

OLD RUN NEWS

Newsletter of the Middleton Railway Trust
Number 12, February, 1966

A.G.M. and Dinner

Just a reminder that the A.G.M. and Dinner are on Saturday, 26th February, 1966. The A. G.M. begins at 2.15 p.m. in the Houldsworth School of Leeds University, Clarendon Road, Leeds 2. I am afraid that I gave an incorrect list of buses last month: numbers 30, 33 and 36 are all 'limited' on Saturdays so the only suitable buses from the Central Bus Station are 28 and 56, plus the number 1 from Bishopgate Street adjoining Leeds City Station. Items for the Agenda must be in the hands of the Secretary, 5, North Grange Mount, Leeds 6, by 19th. February. Nominations may also be sent.

The dinner is at the Griffin Hotel, Boar Lane, 7 p.m. for 7.30, dress informal. Guests are: Mr. Pat Whitehouse, Captain Peter Manisty, Mr. & Mrs. T. Robinson and several British Railways representatives. After the dinner, Mr. Robinson is to show us some of his excellent films of The Great Marquess. Tickets are 21/- and we are strictly limited to a maximum of 55 - So get that application off to me SOON.

Permanent Way

I regret that Jim Lodge has not had a single reply to his plea for help for P.W. work on Sundays. Even if YOU cannot manage to come yourself, is there anyone you know who might spare an hour or two on Sundays?

Jim Lodge, with one and a half assistants, completely relaid the common crossing at Whitaker's junction in four hours despite icy conditions. Thus they were able to remove what has been an unpleasant bump for some time.

But the work is not necessarily heavy as there are dozens of easy maintenance jobs always requiring attention.

For those who do work down at the line there is a plea for tidiness. Everything -- tools, wood packing, chairs, etc. have been sorted and a place found for each. So -- please don't just sling things down by the line after use -- PUT THEM IN THE PROPER PLACE.

Developments at Garnet Road Sidings

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Following a slight misunderstanding on the matter of boundaries, the Permanent Way Adviser, after exhaustive measurements approached Messrs. Kings Ltd. in order to clarify the position. Dr. Youell and Dr. Lawrence then held a consultation on the most friendly terms with Mr. Howard King and the firm's Secretary. Messrs Kings have suffered very heavy losses lately because of two raids on their yard by the ubiquitous metal thieves, and are obliged to take stringent measures to prevent access to their yard at night from the direction of Clayton's curve. The P.W.A.'s suggestions as to the erection of two pairs of gates and the improvement of walls and fencing were readily accepted, the meeting ending on a very harmonious note, and Mr. Howard King has kindly offered to provide a third gate at the lower end of the curve so as to reduce the losses which the Middleton Rly. Trust suffers from time to time. This offer will be gratefully accepted if agreeable to Messrs.

Clayton, Son and Company, and the Board of Messrs Kings is to consider favourably leasing the land containing their siding to the MRT at a very nominal rate. Mr. King agreed to make in any case a present of their steel buffer stop to the MRT, and we have every hope that the siding will be restored in the near future.

The 'Bag'.

Bagnall 2702 is now on the Middleton Railway but before a full account is given of its transportation and activities there, members might like to know what happened after the boiler passed its hydraulic test.

It was not long before a start had been made on restoring the fittings and valves. Progress was somewhat slow -- even one water gauge cock takes a skilled fitter about three quarters of an hour to put in working order. Quite a few new parts had to be made including a blower ring, water gauge pipes, steam brake pipe, whistle pipe, etc. The firebox and ashpan were replaced and the coal ordered. This in itself was a pantomime. It was ordered from one firm who, on arrival was told that the M.R.T. representative had gone home. In fact this was not so, and via the telephone the firm said they could not deliver the coal for at least three months! As a last resort, another local firm was contacted and cash paid in advance. Five hundredweight was delivered by them into a two inch deep layer of water and mud beside the engine -- it took half an hour to shovel this into the coal bunker in the dark and pouring rain.

The next Saturday, 20th. November, was to be steaming day. The first member arrived at 7.30 a.m. and made a start with filling the boiler and obtaining asbestos to seal the smokebox door. He also calibrated the new pressure gauge. The fire was lit at 9.20 a.m. and the trimmings in the axleboxes and the oil replaced. At 11.45 a.m. there was enough steam to blow through the cylinders but this revealed a serious steam leak somewhere in the front end. The pressure gauge showed 100 lbs. at 12 noon and 130 lbs a few minutes later. The safety valves were then set to a working pressure of 150 p.s.i. No attempt at movement could be made until 12.30 as a large oil tanker sat down behind the locomotive. At 1 p.m. 2702 at last unglued itself from its mud-and-ash bed where it had been resting for so long. A happy time was had by all despite the drizzle. The climax of the afternoon was the ascent of the 1 in 15 incline from the store yard, through the works, across the main road and into the engine shed. The 'Bag' stood sizzling on the level at the bottom of the incline. Shouts of 'Clear! All clear!' rang through the works: All lorries having been removed and the traffic stopped on the main road. With a long, clear blast on its distinctive whistle and the regulator full open in full forward gear, the 'Bag' surged forward. Climbing the incline the exhaust note gradually changed to a series of powerful blasts, each one filling the shop with steam and sparks and nearly asphyxiating the overhead crane drivers. The pressure dropped from 150 to 130 p.s.i. each beat of the engine registering as a flicker of the pressure gauge needle. The engine shed turnout was reached in about 50 secs. at an average speed of 13 miles per hour. Difficulties at the turnout delayed operations which resulted in the engine being 'put to bed' at 5 p.m. An account of the restoration and delivery will appear in the next 'Old Run News'.

Railway Exhibition

For those living within easy travelling distance of Leeds, a visit to the Central Lending Library, Calverley Street (by the Town Hall) is well worthwhile. In the entrance hall there is an exhibition of railway books, prints and photographs.

Leeds University Union Railway Society

Thursday, 10th February:

Houldsworth School, 7.30 p.m. Film Show. Will Hay in 'Oh Mr. Porter' The curious goings-on at Buggleskelly, Northern Ireland. Everything happens to Will Hay, the Stationmaster, in that he has to deal with runaway wagons, a runaway engine (Gladstone) and a non-existent train service! M.R.T. members are particularly welcome on the occasion of the showing of this hilarious film.

Thursday, 17th February:

A lecture by Mr. R. H. Thomas, Divisional Public Relations Officer, B.R., Manchester: on 'The London - Manchester electrified services'. 7.30 p.m. in the Houldsworth School. Members again particularly welcome.

Salamanca.

Derek Plummer, the member who found a model of Salamanca in the Vienna Railway Museum, has sent the following extract from a letter from the Museum Director:-

"In the volume number 1 of 'Railway History of the Austrian - Hungarian Monarchy' by Strach, there are represented designs of the famous engines of the locomotive history. In Linz/Donau there lives a railway model maker, a former police official, who has made all the models exposed in our railway museum. He has no special designs at his disposal. He is specially gifted for the construction of historical models."

Committee

The next meeting of the Committee is on Friday, 18th February, commencing at 7.30 at 5, North Grange Mount, Leeds, 6.

This edition of the Newsletter was edited by Susan M. Youell.