

## OLD RUN NEWS

Newsletter of the Middleton Railway Trust  
Number 6, August 1965

'Never a dull moment' might well have been a phrase coined by a close follower of Middleton affairs. This month our activities have taken us from Somerset and London to York, not to mention the changes being wrought continuously on the line itself.

Middleton is now in its fifth year of amateur operation. If we don't appear to make the fuss about this important milestone that some other preservation societies would it is because we are so preoccupied with the vital business of running what is virtually a viable railway and anniversaries like this are upon us and slipping past before we realise it. However, this does not alter the fact that on 18th June, 1960, the first amateur run took place on the line with J.A. and the "Swumbles" car; from 20th June to 26th June a "rag" passenger service carried 7,700 satisfied customers and, on 1st September, the freight services re-commenced in earnest.

So, as Middleton steps forward into its sixth year of amateur operation at what is probably the brightest stage since we took over and with promises of even better things to come, we say Thank You to all those who helped in riding the difficulties of the first five years and look forward to their help, and that of many more besides, over the next five, ten, twenty .... and more!

Considering the amazingly low membership the Trust has had, the achievements of our members take on a fantastic air; this, though, is not an excuse for sitting back complacently and basking in the sunshine of our proud record but more an inspiration to press on. Every member can help and the ways this can be done are legion --- operating, publicity, sending in articles, comments, news for 'Old Run' and 'Old Run News' and, perhaps most important of all, bringing in new members. If our membership can continue to grow steadily as it is doing, we will be able to achieve things far quicker --- so please remember that this is one field in which every member can do his or her bit. Tell your friends about Middleton, show them the literature, explain the difficulties we have faced and overcome and don't forget to help them fill in their application forms!

### Locomotives

Saturday, 10th July saw the end of the Sentinel's period of being the regular M.R.T. engine. A cracked steam brake valve caused her immediate withdrawal from active service over six months from when she was called in to replace the ailing 'John Alcock'. Now she is to be given the treatment she deserves and systematically brought into "as new" condition to take her place with the rest of the Middleton steam stud. Work has already started on giving her a major overhaul and will continue for several months.

Meanwhile 'John Alcock' has returned; on 3rd July she first worked traffic -- double heading with the Sentinel -- and a week later she took sole charge. The compressor still remains to be

fitted, so running is with the handbrake only for the time being. Outside, work has started on applying the final coat of paint to the upper works and we shall soon have a Maltese Blue diesel.

Work is also proceeding on our newest but oldest (!) loco, 1310. Mr. Jackson of the Steam Power Trust '65, an expert steam locomotive engineer, has been preparing her for a hydraulic boiler test which we understand she should pass. When this is complete it may not be long before the 'Y7' is able to take her place as an 'active' Middleton locomotive.

### Rolling stock

Work has started on renovating the brake van. Quite a lot of work has to be done here including replacement of several running boards and a complete repaint both inside and out. Already three panes of glass have replaced the steel and hardboard panels in the three broken windows and the repair to the damaged end has been finished. As with all Middleton activities, help is needed for future work on the van.

### Permanent Way

The annual problem of weeds has been worsened this year by the fact that the English summer seems to be intent on surpassing its reputation -- as a certain well known Middletonian was heard to say "the ----- rain in Britain falls mainly where you don't want it." (with apologies to Mr. G. B. Shaw -- who was not the member in question). In view of this it is really satisfying to say that many sections of our permanent way are looking very good thanks to the splendid work put in by 'volunteers' in weeding gangs. Keep up the good work!

A cracked rail has been replaced and other work done on Whitaker's siding point much improving another Middleton 'blackspot'. Clayton's have repaired the crossover points in the Dartmouth Works' yard, much improving the riding over them.

### Exhibitions

Mervyn Leah, aides (or hindered?) by John Carr, has done an excellent job in preparing the six-month exhibition to commence later this month in the showcase window of the Midland Bank in Yorkshire House. Yorkshire House is on the corner of Greek Street and Infirmary Street, Leeds, and the window in question is the first on the left after going in at the Greek Street entrance. Middleton members and their friends are strongly recommended to go and see this exhibition which is probably one of our best ever.

On 25th - 28th August, the Britannia Model Railway Society Exhibition is being held at Knaresborough. Help is needed for the Middleton stand, particularly on the Saturday. Anyone who can spare an hour or two is invited to contact John Bushell, 12, Trelawn Crescent, Leeds, 6.

### Model Section

Old established Middleton members will doubtlessly be rather fed-up with hearing of plans to make a model of the line, which never seem to come to anything. If we don't get support, this could be another!

Briefly, it is proposed to form a Middleton Model Section, initially under the wing of the Publicity Officer, of which the first task will be to prepare an exhibition layout. Support from several people seems assured -- the main snag is to find somewhere where we can work in comparative comfort without having to move our 'junk' after every session. If anybody would like to comment on this idea and/or has any suggestions for a headquarters please contact J. D. Carr, 38, Hardy Road, Lymm, Cheshire.

A.R.P.S. A.G.M.

No, it's not a new scientific discovery! The letters stand, as many of you will know, for Association of Railway Preservation Societies Annual General Meeting. The following report has been given to us by Mrs. Youell who attended with Dr. Youell.

"The A.G.M. of the Association of Railway Preservation Societies was held on Saturday, July 24th, in London. The meeting was very well attended by affiliated societies and observers from the Transport Trust, the Ffestiniog Railway and the Great Eastern Group. The M.R.T. was represented by Dr. & Mrs. Youell."

"Membership now comprises:-

Dowty R.P.S.	Princess Elizabeth Locomotive Society
Gresley Society	Ravenglass & Eskdale R.P.S. Ltd.
Ireland R.P.S.	Southern Locomotive Preservation Co Ltd
Scottish R.P.S.	Keighley & Worth Valley R.P.S.
London R.P.S.	Westerham Valley Association
1338	Yieldingtrees Museum Trust
Midland R.P.S.	Middleton Railway Trust"

"From a large number of items on the agenda it seems that the idea of the Association is working well with liaison between the affiliated societies proving most advantageous. The A.R.P.S are now to be represented by Capt. Manisty on the Consultative Panel for the Preservation of British Transport Relics (originally instigated by Sir Brian Robertson) and an Association Stand will be displayed on Open Days at Clapham Transport Museum."

"Forum, the A.R.P.S. Journal, has been increased in size and content and will be produced bi-annually, Easter and the end of August. Forum contains news of all the affiliated members as well as articles and photographs and is sold throughout the country and abroad. It is thus an excellent mouthpiece for us all."

"Mr. Roger Crombleholme of the Southern Locomotive Society Ltd. is to produce a list of all preserved stock in the country --- this will be a large task and when complete will be a most useful and interesting reference."

"Officers for 1965-6 were elected as follows:-

Chairman	Capt. Peter Manisty (London R.P.S.)
Secretary	Mr. K. Vincent (Dowty R.P.S.)
Treasurer	Mr. R. T. Yates (Midlands R.P.S.)
Minute Secretary	Mrs. S. M. Youell (M.R.T.)
Publicity Officer	Capt. Manisty
Editor of Forum	Mr. T. Kirtland (Midlands R.P.S.)
Assistant Publicity Officer & Historical Adviser	Mr. R. C. Riley (London R.P.S.)"

"The next meeting of the Association is to be at Keighley on Saturday, October 30th, 1965. Any matters for the Agenda will be most welcome and should be sent to Mrs. Youell before October 10th."

Mrs. Youell's address is 5, North Grange Mount, Leeds, 6.

As Mrs. Youell comments, the Association is doing well and much value can be obtained from the interchange of ideas between societies. A sideline on the A.R.P.S. meeting was the report that "Railway World" is to have a two page monthly Preservation section which should be welcomed by all members.

Following up our mention of 'Forum' in the last issue it appears that due to an error, Spring copies have not been sent to the M.R.T. However, we believe they are on their way now and should be re-distributed to Middleton members before long.

#### Open Day

An Open Day is to be held at Middleton on September 11th to commemorate our fifth anniversary. Help is needed from everyone to make this a success and we would welcome suggestions for events to be incorporated (send them to Susan Youell or John Carr). Details are not yet finalised but proceedings will start at 2 p.m. We look forward to seeing you there.

#### Middletonia

The rumour that Dr. Youell, better known as "Fred" or "The Chairman", was in hibernation after a severe dose of exam marking is untrue. In actual fact he has been on an expedition to Somerset visiting the West Somerset Mineral Railway, collecting iron specimens for Physics research and bringing back some useful news of other preservation schemes he visited en-route. After that he spent a well-deserved holiday in London and Nottingham and then returned to the fray collecting exhibits for the Midland Bank exhibition. Of the exploits of Messrs. Carr and Youell in collecting the afore-mentioned perhaps the less said the better, let's just say it's amazing what running a railway does involve!

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This newsletter has been edited by John Carr.

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