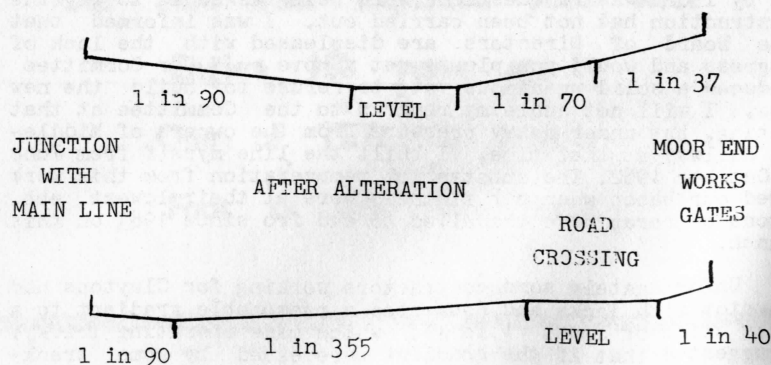
lifting and reballasting, everything would be much easier. Rumbling noises came out of the Sub - Committee, and it was declared to be of "Very Low Priority".

Then the bomb went off! Claytons were having to drive outsize lorries over the branch on the worst gradients, with loads of over 20 tons and high off the ground. The steep and awkward cant could have made them overturn. The firm planned to block up the branch with rubble and run heavy lorries over the rubble. The prospects of a sideslip and collapse were a real risk, quite apart from the loss of such rail traffic as we had from the works. So an emergency council was held with Claytons, and agreement reached to level the track where the road crossed it. The only snag was that I was given a tough deadline. "One Week and then we cover the line over with rubble." Unfortunately the ballast ordered urgently arrived just as the Permanent Way Team were off for their Easter holiday. Fortunately the Permanent Way Gang is not easily put off its stroke. It operates rather like the two famous Television series "The Untouchables" & "The Troubleshooters". The tougher the problem the harder we work, even if it kills us.

Bill Barraclough produced a gradient profile, from which it was clear that lifts of up to 21 inches were needed. The 80 cubic yards of ballast were certainly not too much. On Good Friday I started with 2 volunteers. 80 cubic yards take much shovelling and many buckets. We eventually found that the easiest way to work was to offload right under the wagon up to rail level, so that when the track was jacked up the ballast fell straight into place under gravity. In the first day we lifted and levelled the first 30 feet length. Then Joe Lee produced an Air Cadet squad of volunteers and we got on faster, and an even higher lift of the next 30 feet was accomplished. Then it became a one man effort, aided by the use of the Quigley kitchen sink at intervals to get the dirt off my hands arms and face.

### MOOR END BRANCH

#### BEFORE ALTERATION



## THE OLD RUN

The third 30 feet section was completely relevelled as the noise of Easter celebrations, steam loco whistles galore and organs came from the Moor Road Terminus of the traffic Department.

Then came the nasty bit, nearly a 2 feet lift for the whole of the next length. Unfortunately the check rails had to be unhitched as their joints did not coincide with the running rail fishplates and both could not be jacked together.

The Olympic Gold Medal for hopeless Engineering goes to the City Corporation Drainage Department who had interfered with the track, and sawn some timbers off dangerously close to the chairs, ending up their antics by blocking other timbers with concrete. Some carefully thought out jacking, unscrewing and repacking with new timbers dealt with this and the Drainage Engineer's atrocity vanished below ground. In 7 years the gauge, alignment, and level of this sharply curved section had stood up well considering that it was not new material when it went in.

Then came the big heave as a 45 feet length was lifted into place and the branch reconnected. The job had just been finished by the deadline. But what an Easter Uprising. The empty ballast wagons went away and the P. W. Inspector cum Ganger went home for a good sleep.

The new alignment has successfully endured the giant heavy lorries without trouble and we can still get into Moor End Works with our rail traffic.

The rest of the branch was filled in with a second train load of ballast later as this was not as urgent as the road crossing section.

Nothing is more wearing on muscle nerves and temper than to work on singlehanded day after day knowing that the job must be done and there is no easy way out.

We should remember the valuable work done by our Safety Officer Dr Lawrence in 1961 -- again singlehanded -- in establishing regular inspection and maintenance of permanent way. Gradually our track has changed from industrial scrap to Text Book quality, but it has been an unconscionable time in the doing.

## JOIN THE MIDDLETON RAILWAY

**WRITE TO-BRIAN ASHURST**

**18 INGLEWOOD DRIVE, OTLEY  
YORKSHIRE. Tel: 4486**



## **Fish and chips for touring 'Flying Scotsman' bring Texas touch of Granny Stubbs**

One of those little incidents which make tours memorable but rarely get reported happened at Houston, Texas, recently when the Flying Scotsman arrived there with its exhibition train.

Waiting at the station were former Worksop fish friers Mr and Mrs Frank Turner, complete with enough parcels of fish and chips for the staff of the entire train! Mr Turner now owns a cafe in Houston and imported old copies of the Yorkshire Post to wrap the food specially for the occasion.

A member of the touring party remembered that one of the Scotsman's oldest and most faithful supporters came from Worksop. "Do you know Mrs Eliza Stubbs?" he asked.

"I should do," replied Mr Turner. "She's my Grandma."

Mrs Stubbs, aged over 80, is believed to be the country's oldest active woman railway enthusiast and has been on many Scotsman excursions.

Middleton members are, of course, well aware of the value of fish and chips to train crews!

(The Editor asks to be excused for the professional overtones in this item!

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**JOHN**

**Platform 2a Shire Oak St, Headingley  
EXPRESS SERVICE!**

## **So near the end How a visit to Normanton was made memorable**

DAVID SPENCER

We had arrived in Wakefield Westgate on the 9.30 Leeds-Kings Cross train. From there, we walked to Elm Tree Street and the footbridge across the main line.

The shed, 56A, contained apparently thousands of dead steam locomotives. Nearest to us were two rows of locos. These alone contained Black Fives, B1's, WDs, and even a Stanier 4MT tank. Further away was an unidentifiable Fowler 4MT. Inside the shed lay several 9F's and Fairburns. Without a doubt, however, the thing that struck me most that frosty, sunny morning was the immense silence.

Everything lay so still in the crisp, wintry air. Each step crunched the steam coal underfoot, making us start as we surveyed the dim monsters standing gaunt along the misty roads. Long rows of sorry-looking condemned engines proved too much for us, so we decided to continue to Normanton m.p.d., which we knew to be still dealing with live steam.

A short diesel journey brought us to the single island platform that comprises Normanton station. At this time, the shed staff were still sociable, so we were able to walk round at ease, something I could not do on another visit two months later. The only problem that day was a chronic shortage of film.

92223 was standing outside, simmering gently before working to Heysham from Leeds. Nearby were half a dozen rusty sidings bearing the strain of equally rusty locomotives. In the main they were Black Fives, B1's, and Standard Fives, though these were punctuated by 8F's Ivatts and even a Jubilee. Thus entertained we continued into the shed building.

Here we found two surprises. A motley collection of classes greeted us, ranging from Black Fives to WDs. Near the exit a Black Five hissed gently, ready for any duty that might be required of it, while next to it a B1 lay rotting, a shower of rust falling as I brushed my sleeve against it. Then standing opposite each other, we saw what made the visit well worth while: a Britannia, "Iron Duke", and an Ivatt class 2 tender engine.

"Iron Duke" was a glorious sight in the dimly lit shed, shining dully through a thin coating of travel stain, steam issuing gently from her glands. The Ivatt lay in silent, regal splendour, hemmed in by several "dead" locos.

This miracle of two favourites in one small shed is still discussed whenever I and my friend meet. Now, over two years later, it is my most vivid memory of steam.



# MIDDLETON TRIP TAUGHT LESSONS AT LYTHAM

DIANE QUIGLEY  
ROGER BAREHAM

Twelve Middleton members met at Leeds City barrier at 8.20 to catch the train to Lytham on a cold January morning this year. Ten more joined at Bradford Exchange, including John Bushell (after a spectacular leap from the platform!)

The journey over the Pennines was a good one-time being well kept. The remains of Low Moor and Sowerby Bridge sheds were noted, and a D73xx acting as banker at Todmorden. However we proceeded without her assistance and were soon over the summit into Lancashire.

Rose Grove and Lostock Hall sheds were still standing, both places visited on a former Middleton trip nearly two years before - and we arrived in Preston on time. Preston was quite busy, and it was good to see the semaphore gantry in position at the north end of the station. Our multiple unit rolled into Lytham station at 11.05.

After a brisk walk along the front (force nine gale blowing), we marched into Lytham Creek Motive Power Museum. The inside display consisted of about eight 0-4-0 saddle tanks in superb preserved condition; a more up to date Sentinel; a narrow gauge saddle tank "Jonathan" and a luxury version of "John Courage" (complete with cab).

A few lessons could be learnt from the simple but effective display and arrangement of the engines.

Details of the locomotives, all of them 0-4-0, were:

Ex-B R 68095	Ex-N B Y9 1883
Penvick No. 1	Hawthorn Leslie
Lytham No 1	Peckett
Susan No 7	Sentinel
Gartshope No 20	North British Loco.
	Hudswell Clarke
Princess	
Vulcan	Vulcan Foundry
Crane Tank	Neilson 1890

There were also a traction engine, "The General", built by Burrell of Thetford; two vintage cars; several parts of aircraft and scale models of aircraft; and a model railway in course of construction.

Outside was a permanent way engineer's nightmare with common crossings galore. Track ranging from 7½" to 4'8½" crossing and re-crossing. Here was "Jonathan", an ex-Penrhyn loco now Lytham Creek No 1, which impressed many of the party with its tiny size. The unusual Penrhyn double flanged slate wagons were a point to note. The £1000 "Minerva" Pullman coach was unhappily left behind (it was too big to be slipped under Diane's coat).

After members had been hauled down from the top of signals and engine tanks, the beauty of the crane tank was contemplated. Another

## THE OLD RUN

7

unusual feature which was admired was a shunting signal which when operated caused a green light to appear in front of the light. When released, the green lens disappeared to be replaced by a red one.

Next stop: fish and chips. Twenty-plus racing into a seaside chippy in mid-winter alarmed the proprietor, but, soon fed with this nourishing, tasty, and body building food (Editor's adjectives), the party returned to the station.

The loco hauled 13.15 turned out to be a dmu at 13.20, the former being late and the latter early. Into Blackpool South at 13.30 and after a stroll along the prom (force eight gale blowing) we arrived at Rigby Road tram depot 30 minutes early.

Tram No 618 - which we saw being built on our earlier visit - stuck its nose out of the depot and there was an undignified scramble for the front seats. Inside the depot we saw the open "boat" cars, illuminated cars, double deckers, twin sets and the Coronations. The cars being used for the winter service were the English Electric railcoaches.

Altogether 12 were in use each day, 9 through the day and 12 at peak periods.

Car 618 took us to Little Bispham round the circle and back to Starr Gate, where the driver obligingly stopped to allow photographs on the turning circle.

Later one local was seen to be running for the car - not noticing it was a special - and was duly irate to see it sail past him. On another occasion the conductor dismounted to clear the points - and the doors mysteriously closed behind him!

Back along the front and a reverse at the Tower took us down Rigby Road to the depot again. Some of us immediately climbed on to a Fleetwood tram while others enjoyed Blackpool Pier in winter.

Half - way to Fleetwood part of the tram track disappeared under a mass of road works. Single line working was in action with an inspector as single line token (a novel idea). After a pleasant ride to Fleetwood we made our way to the new Ferry Terminal where hot soup and sausage rolls were the order of the day.

Some returned tram-wise to Blackpool to rejoin the rest of the party again, while the Magnificent Six walked on to Fleetwood New (Wyre Dock) station (the old station is now the ferry terminal) to catch the train to Poulton le Fylde, where we waited for the connection to Skipton from Blackpool. This was the last train over the Colne - Skipton section and we picked up quite a few passengers.

No disaster fell until actually on the Colne-Skipton line when after a few choruses of "Goodbye Church and Oswaldtwistle Thou are Lost and Gone Forever" the singer was forcibly asked to shut up. Near Skipton the guard began handing out cigarettes to his regular travellers and so with little ceremony we arrived at Skipton exactly on time. Here

we were greeted by the popping of flash bulbs before the unit left the platform to leave room for the Glasgow-Leeds train.

Thence everyone departed to his appropriate station, happy after an enjoyable excursion but perhaps a little saddened at the thought of another piece of the British Railway scene slipping away into obscurity.

I'm sure we all wish to thank John Bushell for his great efforts in arranging this trip. It's a pity he couldn't arrange for some sunshine! The trip should be repeated in summer when the publicity committee will be able to see the Lytham Creek museum in full swing and perhaps get some ideas for OUR OWN MUSEUM, WHICH SHOULD BE ABOUT READY TO GO INTO OPERATION, PROVIDING ALL MEMBERS TURN OUT TO GIVE A HAND!

What is needed now is VOLUNTEERS TO help laying into the colliery and the fireclay works. So the sooner EVERYONE helps the sonner WE will be able to present OUR railway to a wider public and gain more support to keep OUR railway going.

"61506" comments "I hate to seem impertinent, but the use of an inspector for Single Line working is normal railway practice, known as using a Pilotman. He wears a red armband bearing the word PILOT in black, and this practice was used on the Swansea and Mumbles Railway when signals on the single line sections failed."

## Railways that aren't there

### A voyage of discovery down the Motorway

by 61506

In the railway scene of today we see many railways that aren't there, and this is not only in cases of the country branch line, but in heavily trafficked industrial areas.

However much one may criticise the Beeching Steamroller for its treatment of the more open parts of the country, denuding them of everything on rails, or leaving a token service under subsidy, parts of Beeching-itis ought to have been carried out in 1948, not 1968! The essentially sensible procedure of selecting which of 2, 3, 4 or more routes between A and B were the better, concentrating traffic on it, and pulling the others up merely eliminates the utterly wasteful free-for-all of the 19th. Century, the result of a misguided Government policy of preventing railways getting a monopoly.

The West Riding is a classic example of the basic essentials being provided by the Lancashire and Yorkshire, the North Midland, the York and North Midland, and the Leeds and Selby, and the simple but economically viable picture being shattered by the London and North Western, the Great Northern, the Manchester Sheffield and Lincolnshire, and the Leeds and Thirsk barging in with high viaducts, steep climbs, and tunnels to get a foothold even where the topography was against them.

Had the North Midland not had an anti - GNR bias, Leeds Central Station need never have been built. After 20 years of unity we have at last got one good station in Leeds instead of two mediocre ones. Too often the Beeching steamroller has bumped into the wrong relic, as at Nottingham where the central and elegant Victoria has become a hole in the ground, while the Midland remains a day's march from town. A similar thing could happen in Sheffield.

Mention of Nottingham brings to light the fact that the elimination of unnecessary duplication has done better in the Nottinghamshire Coalfield than in many other places. Colliery after Colliery had outlets on all sides to the Midland, the G.N., the Great Central, the Lancashire Derbyshire and East Coast, and even the L&NWR had the odd goods depot in places. There were even Great Eastern express goods locos. hauling coal trains from the Sheffield area on the long haul via Lincoln and Whitemoor to Temple Mills, London.

A typical scene was between Ilkeston and Pye Bridge up the Erewash Valley where the Midland and the G N were within a stones throw, with the G N sharply curved where the Midland had already taken the easy route years before.

The Lean Valley was even more spectacular, with the Midland line from Nottingham to Mansfield paralleled by the G N from Daybrook, and the G C R going over them both in the interests of an easy gradient from Annesley to the south.

Markham Colliery further north had Midland and G C lines going northwards to Staveley, and to the south Midland to Tibshelf and LD&EC towards both Chesterfield and Shirebrook. This was magnificent, but it was not efficient, and the whole lot can be dealt with by one branch.

In the Motorway Age, the road builders give us the impression that easy curves and gradients, flyovers and burrowing junctions are a recent discovery, but we do seem to have heard of these before! What is very striking as one takes one's life in both hands on the M1 motorway is the vast number of bridges built over lines that have been lifted, but the right of (rail?)way preserved "just in case"! The most striking is the L D & E C R where the line is in a very deep cutting as the M1 passes over it.

Mineral lines to collieries have fared less well and the M1 embankment blocks many of them. One counts over 40 used or dismantled lines north of Nottingham on the M1. The most striking remains are on the old Watnall to Langley Mill Midland branch which was a very circuitous line of single track. Traces of the slight embankment and cutting can be seen though very faintly. The striking thing is a bridge which carried a narrow road over the line. The road has itself vanished -- perhaps a farm track -- yet the bridge remains in its 19th Century condition within feet of the M1, as though someone forgot to knock it down.

In other places one can see where one of two routes has survived, the Midland Rotherham avoiding line at Chapeltown, with the neighbouring G C R embankment cleared away on both sides of the M1. The GCR dug in its heels to the north and had two giant viaducts built to carry both the passenger and the electrified goods lines from Penistone to Wath and Barnsley. Appearances are deceptive: some lines abandoned long ago

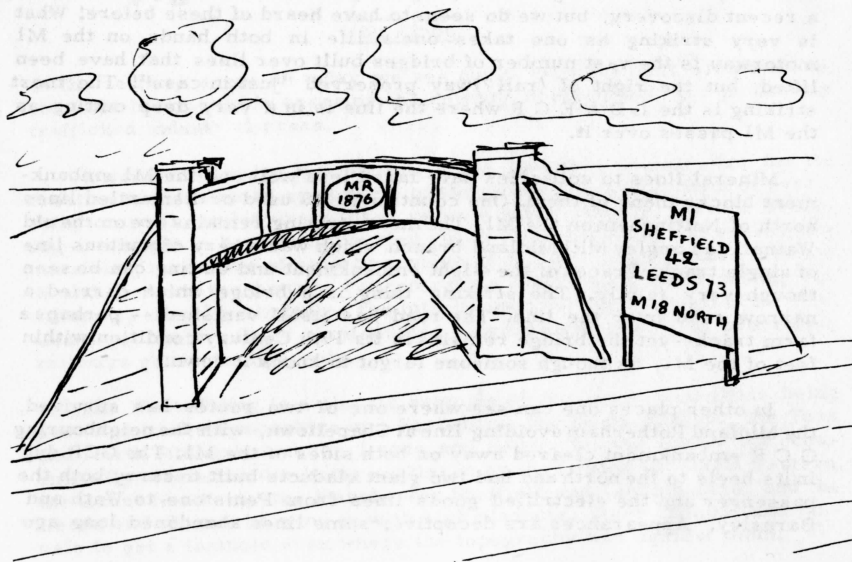


can still be seen easily, yet some recently lost and pulled up, like the GNR Wakefield-Dewsbury line, look completely derelict as though dis-used for decades.

One notices on the M1 motorway the entirely different attitude to the building of transport routes. Railway companies were saddled with the expensive nightmare of building bridges at the beck and call of land-owners. In Holbeck there is a giant arch bridge on the LNWR New line purely because someone "might want to build a road under it." At Bir-stall there is a bridge over the LNWR connecting two fields originally owned by the same farmer, but bricked up to prevent access between the two fields, yet maintained at B R expense.

The GCR London Extension was fair game. As one travels along the M1, remembering with anguish the South Yorkshireman being whisked along the neighbouring line behind an A3 at over 90 m.p.h., one notices that bridge after bridge was built by the G C R for no reason other than to preserve some farmer's possible right to cross over the line. Along-side, the designers of the motorway have steamrollered their way along, bricking up everything and stopping the footpaths, so that for every 4 bridges over the G C R there is one or less over the M1 alongside.

It is pertinent to wonder how much of the financial millstone hanging on B R's neck is due to their ancestors having a battle for the coal traffic when the money was apparently unlimited, and how much is due to the statutory insistence on "Rights of Way" for every cow or rabbit that might want to cross over a new railway. In such cases even when the railway is abandoned in favour of a parallel line, the expense of looking after the bridge in future often descends on BR. One remembers the rumpus between the Somerset County Council and the West Somerset



## RAILWAYS AND THE M1 MOTORWAY - NOTTINGHAM TO LEEDS

- M1
- Midland Main Line Hunslet
  - Middleton Main Line
  - G.N. Hunslet Branch.
  - E. & W. Union Colly. Branch Robin Hood
  - G.N. Main Line Ardsley
  - G.N. Batley Branch
  - L. & Y. Main Line Horbury
  - Midland Royston-Mirfield Branch
  - L. & Y. Craggstone Tunnel
  - L. & Y. Silkstone Colly. Branch
  - Dearne Valley Hugset Wood Open Cast Br.
  - G.C. Barnsley - Penistone Branch
  - G.C. Worsboro Goods Incline
  - Midland Wharnccliffe Colliery Branch
  - G.C. Chapeltown Loop
  - Midland Chapeltown Loop Tunnel.
  - G.C. Dropping Well Mineral Branch
  - Midland Main Line Wincobank
  - G.C. Main Line Tinsley
  - Midland Treeton Loop
  - G.C. Retford Main Line
  - Midland Kiveton Colliery Branch
  - L.D. & E.C. Clown-Sheffield Br.
  - Midland Staveley-Clown Branch
  - Midland Woodhope Mineral Br.
  - Midland Markham Colly. Heath Br.
  - G.C./L.D.E.C. Markham Col. Br.
  - L.D. & E.C. Main Line Bolsover
  - Midland Mineral Br. Tibshelf Wharfe
  - Midland Pleasley Branch
  - G.C. Main Line S. of Tibshelf Town
  - Midland Hucknall Colliery Br.
  - Midland Pinxton Br. & G.C. Conn.
  - Midland Beauvalen Priory Loop
  - Midland Kimberley Loop
  - G.N. Derby-Nottingham Line.
  - Midland Radford-Trowell Loop
  - Midland Erewash Valley Main Line
  - Midland Derby-Nottingham Main Line
  - Midland Castle Donington Br.
- M1



Mineral Railway when some of their assets on liquidation were taken over to pay for maintaining or demolishing their bridges.

Certainly the M1 has got away with it when the railways didn't. Perhaps as the Railways were "Private" in the 19th century, they were fair game for a bit of Soaking the Rich, whereas as the M1 is public property, the same law as applied to the old railways would merely result in the Gilbertian situation of the public taxing or charging itself!

We may perhaps assuage our sentimental grief by the compensatory thought that in the Nottinghamshire coalfield the almost complete wiping out of the G C and the G N lines has left a much simpler entity which can carry the same vast coal traffic more efficiently and cheaply. The raised hackles of G C and G N enthusiasts can be understood, but after all the area IS near Derby, the Midland Mecca. The offended GN & GC supporters might take comfort that in compensation the Midland has been chopped off west of Hereford and East of Peterborough and well over 100 miles of Midland Empire - building cleared away for precisely the same reasons that the Midland remains intact in Nottinghamshire. In general the first railway to be built in an area is the most efficient and useful, and therefore the most likely to survive when later built competitors are chopped up.

Our Pre-grouping loves (and how justified they are) have to take second place to the urgent need to save the best of a complicated and unnecessarily duplicative heritage and make it a National system which we can be proud of.

## The GREAT one in ENGINEERING

**MURRAY**

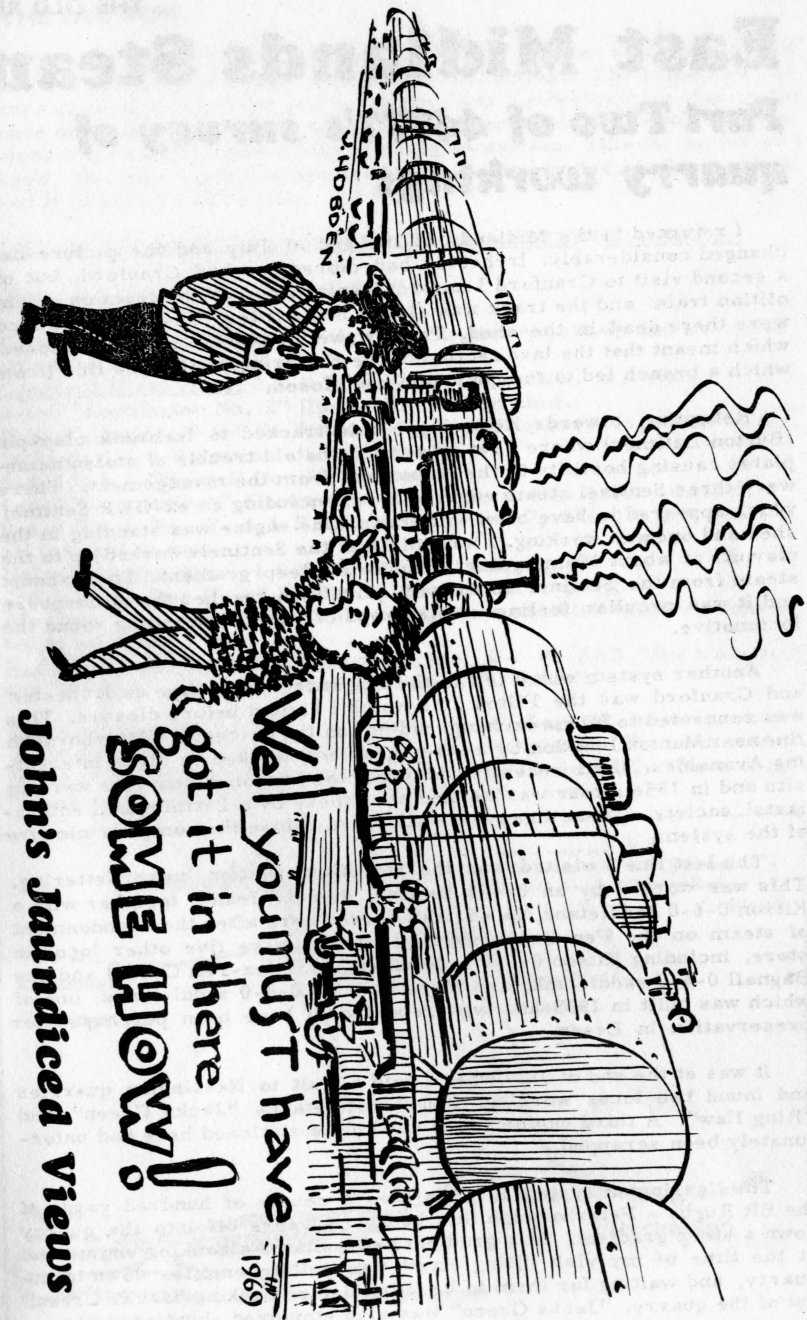
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## For Automobile Engineering

**RONALD S MURRAY**

**West End Garage, Hyde Park, Leeds 54266**



# East Midlands Steam

## Part Two of 44777's survey of quarry workings

I returned to the Midlands at the end of July and the picture had changed considerably. Irchester had closed, as had Cranford, but on a second visit to Cranford I found "Cranford No. 2" in steam on a demolition train, and the track was slowly being lifted. The other two locos were there dead in the shed. The Twywell quarries had also closed, which meant that the last section of the Kettering - St. Ives line (from which a branch led to the quarries) had closed.

Returning towards Kettering I side-tracked to Isebrook clay-pits (Burton Latimer) where I set up against the old trouble of stolen name-plates causing hostility to the enthusiast from the management. There were three Sentinel steam engines here, including an ex-GWR Sentinel which appeared to have been withdrawn. One engine was standing in the shed and one was working. I was told that the Sentinels worked up to the claypits at about 10am, going up quite a steep gradient. The exhaust steam from the Sentinel condensed quickly on reached the atmosphere and it was peculiar feeling small drops of water descending round the locomotive.

Another system which fell to the axe at the same time as Irchester and Cranford was the Pilton line which I visited before closure. This was connected to BR via exchange sidings on the Leicester-Peterborough line near Manton Junction by a steep gradient, worked by three interesting Avonsides. Until recently old lines to abandoned quarries were in situ and in 1956 a tour was worked over these by a Birmingham enthusiasts' society. These lines were all lifted before the complete closure of the system.

The last line I visited was the Storefield system, near Kettering. This was worked by an 0-4-0 Sentinel diesel "Jean", together with a Kitson 0-6-0 saddletank No. 45 (transferred here after the abandonment of steam on the Pen Green system). There were five other locos in store, including Kitson 0-6-0 saddletank No 39 (ex-Pen Green) and one Bagnall 0-4-0 saddletank, and three Barclay 0-4-0 saddletanks, one of which was built in 1905 and was reported to have been purchased for preservation in Essex.

It was at the end of July when I paid a visit to Nassington quarries and found two locos working, 0-6-0 saddletanks "Jacks Green" and "Ring Haw". A third engine which used to be stationed here had unfortunately been scrapped.

The Nassington system incorporates a couple of hundred yards of the BR Rugby - Peterborough line before it veers off into the quarry down a steep gradient. This gradient necessitates a banking engine and at the time of my visit "Ring Haw" was pulling empties down to the quarry, and waiting for them to be filled before banking "Jacks Green" out of the quarry. "Jacks Green" was also employed shunting.

I heard no dieselisation rumours about Nassington or Isebrook, but one can never be sure where the diesel will appear. The rumoured closure of certain ironstone pits in North East Leicestershire due to the ease of importing foreign ore and also due to expiring seams of ironstone leaves some doubt on the Nassington system. This is, as far as I know, the last regular steam-worked ironstone system in this country, and it is well worth a visit.

### LIST OF LOCOMOTIVES SEEN IN ORDER MENTIONED ABOVE.

(Note: All locomotives are saddletanks).

Corby Works: No.16 H & L 0-6-0 (works livery yellow) and an unidentified member of the class.

Cranford (first visit): 0-6-0 "Cranford" (Avonside). In steam.  
0-6-0 "Loddington No. 2" (Bagnall). Cold on shed.

Near Kettering: 0-6-0 No.86 (metre gauge). Preserved in private works.

Irchester: 0-4-0 Sentinel diesel "Maud".

0-4-0 H & L "Holwell No. 30" In steam.

0-6-0 "Carmarthen" Kitson (transferred from Pen Green, Corby).

0-4-0 H & L No. 17, A & B No. 9, A & B No. 7, 0-6-0 A & B No. 6 - all four not in use.

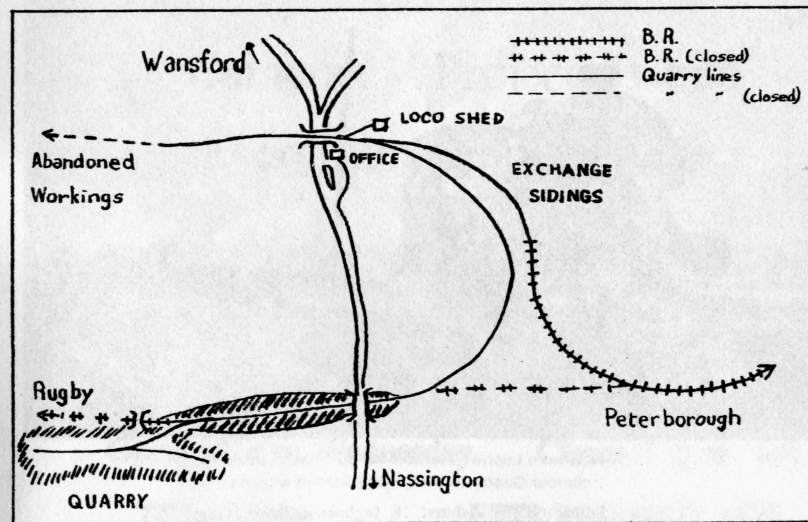
Holwell Ironworks: 0-4-0 Sentinel diesel (failed).

0-4-0 H & L No. 10 and HC No. 15 (both for scrapping).

Also two 0-4-0s in shed with the diesel, one of which had been converted to oil firing.

N.E. Leicestershire Buckminster Depot: 0-6-0s A&B "Buckminster" and "Stainby", Hunslet "Juno", and RS&H "Jupiter".

Cranford (2nd visit): 0-6-0 "Cranford No. 2" Bagnall. In steam on demolition train. 0-6-0 "Cranford" and "Loddington No.2", cold in shed.  
Isebrook Claypits (Burton Latimer): 0-4-0 Steam Sentinels "Belvedere", "Musketeer", and "Isebrook" (ex-GWR, withdrawn).





Pilton: 0-6-0 Avonsides "Pilton", "Stamford", and "Staveley" (the last withdrawn).

Storefield (near Kettering): 0-4-0 Sentinel diesel "Jean" working.

0-6-0 Kitsons No. 45 and No. 39 (both transferred from Pen Green).

0-4-0 Bagnall "Enterprise". 0-4-0s A&B Nos. 11, 19, and 20. (All steam in store except for No. 45 which was spare.).

Nassington: 0-6-0 Hunslets "Ring Haw" and "Jackie Green" (both working).

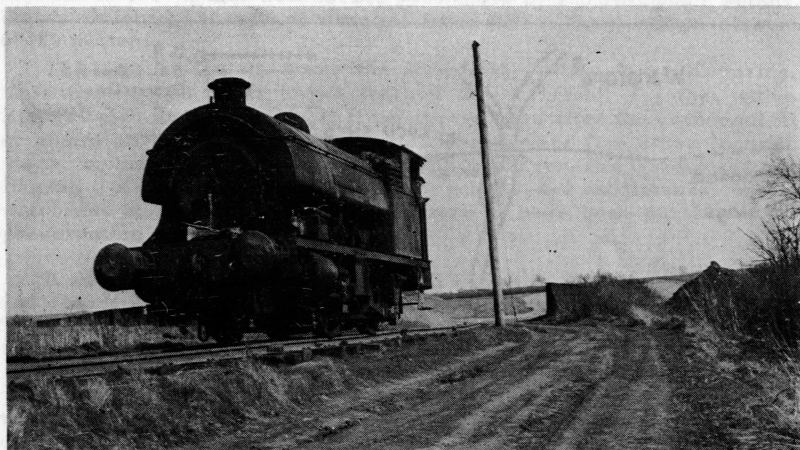
R.F. Youell adds a footnote on the Leicestershire iron ore fields:

Having worked on iron ore problems for many years, I consider the future might not be quite so depressing as "44777" foresees in his excellent article.

By and large the moderate English iron ore deposits with 30-35%-ish of iron, can hold their own against the richer ores from Sweden and Spain with up to 65% iron.

Most of the closures in the last century have been due to drop in quality, thickness of deposits or ease of transport, as at Rosedale, or Brendon Hill. Some of the best ironstones are in Switzerland, but even the Swiss can't get a railway near enough to take it away!

Clearly the competition of imported ores would be felt first at places like Tees-side, where imported ore comes directly to the steelworks, and home ore has a 200 mile train journey. Where in the Midlands the steelworks, coal and iron ore are not too far apart, the future is reasonable unless deterioration of ore or drop in price of imported-ores sets in. Thick, level deposits of green English ironstones placed so that they can almost fall into a train alongside them are likely to put up a good defence of the position they have held for over a century, and there was certainly a healthily large number of long trains rumbling along the Colsterworth-High Dyke branch last time I visited the area.



Hawthorn Leslie "Holwell No 30" backs down to Irchester Quarry to bring some loaded wagons.

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