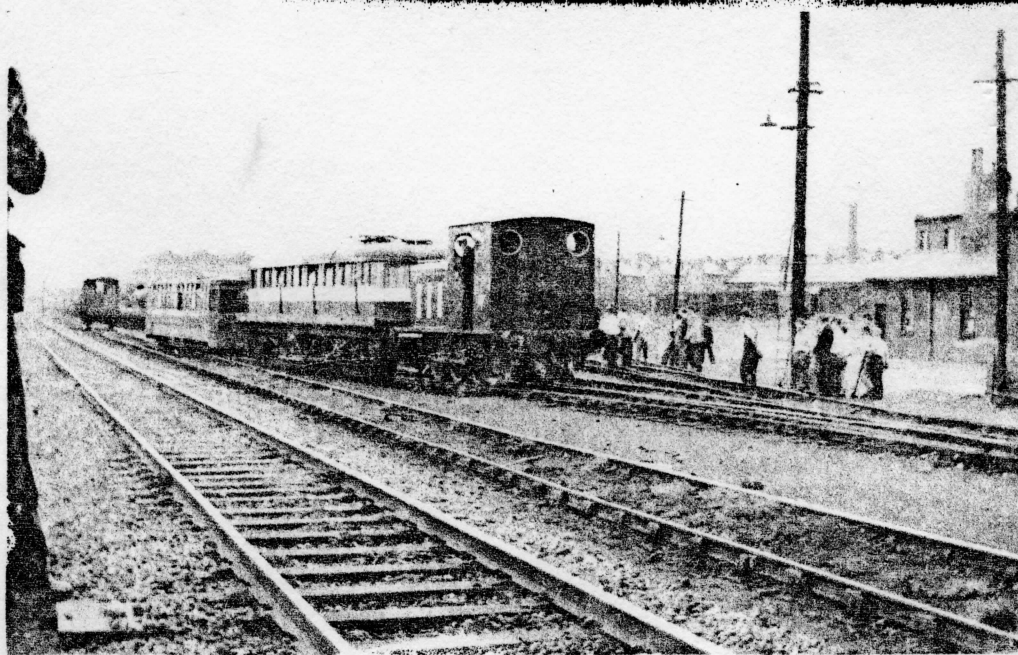


# The Old Run

Journal of the Middleton Railway Preservation Society

Price One Shilling

No. 25 January 1962



The Swansea & Mumbles Car  
on its arrival at Middleton,  
June 1960.

the  
OLD RUN  
journal of the  
MIDDLETON RAILWAY  
PRESERVATION SOCIETY

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Moortown, Leeds, 17.

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COVER PICTURE

A photograph taken in the early days of the M.R.P.S., showing the top & bottom decks of the Swansea & Mumbles car being towed on British Railways' tracks, by "John Alcock", before entering the Middleton branch. This was the first train to traverse the branch after its closure in 1958 - and probably its most unusual! Photo taken 18 June, 1960.

COMMENT

This issue of Old Run marks the beginning of the Society's third year - a year in which we hope for much greater developments than in past years. There are two reasons for these hopes; one is the purchase of a building which could well form our headquarters; the other is that 1962 is the 150th year of commercially successful steam locomotion, and it seems likely that this will be commemorated in a manner beneficial to the Society.

Of major importance in our calendar is the Annual General Meeting. It is at this function that members show their faith (or otherwise) in those whom they elected to the committee during the past year. At the A.G.M., members have the opportunity of giving their opinions, making suggestions, which can be debated between all the other members present to ascertain their true value,, and, of great importance, making decisions for the future running of the Society.

This year, arrangements are being made to show members over the railway in the morning, before the meeting, and the Annual Dinner is being held in the evening. The whole day is an excellent opportunity to see your fellow members, and voice your opinion - make a note of the date now. See Page 5.

## THE SENTINEL LOCOMOTIVES OF THE L.N.E.R.

(V. Hoole.)

Sentinel locomotives and railcars have always been a particular interest of mine, and when I heard that the M.R.P.S. had purchased a Sentinel locomotive, I was more than pleased. The locomotive turned out to be not only the last Sentinel to work in the North Eastern region, but also the last Sentinel product to be purchased by the L.N.E.R. As stated on page 102 of the October issue of the Old Run it was originally L.N.E.R. 59, becoming 8153 in 1946; however, it did not receive its B.R. number - 68153 - until 1951, and it finally became Departmental No. 54 in 1954. It was officially withdrawn from B.R. stock on 29th. June, 1961. The locomotive was intended for use at the Geneva Permanent Way Dept., at Darlington when ordered from the Sentinel company, and it spent all its working life there - not just the period since it became Departmental No. 54, as stated in the October issue.

Altogether, 58 Sentinel locomotives were bought by the L.N.E.R., consisting of three types:-

Class	Quantity Purchased for:	
	Running Stock.	Departmental Stock.
Y.1	15	9
Y.3	32	-
Y.10	2	-

There were also two Sentinel locomotives fitted with steam cranes for use in Motive Power Depots in Scotland, but these were numbered in the Machinery List, and not in the Running or Departmental stock. Originally, all the Sentinel locomotives except one were allocated to the Southern and North Eastern Areas of the L.N.E.R.; the sole representative in Scotland was No. 9529, which for this reason, was numbered amongst the former North British locomotives.

The first Sentinel locomotive purchased by the L.N.E.R. was obtained in 1925, and it was not until 1929 that they were put into general use in the North Eastern Area. They were scattered throughout the Area at such sheds as Bridlington, Malton, Hull and Stockton; No. 174 of Bridlington used to shunt the goods yard there, whilst No. 100 used to travel from Bridlington to Driffield daily. An interesting point is that when running on passenger lines, the locomotives had to carry two men, but as there was no need for a fireman the duty of second man was carried out by the shunter travelling

with the engine, who was specially passed for the job.

The L.N.E.R. inaugurated a system by which the Sentinels were sent out to shunt wayside stations, placing the wagons ready for the following pick-up goods train, and it was claimed that this was more economical than having the engine of the pick-up shunt at each station.

A few of the class Y. 3 engines were fitted with vacuum brake gear for hauling passenger stock, and No. 81 (for many years stationed at Pickering) is reputed to have been tried on such duties between Pickering and Seamer. However, No. 81 does not appear to have been successful - probably because of the low speed - and the service continued to be worked by Sentinel railcars; finally, it was worked by a class G.5 0-4-4T and a 'push and pull' set.

All the Y.1 and Y.3 Sentinels had water tube boilers working at a pressure of 275 lbs. per sq. in., supplying cylinders 6<sup>3</sup>/<sub>4</sub> in. dia. and 9 in. stroke. Unfortunately, the water tube boiler is very susceptible to bad water, and some locomotives purchased by a certain company in the North East were soon in difficulties for this reason.

In 1930 the L.N.E.R. purchased two four-cylinder Sentinel locomotives and classified them Y.10. These two engines were specially designed for working on the Wisbech & Upwell Tramway which runs alongside public roads, necessitating a driving cab at each end and covered-in wheels. After a few years use they were transferred to Yarmouth and spent the rest of their lives there; one was withdrawn in 1948 and the other in 1952.

Of the L.N.E.R. Sentinels, only four now remain - all in Departmental use: No. 7 is allocated to the Sleeper Depot at Boston, and Nos. 39, 40 and 41 on similar duties at Lowestoft.

#### MOVING OF 1055 - Part 2

Don't ask why you were not told in the last issue that there was to be a Part 2, - we did not expect the complications that arose en route to Crich! The following few notes have been extracted from issue No. 2 of "Twenty Two" - the Glasgow Hex-dash Tram fund's news sheet. (See P.

"On the following Saturday, 11th November, the body was transferred onto Messrs. Elliott's trailer leaving at 3.05

that afternoon for storage in a private yard off Low Fields Road, Leeds. (That road has many sad tramway memories!) Its route, for those interested in details, was via Park Side Lane, Dewsbury Road, Hunslet Hall Road, Beeston Road, Lane End Place, Elland Road and Low Fields Road. It was to remain there for almost a fortnight as the reception track was not quite ready for it at Crich.

Friday, 24th. November saw much activity. At about 9.30 a.m., Messrs Elliott's arrived and took 1055's body on the first stage of its journey. In the afternoon, another of their collected the bogies and some spare items of equipment, together with the "girder truck" from alongside the Middleton Railway. These items arrived safely and were unloaded at Crich the following morning. (The standard gauge girder truck had to be sent to Crich as the bogies are still to the 4'7" gauge.)

Meanwhile, the tractor with the body had had to take a devious route to avoid bridges, and had stopped the night in Worksop, Nottinghamshire. The tractor broke down when the driver arrived to start up on the Saturday morning. There followed some complicated moves. Messrs. Bowmer and Kirkland whose crane had unloaded the bogies, etc., sent out a tractor to take over. The driver of this tractor found that the trailer was unsuitable for towing until certain alterations had been carried out, so he towed the defective tractor back to Crich, instead. The lorry which had delivered the bogies then took over, and proceeded to tow the tractor back to York, (Elliott's home town.). This got as far as Worksop where the driver realised that he needed more ballast on his lorry to tow the tractor with safety.

On Sunday, Bowmers tractor was able to take charge of the trailer carrying 1055's body, and bring it to Crich, where it arrived just before 12.30 p.m. The crane which had remained on site all night unloaded the body onto the "girder truck" in about an hour and a half. The "trucks" lorry, which had by now returned to Crich, then had the trailer (on which the body arrived) loaded on the back to act as ballast and so returned to collect the defective tractor at Worksop for the journey home."

(Courtesy A. K. Terry)

A.G.M. - Saturday 3rd. March Is this date ticked off in your diary? Also Annual Dinner. Full details are given opposite.

Don't forget - Saturday March 3rd.

## ANNUAL GENERAL MEETING AND DINNER

The Annual General Meeting of the M.R.P.S. has previously been held in November towards the end of the year, and last year it actually clashed with that of another Society, with the result that people who were members of both could only attend one function. This year, however, the A.G.M. is being held in March (for the year 1961) and this is to be the standard procedure in future years. Advantages are that the Secretary, Treasurer, etc., can make out their reports up to the end of the year (which is the 31st. Dec.) Also, membership renewals are completed (we hope! - have you paid your subs yet?) yet the meeting is not in the middle of winter when travelling may be difficult.

The arrangements this year are somewhat more attractive than last, for there is not only the A.G.M. to attend, but also the Dinner in the evening. Last years dinner was a very pleasant affair - but it would have been better had there been more members. This year we hope for a much bigger show.

THE THIRD ANNUAL GENERAL MEETING of the Society will be held at 2.15 p.m. on Saturday, the 3rd March, 1962, in the Physics Department of the University of Leeds, Woodhouse Lane, Leeds, 2. (Through the kind permission of Professor Stoner). The Physics Dept. can be reached from the City Centre on either of the following buses: No.1 (Headingley or Lawnswood) from Bishopgate Street at the side of City Stn. or No. 56 (North Lane) from the Central Bus Station. In each case, alight at University Road and proceed up Woodhouse Lane, past the School of Chemistry and turn left along a private road. This leads direct to the Dept.; for those with their own transport, some parking space is available.

Items for inclusion in the Agenda should reach the Secretary at 21, Burley Wood Crescent, Leeds, 4. not later than Saturday, 17th. February. Nominations, which can be posted to the Secretary or handed in at the meeting, are required for the following posts, at present renewable annually:-

Chairman	Operating Superintendent
Deputy Chairman	Tramway Engineer
General Secretary	Tram Liaison Officer
Committee Secretary	Publicity Officer
Membership Secretary	Three Other Members.
Treasurer	

Copies of the agenda will be circulated at the meeting.

The dinner which will be held jointly with the Leeds University Union Railway Society will be at the Griffin Hotel,

on Boar Lane, Leeds. Members should meet at 6.30 p.m. for the dinner to commence at 7.0 p.m. The Griffin Hotel is about 2 mins. walk from the City station, making it very convenient for those who have to catch trains home. The cost of the dinner is 17/6d. (15/-d. for junior members) and members and their friends are welcome at this event. Dress - informal. Applications with the appropriate sum must reach Mr. Cawthray, 1, Midland Terrace, Frizinghall, Bradford, Yorkshire, before Saturday 24th. February, to guarantee a place being booked. Cheques, postal orders, etc., should be made payable to Mr. Cawthray, NCT to the Society. Last minute bookings may be made at the A.G.M. but these are subject to there being vacancies available, at the time.

### A SECOND EXCURSION INTO THE PHILOSOPHY OF RAILWAYS

(William B. Stocks.)

It has long been a favourite reflection of mine that the countryside without a railway is about as interesting as a railway without the countryside. This, of course, is a broad generalisation but nevertheless it will stand examination and repays thinking about. It points directly to the unique relationship between a railway and the country through which it passes. Each gives much to the character of the other and it is by appreciation of this give and take that train travel can become a vivid aesthetic experience.

This is really much more important than is generally realised since it could be the basis of a most sincere and intelligent line of publicity designed to promote the excellent habit of touring by train. I believe that a century ago railways had the power of inducing a considerable sense of wonder and delight that has been largely lost (to the railways detriment) for no other reason than age and familiarity having dulled sensibility. It is of course true that no one living has ever met anyone who recalls Britain without railways and this means an advanced stage of being taken for granted. To restore this sense of aesthetic delight is quite possible and to pass it to others is an interesting experiment

Two or three years ago I enjoyed spending a long winter night on Leeds City Station, just for the experience. About 1 a.m. I was standing on the crown of the footbridge looking down on the shining net of trackwork toward the West end of the station. Reflections of ruby and emerald from signal lamps struck across the gleaming heads of the rails. Leeds

Parish Church struck the hour over a sleeping city. The scene was very pleasing and induced my own reflections. In imagination I saw the rails going out in the darkness to the utmost coast lines of Great Britain, East & West, North & South, not just bars of steel but accurately set at 4' 8½" apart so that they had a dynamic meaning. They were the thread in a necklace whose jewels were the Highlands of Scotland & the Apple Orchards of Kent, the lush meadows of East Anglia & the valleys of Wales, the rugged Yorkshire coast & the cathedral cities. Bringing them all within a few hours ride of the busy West Riding and the manufacturing Midlands.

What has been lost whilst railways have grown to maturity is the general feeling of an exciting relationship with nature and landscape whilst travelling in a train. A train on its rails is keyed to the ground through the intermediary of the track. Regarding trackwork in the abstract it is part of the ground specially prepared for the passage of trains. The rails are like the hard tip of a lathe tool set in the softness of the ground. A train is a vehicle specially prepared to partner the track and achieve thereby a desirable result. Tunnels, cuttings, embankments, are all essentially sculpture in the earths surface to facilitate the construction of the track. Train, track and works generally all become part of the landscape in a manner unique among transport and only approached by canals. The long years since railways were built has not only created excessive familiarity but it has enabled nature to work on the scars of construction and to finish the job. It is worth pointing out at this stage that riding in diesel multiple units have done more than any other single factor to reintroduce the travelling public to these delights of a railway. The railways were never more ripe for rediscovery as a tourist medium.

I hesitate greatly to suggest that there is need of another national railway society but I am confident that a Scenic Railway Association could achieve a great deal if properly constituted. The body I visualise would bring together B.R., the travel agencies, the ramblers and naturalist's associations, people (I hope) like the National Trust and National Park Authorities, and be enriched by the membership of large numbers of railway enthusiasts. In addition, or perhaps growing out of such an association, a monthly journal for the general public - "The Rail Tourist". There is such an immense potential, both material and public, and it would be well received. It would help to fill a vital gap that is barely discerned, the unfortunate and growing gap between railways and general culture of our society. Railways are recognised as having immense appeal to juveniles and this is well served. But beyond these, or perhaps as a

result of the very intensity of the two fields, railways have too little influence on our cultural outlook and tastes. Recently I was inspecting some delightful pottery figures in a Leeds store but I knew with absolute certainty that I looked in vain for any figures say of loco men in traditional faded blue. But why not? They could be very attractive. Figures inspired by agriculture, by the sea, even airmen, but not railways. Such poetry or painting that is inspired by railways is accepted as being for the consumption of enthusiasts. Literature about railways is almost wholly for enthusiasts and is very good indeed to the informed reader. Only perhaps in photography is there a tendency for the aesthetics of railways to enjoy a broader response.

Is this important? I think it is. Railways to survive in healthy and thriving contentment must have their roots deep in an appreciative public. Like a tripod with a weak leg, this absence of a third, more general interest in railway affairs is a source of weakness and the background of a great many of the complaints and petty discontents the public never weary of bringing to bear against the railways. To be a complete success the railways of the future must be identified not only with efficient service to industry, with reliable utility travel, but with the playtime of the country, the love of the open air, and our own island scenery.

(to be continued.)

#### M.R.P.S. CAR BADGES AND SHIELDS.

The Moorgate Stamp Co., of Devon, is able to supply motor car badges of the coats-of-arms of the various railway companies, both pre- and post grouping, and also badges of several railway societies. The latest addition to the range is the badge of the Middleton Railway Preservation Society.

The general design consists of a gold-edged green garter bearing the words "Middleton Railway". Within the garter, on a red ground, is a colour illustration of the locomotive "Salamanca" (The first commercially successful steam loco.); beneath this is the date of the opening of the Middleton Railway: 1758

The car badge is painted on a yellow background, and is mounted beneath a protective perspex front on a heavily chromed base, approximately  $3\frac{3}{4}$ " diameter. Various types of fittings can be supplied to suit different cars. The shields are of two sizes - the small one measures approximately

6" high by 7" wide, and the large one 10" x 12". The design on the shields is painted on a raised portion mounted on a backing of polished wood which also carries the inscription "Middleton Railway" on a scroll. Unlike the car badge, the background colour is grey.

Samples of the badge and shields are available for inspection at the Editor's home, or by prior arrangement, on site at Middleton. It is also hoped to have them on show at the A.G.M. for the benefit of those members who live away from Leeds. Both badges and shields are individually hand painted, and the badge and small shield are supplied in presentation boxes. The small shield can be supplied within a very short time of ordering. The prices are as follows:- Car Badge £1-13-0d. Small Shield £1-12-0d. Large Shield £3-5-0d. If you are interested, please make further enquiries to the Editor whose address is at the front.

#### RAILWAY & SOCIETY NOTES & NEWS

##### New Members.

We welcome the following new members, who have joined us since the last issue of Old Run:

Mr. Cherry,	Maidenhead.	Mem. No. 221
Mr. Dean,	Maidenhead.	226
Mr. G. Crossland,	Pudsey, Yorks.	228
Mr. G. Jacobs,	Rotherham, Yorks.	229
Mr. G. A. Griffiths,	Plymouth.	230
Mr. D. J. Wilson,	Ilkley, Yorks.	231
Mr. C. Crompton,	Clitheroe, Lancs.	232
Mr. A. Booth,	Leeds.	233
Mr. G. Mitchell,	Leeds.	234
Mr. G. M. Brunton,	Rothwell, Yorks.	235
Mr. N. Wormald,	Leeds.	236
Mr. C. Dews,	Leeds.	240
Mr. J. R. Livesey,	Mirfield, Yorks.	241
Mr. L. A. Heath Humphrys,	London.	242
Mr. R. D. Wills,	Eden Bridge, Kent.	243

##### Overalls & Uniforms.

A new supply of overalls, etc., is now available from our "clothing store chief", Mr. Bailey. Railway serge suits, overalls and caps are all available at Very reasonable

prices. Further information can be obtained by writing direct to Mr. J. Bailey, 12, Burton Crescent, Dewsbury Road, Leeds, 11. Stocks of the Society's cloth badge (for overall pockets, etc) are also held - 2/6d. or 2/9d. by post.

#### Locomotive Shed.

The committee recently approved the purchase of a wooden building from Messrs. Harrisons (Contractors), which had been offered to the Society at a very reasonable price. The building is typical of those used by building and engineering contractors as site offices, stores, mess rooms, etc. and has recently been in use at Leeds University in connection with building work there. The cost of the shed was the cost of transporting it away from the University to Harrisons yard at Farnley, on the outskirts of Leeds. It was delivered from there to Middleton in two consignments; part of it was transported by the University Army Squadron, just before the end of term in December, and the remainder arrived at the railway on one of Harrisons' lorries in mid January. Our thanks go to both these bodies for their help in this connection. The building sections are at present stored by the trams in Clayton's yard. Regrettably, the building is not quite as high as we were given to believe, but almost as in compensation, it is slightly bigger in area than we thought. It is basically 30ft. long x 18ft. wide, and is a true bargain at the price! Negotiations are to be opened with the Town Planning authorities as to the best site on which to erect it, in the Moor Rd./Burton Rd. area.

#### "Trains Cross Here"

After several incidents of motorists crossing the railway directly in front of trains, the Accident Prevention Committee was approached to see if they could erect further road signs to warn motorists of the presence of the level crossing. Evidently this has been found possible, for shortly before Christmas, a "Trains Cross Here" sign appeared on each side of the crossing. On the south side of the railway, there are now three signs - two of the older type "pictorial" "Crossing No Gates", situated 200yds. and 50yds. before the crossing, and the new "Trains Cross Here" one immediately before the crossing! Any motorist who is not prepared for the railway after passing three warnings just is not looking!

#### Sentinel.

"Nellie", as the Sentinel is unofficially called, has

received further treatment to render it steamable. Mr. Williams, who is Middleton's Sentinel expert, recently had a look at the "works". The regulator was jammed in the open position, with the dirt accumulated round its linkages, and some of the valves and push rods were also stuck, but after moving them with the aid of a screwdriver, they were rapidly freed. Most of the work on making 54 both presentable and runnable (which we now think it is!) has been carried out by Geof. Lee and Derek Rayner, helped when the occasion demanded, by the other Middleton "regulars". Keep up the good work!

#### John Alcock.

Just as the Loco. Engineer was getting on top of the outstanding work on J.A. (No, not sitting on the roof!) - calamity struck. The pulley on the crankshaft at the front of the engine which drives all the auxiliaries, decided to give up the ghost! The keyway cut in the crankshaft was damaged with the result that the pulley could not be re-fixed on. This meant that the cooling fan, air compressor and dynamo were all out of action. In true Middleton tradition, however, the usual services have been maintained - mainly with extreme care and an overdose of common sense to minimise any further damage which may result. As soon as the Sentinel is available, the diesel will be sent into works for a much-needed professional overhaul.

#### ODD JOTTINGS - HERE & THERE

##### Wanted.

"I am anxious to obtain some photographs of the ex N.E.R. O-6-CT locomotive No. 407 which finished its days on the Middleton Railway as JEAN. It was, I believe, cut up in 1950, at Middleton". This is an extract of a letter written by Mr. K. Hoole, 136, Scalby Road, Scarborough, Yorks. If anyone can help Mr. Hoole to acquire photographs of this locomotive, will they please write to him at this address?

The Society Archives also want ANY PHOTO'S of the Middleton Railway pre-1958. Please write to the Editor.

##### Bluebell Railway P. S.

In the past year, the Bluebell R.P.S. made a profit of

more than £2,000, and plan to appoint a full time General Manager for the coming year.

### Sheffield Tramcar 513.

By the time this Old Run is distributed, arrangements for the removal of 513 will be nearing completion. At the present time, however, no details are available.

### TWENTY - TWO

Like many other tramway systems, Glasgow had numerous types of tramcars to operate its services, but one class was predominant. In Glasgow it was the "Standard". The Standards were themselves of three types - the Hex dash, the Round dash, and the ex-Paisley cars. At the Tramway Museum at Crich, Derbyshire, can be found examples of these latter two, but not the Hex Dash type. In an attempt to remedy this state of affairs, a fund has been arranged with the object of preserving Hex dash car No. 22. Anyone who would like to contribute towards the cost of buying, moving and housing 22 should write to Mr. A. K. Terry, 18, Lidgett Place, Roundhay, Leeds, 8. A news sheet is issued periodically to the funds subscribers giving details of developments and also other news connected with museum trams. It is hoped that all those who wish to see a full representation of the Glasgow Standard car will make a donation to the "glasgow Hex-Dash Tram Fund".

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### DON'T FORGET-

MEMBERSHIP RENEWALS - to Mr. T. G. Cawthray, 1, Midland Tce., Frizinghall, Bradford, 9.

Rates:- Life Membership £20.

Full Annual. £1.

Junior Annual. 5/-.

A.G.M. & DINNER Saturday, 3rd. March.

Full Details on Page 5.

Dinner bookings to Mr. Cawthray before 24th. Feb.