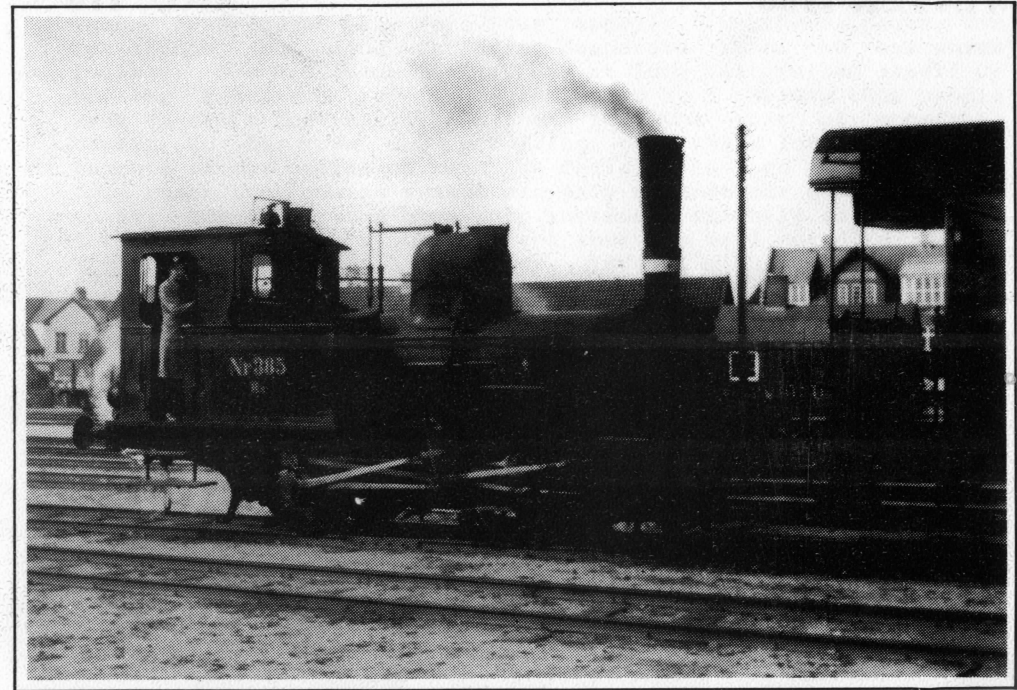


THE OLD RUN



**JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS**

WINTER 1986

NO. 118

50p

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COVER PHOTO.

"1986 has been the year of DSB 385, a loco which has proved immensely popular with the visitors and crews. This view shows the loco in service with Danish State Railways, at Brande in 1964" Photo F.W. HAMPSON

Please note new Editorial Address:

1 Lake Street
Hunslet
Leeds LS10 2NB

The Editor invites all readers to contribute articles, news items, letters, photographs and drawings on subjects of interest! All contributions should include the reader's name and address. Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd, the Middleton Railway Association, or the Editor.

All articles for the next issue should reach the Editor by 1st April 1987.

Details of rates and conditions for advertisements in The Old Run may be obtained from the Editor.

EDITORIAL

The year 1986 has been one of great contrasts for our society. On the one hand, our traffic receipts have leapt by almost 35%, with Santa trains grossing over £2000 in just four operating days. Unfortunately, this very good result is marred by the fact that it is the same few people who are doing all the work.

There have been many previous appeals in these pages for assistance, but none is more desperate than the one which follows. The Middleton Railway has at long last pulled itself up by its bootlaces and is beginning to be a railway that people want to visit for itself, and not for the want of something better to do. We are providing good value for money in all aspects of our operation, and the decision to peg normal fares once again this coming season can only enhance our good value for money. Special trains have only increased slightly in cost, and the signs are that this slight increase will not deter people from booking them again this year. Indeed, with the prospect of 175 Years of Locobuilding in Leeds being celebrated in June this year, all the signs are that Middleton can once again have a record season. BUT, we now have a serious problem to face in 1987, that of MANPOWER.

The Trust is desperately short of manpower on all fronts. Until recently, this did not particularly matter since our operations were not very intensive. Now, however, with the advent of run around loops and vacuum braking, the need for extra staff has become only too apparent. On a good Sunday, trains need to run at half hourly intervals or less. To do this requires a loco crew of two plus, ideally, a third man, either as a trainee loco man who would be responsible for coupling and uncoupling the loco and operating the points, or someone at Moor Road responsible for coupling and uncoupling and also for supplying fuel to the duty loco when required.

The Guard situation is appalling - there are plenty of qualified guards on our books, but many were University students who have since moved away and are thus unable to take part in operating trains. More trainee guards are urgently required in order to relieve the few stalwarts on occasions.

However, our major problem lies in the lack of qualified diesel drivers for Saturday services. It must be said that the Trust's only operable diesel, "CARROLL" is not the most user friendly of locos, but she is more than capable of operating the service.

If there is anyone in the membership who lives within a reasonable distance of the railway and would be interested in becoming a trainee driver, please contact Chris Rogers or Vernon Smith whose addresses are in the back of the magazine, or come down to the line in person.

Other aspects of the railway's operations are also under threat. An appeal for someone to take over the job of shop manager appeared in the last issue of Old Run but, as usual, found no takers. Similarly, our exhibition manager reports that there are too few volunteers to man our stand at exhibitions. In both of these cases, the results of lack of staff will be an immediate fall in revenue and (in the case of exhibitions) publicity. The exhibitions last year took over £500 and this is in serious jeopardy of being lost if new recruits cannot be found. The Shop took over £5000, and again we are in danger of losing some of this if staff cannot be found to run the thing properly.

As things stand in January of this year, the Saturday service is most certainly in jeopardy of being discontinued in 1988 if more staff cannot be recruited to relieve those few who are working all hours to keep it in operation at present. In the long term, let no member be in any doubt - this society will close down without more assistance from the membership. The railway will, without help, continue to struggle along for a short while but, as people get older, have more commitments etc, then the level of commitment given to the line will surely fall until such time as the whole place has to close.

ONE MANS SCRAP

The closure of the extensive internal railway system at Allerton Bywater colliery may be mourned by Industrial Railway enthusiasts but, as they say, it's an ill wind We have been able to obtain 150 good quality relayable sleepers at a reasonable price from the scrap merchant dismantling the system, and a lowmac machinery wagon direct from the N.C.B.

The lowmac is understood to have been specially built for the N.C.B. by the Central Wagon Co. of Wigan some twenty years ago, and has been used for carrying earth moving machines into the tip at Fairburn. Although rather scruffy, it is suitable for our needs and will make life much easier for the permanent way gang, who now only have to lift equipment two feet off the ground instead of four!

KEEP ON TRACKING

Reading through my copy of 'Steam Railway' early last year, I came across an advert for an organisation calling itself 'Inside Track' which was advertising package holidays to various sites across the country. What really caught my eye was their 'YORKIE' tour, which apparently included the Middleton Railway. Now I didn't know anything about this, and on telephoning various Council members, including our worthy Publicity Officer, neither did anyone else! Obviously, further investigation was called for and I telephoned the number given in the advert. and found myself in conversation with Nigel Taylor, one of the organisers. It seemed that a letter to ourselves must have gone astray and in the usual Middleton tradition I, as the man on the spot, found myself involved in organising the Middleton part of each 'YORKIE' tour. The whole thing seemed highly organised at their end, and as it was the first time for some time that Middleton had been involved with this type of thing, I was determined to see that we did our bit as well as we could. After a few phone calls, the arrangements crystallised into a ride on the train plus guided tour of the site, with a discount price for tour participants. This latter caused a little discord amongst certain Council members who felt that discounts should never be given unless a guaranteed number of people took part but, after the publicity value of these tours was emphasised, Council unanimously backed the idea. As it turned out, a recent issue of Steam Railway featured the 'YORKIE' tour in some detail, and included a photo of the Danish loco. Part of the reporter's description of the Middleton trip read that this was a trip 'for the connoisseurs' - and who could argue with that!

On the tours themselves, the party was welcomed to the railway, usually by myself, and then taken on the train for a ride, again with a small descriptive talk during the journey. On arrival at the depot again, they would then be guided right round the site. Occasionally, this procedure would be reversed if circumstances dictated. On talking to the tour participants themselves, it appeared that everyone not only enjoyed their visit to Middleton, but also thought that the whole tour was well worth the money and this made up my own mind to try these tours from the customer end. Inside Track do several tours throughout England and Wales, and so I decided to try the 'SOUTHERN BELLE' tour on Bank Holiday weekend. As this clashed with a 'YORKIE' visit to Middleton, I had to arrange replacement guides for the Middleton that weekend, and Derek Plummer and John Cundall obliged whilst I enjoyed myself down south.

The 'SOUTHERN BELLE' tour started on Friday 22nd August, with participants gathering at Reading railway station where they were met by the courier, in this case Nigel Taylor. A quick drive through the Hampshire countryside brought us to our first destination, the Mid Hants Railway. Our arrival coincided with that of the sun (it had rained most of the way from Reading), and I was able to get some very good photos along the line. We had a guided tour of Ropley engine shed before returning, via Alresford, to Alton. The sight and sound of the 'Austerity' 2-10-0 pounding up to Medstead will stay with me for some while! The section from Medstead to Alton remains diesel hauled and involved a complicated shunting manoeuvre which is worth watching. Once at Alton, it was time for a photo of a Hudswell Clarke 0-6-ODM on loan from BP at Fawley before getting back into our coach for the journey to Hove and our hotel for the weekend. One other item is of interest to Middleton members, and that is the 'Station' pub just up from Alton railway station, since the pub sign is actually a painting of our very own 'Sweet Pea'!

Our hotel for the weekend was the 'Langfords' hotel and was very good indeed. The meals were excellent, although they were done on a carvery basis and no-one thought to tell us until about five minutes after we all sat down expecting a waiter service! This little point did not spoil the meal, however. Afterwards I adjourned to a local hostelry with another tour participant before returning to the hotel bar to socialise there.

I cannot stress too highly the social aspect of the holiday. Perhaps it was because we had a fairly small group of folk, but everyone got on very well indeed from the very start of the holiday, and not every conversation ranged around railways. We were a mixed bunch to say the least, one ex-Merchant Navy tanker captain and his wife, 'knocking on a bit' in his own words, but 'ready for anything', and he was! We had a managing director of a business systems firm and a vet, plus myself and others. This mix made for a very lively evening's conversation at the end of each day.

Day two saw us visit the Kent & East Sussex and Romney, Hythe & Dymchurch Railways, both of which contrasted sharply with each other and with the Mid Hants the day before. In each case we had a guided tour of the workshops, and in the case of the RH&DR I managed to get a front seat in the observation coach behind the tender of No. 8 "HURRICANE" on the 'Captain Howey Centenary Express'. This was a non-stop run to Hythe and another memorable trip. One thing I learned on this day was the idea of the KESR to provide an information sheet to all passengers giving small bits of information to aid the journey and (of course) to encourage them to visit the shop and buy books containing further information.

Day three was intended as a relaxing day, with only one, optional, visit to Chalk Pits museum at Amberley on the itinerary. The idea was to have a lazy day if we wanted. Chalk Pits is a marvellous place to visit, and in the sunshine the whole area is very picturesque. A pint at the pub went down quite well before three of us journeyed into Hove for the Engineerium which was open that day. Of course, something had to go wrong during the weekend, and it just had to be British Airways who caused problems that morning by managing to send us to Littlehampton instead of Amberley - we weren't getting there! That apart, another good day was had by all.

The fourth and final day started with a trip to the Volks Railway. We had another guided tour plus a ride on the entire line which really was fascinating. A look inside a 'house' in the cliff side revealed it to be the railway's main workshops, including two Mercury Arc Rectifiers. It is a testimony to these rectifiers that the railway has two solid state ones ready to replace them, but so far they haven't been used as the mercury ones are so reliable.

By now, the rain was pouring down to cries of 'typical Bank Holiday weather!' but it did nothing to dampen spirits as we pulled into Isfield station on the Lavender Line. A ride there was followed by a drive to Sheffield Park for a ride on the Bluebell Line, always immaculate, and time for more photographs etc. From there, we were delivered to Haywards Heath station to make our ways home.

All those I spoke to on the station agreed that it had been a superb weekend and we all agreed that we would have to do it again next year. The beauty of this particular tour was the flexibility which was apparent. Two of our number were the 'number taker brigade' who had to note the number of every item of stock on a particular line and who carried around with them a large clipboard, paper and pencil. They were able to do this whilst we rode on the trains and photographed and were still able to make our planned meeting times etc., thus keeping everyone happy. The cost of this weekend was just over £150, which included rail travel to Reading and from Haywards Heath for me, all train rides and of course accommodation, breakfast and evening meal. All in all this is excellent value for money, and I would recommend these holidays to all members - they are not 100% railways unless you want them to be, the courier service is excellent and you can visit all those railways you have never been able to do in the past, and do it in a leisurely fashion with no worrying about which train you've to catch back. Try one and I'm sure you'll be as pleased as I was.

Ian Smith

'SANTA' BREAKS RECORDS

The 1986 Santa trains have broken all records for traffic receipts. Actual numbers carried were as follows:- 30/11 511; 7/12 636; 14/12 930 and 21/12 635. This was a total of 2,712 satisfied customers. The 930 passengers carried on 14th December is an all time record for the railway - trains were bulging at the seams on that day and trains ran at 20 minute intervals all the day through.

All in all, a very good end to the season. The two locos used on the first three Sundays, DSB 385 as 'Dennis the Danish' complete with face, and trusty Peckett 2003 as 'Peter Peckett'. The intention was to use these two on the 21st too, but 'Peter' got a fit of the sulks, (how unusual these days!) and burst a tube, causing our diesel 'Carroll' to be used for the last few trains of that day.

MIDDLETON'S MILESTONE

The year 1987 sees a very important anniversary, 175 years since the first steam loco, 'Salamanca' worked on the railway. To commemorate this historic event, the month of June has been set aside for a number of special events. On the 13th and 14th, it is hoped to have a joint open weekend with Armley Mills Museum, with a vintage bus ride linking the two sites, routed through the old loco building area of the city.

On Saturday 20th June, in conjunction with the Hunslet Engine Co., we are proud to announce two special steam hauled all line tours of the Middleton Railway, a guided tour of the Hunslet Engine Company, and a bus tour of the Leeds loco building area, which will have a courier present to explain how the industry developed. It is hoped that the bus will be a vintage LCT one from the West Yorkshire Transport Museum. The price for these trains and tours will be £2.00 per adult, £1.00 per child, and interested parties are requested to book early as seats are limited to 60 per train, commencing at approximately 10.00 and 10.30. Booking forms can now be obtained from Ian Smith, 1 Lake Street, Hunslet, Leeds LS10 2NB (please enclose a stamped addressed envelope).

LETTER TO THE EDITOR

Dear Sir,

I am writing to you to express my appreciation of the Gala Day of the 14th September and of the Autumn '86 Old Run.

This was my first visit to a Middleton Railway Gala Day and I was impressed by the event with plenty to keep the visitor interested. The locos were super No. 385 shone brightly and is a credit to the heavy mob who restored her.

The Beast just had to be the black sheep of the family. I don't know how old the paintwork actually is but I understand that it hasn't been painted for a while. Hoping for the old dear to sparkle was therefore expecting a little too much. "Windle" was still as clean as possible and considering she was imminently due for overhaul wasn't in too bad shape all things considered. Mechanically she had a clank coming from somewhere but not knowing about the mechanics of locomotives I couldn't tell whether this was normal or not. It was the first time I'd seen a Borrow's well tank in steam and I liked her!

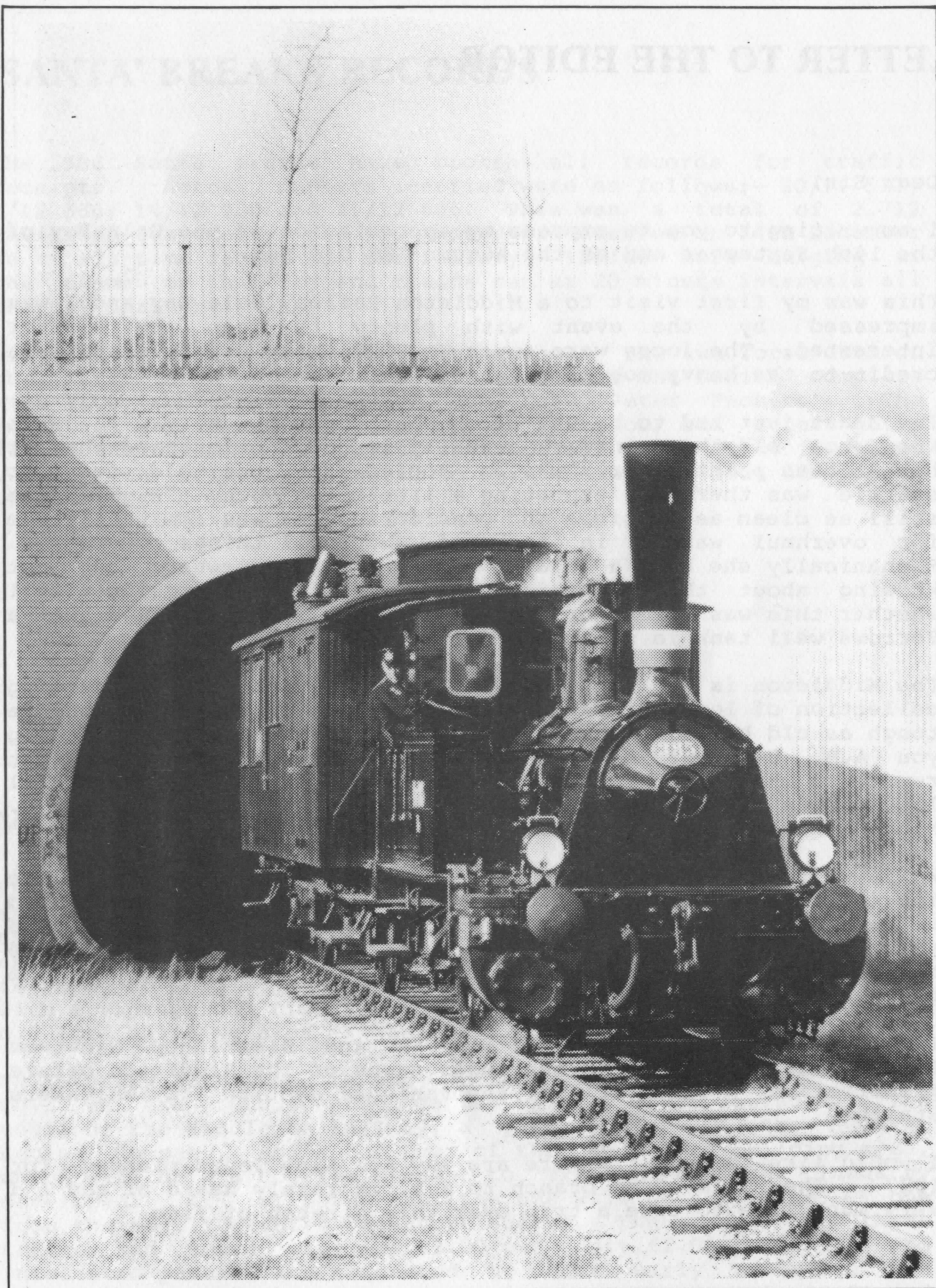
The Middleton is an interesting railway with an interesting collection of locomotives (try and lay hands on a Barclay they're tough as old boots). What's the chances of the K.W.V.R. loaning you A.B. 0-4-0-ST no. 2226/1946? Maybe the chance is somewhat remote so what about a display of photographs of industrial locomotives which the Middleton Railway does not have e.g. Manning Wardle, Kitson or Hunslet steam locos.

While we're on the subject of locomotives I was intrigued to see the picture of "Mirvale" H.C.1882/1955 on your cover and pleased to see she has come to where she will be better used. It is a shame that the owner should see fit to take her away from the N.Y.M.R. especially as she was the first loco to steam on the N.Y.M.R.

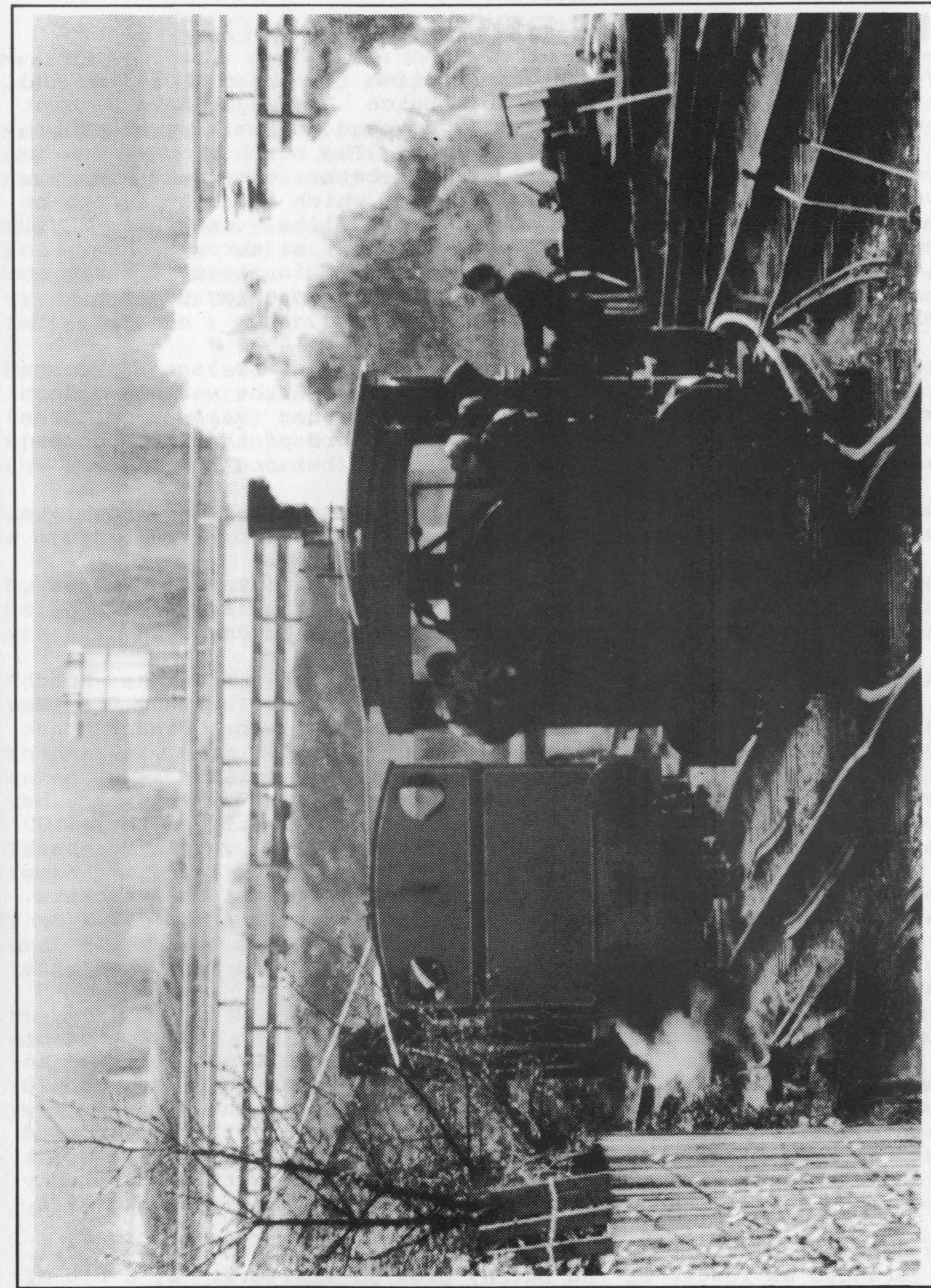
I liked the photos of Sentinel No. 59 and Blenkinsop Nineteen Fifty Three. Its nice to see photographs of the Middleton before preservation, particularly of the vanished section to Whitakers Staithes.

I would like to know if there are any All Line Tours planned for 1987. The Balm Road branch to B.R. is rarely heard of and I'd very much like to take a trip over this stretch of line.

Yours faithfully
N.J.Purling



"DSB 385 storms out of the motorway tunnel in the evening of 20th April 1986, her inaugural day in service. 'Bishop' Hampson is driving and the loco is hauling the Norwegian saloon, Nr. 549" Photo A.R. THOMPSON



"A Telephoto view of DSB385 shunting "WINDLE" whilst the passenger train, hauled by P2003 waits patiently to pass into the platform, June L985"

MIDDLETON GOES DUTCH FOR A DAY

Every year, the Permanent Way Institution of Great Britain and the Way and Works Division of Dutch Railways have a joint meeting. Some of this is naturally devoted to "talking shop" but a great deal is a Social Gathering. The Dutch show us how to keep the sea out by building bigger and better dams, and how you don't need 3 speed gear on bicycles, of which there appear to be millions. We show them what a hill looks like, and the Civil Engineering difficulties of going up, round, or through them. In alternate years, the meetings are held in Leeds, and in Amsterdam. The Dutch put us to shame by speaking English very well indeed.

I am rather good at putting cats among pigeons, so last November I asked them in Amsterdam "Do you know we have the world's oldest railway in Leeds?" It transpired, as Middleton Railway members will expect, that everyone there had heard of the Stockton and Darlington, Stephenson's Rocket and so on, but not us!

The 1986 Dutch visit was planned from early Thursday to late Sunday in the first week of October.

Thursday was to have been a visit to Hunslet Engine Company, Friday and Saturday to York and the Yorkshire Dales, and I managed to get a Middleton visit arranged for Sunday.

Things went wrong due to the Seaman's strike, and the Dutch arrived in Leeds nearly at midnight on the Thursday, so the opportunity to tell them about Middleton at the dinner that evening had vanished.

We had arranged the Middleton tour for midday Sunday, only to be told at 7 a.m. that day that they were going early on the 15.00 instead of 16.45 train. In 2 hours we had moved everything back 2 hours. Middleton Chairman saved the day by appearing from nowhere with a coach after we had bought 30 lots of bus tickets. Ian Smith had the train ready with 'Blenkinsop' and the C.C.T.

Unfortunately, the last minute change of timetable prevented the invited press and TV coming at the right time.

Some weeks ago, purely by chance, I was travelling from London on a National Rapide Coach, and the lady opposite me expressed an interest in Railways. Later on, I pointed out that we should soon be crossing over the oldest railway and she said how few people realised it, and did I know a Dr. Youell? The lady turned out to be Diane Dryden, Matthew Murray's Great Great Great Grand-daughter. She and her twin sister Daphne Watson were only too ready to tell the world how wrong all the history books were.

We briefed the visitors at the Griffin Hotel, with Meneer C.I. Wijbrandts as leader of the Dutch, plus 30 visitors. By a bit of sweat we managed to get the whole story in a Dutch leaflet, beginning

"WELKOM OP DE OUDSTE SPOORLIJN TER WERELD, Gezamenlijk bezoek van de Nederlandse Spoorwegen," or "Welcome to the oldest railway in the world. Best wishes to the Dutch Railways."

Mrs. Dryden came from Egham and Mrs. Watson from Tingley and were waiting for the Dutch on return to the Hotel.

From the coach, the visitors saw the Town Hall, the University, the Parish Church, Hunslet Engine Company, Middleton Railway, Matthew Murray's Obelisk, and the wall plaque in Water Lane.

The look on the visitors' faces as we rumbled along the line made it all worth while. Ian Smith was guide round the site, and Vernon and Karina Smith ran the locomotive, with Mevrouw Wijbrandts as Honorary Temporary Footplate Inspector, giving the ladies a 2 to 1 majority.

Back at the Hotel, the Murray heiresses were the centres of attraction, surrounded by cameras and cine films, with myself (entirely wrongly) hauled in as well. It is unfortunate that Middleton Chairman had to disappear with the coach and was not in the position of honour in which he deserved to be.

Despite the last minute rush to organise the visit, we had packed a great deal into 2 hours.

By Monday 6th October Middleton's name was beginning to invade Holland, in the form of the 1986 leaflets plus an account of the visit in English and Dutch.

Sounds rather impressive "MIDDLETON - DE OUDSTE SPOORLIJN TER WERELD."

Thanks very much to the ladies, Daphne and Diane. They have asked what chances there are of reprinting the Kilburn Scott story of Matthew Murray.

Thanks also to Meneer Wijbrandts for such an enthusiastic response from the visitors.

Thanks also to the 3 Smiths for putting on an excellent welcome, and the Chairman for doing a minor transport miracle (ever tried to make 76, 61 and 29 buses run on time on Sundays?).

Thanks also to Mr. Peter Snow of the Leeds and Bradford section of the P.Way Institution for co-operation.

Finally, thanks to C.Andries in Belgium for ensuring that the Dutch version was grammatically correct.

R.F.Youell

CARRIAGE AND WAGON NOTES

Much work has been expended on our ex-LNER Ballast Brake since the end of the season. It was known that a number of planks required replacement, and also the roof covering, so almost immediately after the end of the season, the van was moved into the shed for work to begin. The roof was soon stripped of its old covering, and fibreglass resin applied.

The old body was, as might be expected, a little more awkward. In the first place, some planks required complete replacement and, at over 12 feet long, this was quite a job. Then it was discovered that the Moor Road platform end of the van required major replacement, which took a fair bit of time. One complete corner of the entrance to the van needed to be replaced, then painting in undercoat. Because of the timescale, the interior of the van has been fully repainted whilst the outside has simply been touched up. After Santa, the exterior will also be fully repainted.

The Scrap Waggon has now been completely repainted, as has the Midland Van, which only requires lettering to complete restoration. Details of the LMS lettering are still awaited at the time of writing.

The 'Middleton Waggon' has now been moved into the Moor Road site ready for restoration to commence. Member Phillip Lodge has taken this vehicle under his wing and has raised over £150 towards its restoration so far.

LET THERE BE LIGHT

There has been a need for some time to provide lighting for the Moor Road site in order to allow after dark working outside during winter. A recent spate of burglaries has proved a spur to get lighting completed, and we now have a number of lights positioned around the Burton Road end of the site, which not only provide extra light for members but also act as a security aid to prevent unwelcome callers.

WELCOME HOME

As briefly mentioned in the last issue, the railway has acquired a further steam locomotive and one which is most appropriate for us.

"MIRVALE" was built by Hudswell Clarke & Co in 1955 as their works No.1882. She was built for the Mirvale Chemical Company at Mirfield and was a 'one off' design, having 13" by 18" cylinders. She weighs 23 tons in working order and is one of the most modern locos in preservation. On retirement from the chemical works, "MIRVALE" was purchased by Mr.R.E.Dixon and moved to the NYMR in 1969. She was the first steam loco on the infant NYMR and became something of a celebrity because of this, but was obviously too small for regular use. She was laid aside for many years, neglected and robbed of parts before being put up for sale in 1986. A consortium of MRT members clubbed together to assist the Trust to purchase the loco and she is now resident at Moor Road, awaiting her turn for restoration. As she is of just the right size for our current passenger needs, it is likely that the loco will gain a certain amount of priority over some others for restoration.

EXHIBITION NOTES

During 1986, publicity displays were arranged at Central Methodist Church Horsforth for one day (the Great Central Model Railway Exhibition) and in the window of the North of England Building Society in East Parade, close to Leeds Town Hall, for 2 weeks in July. Our outdoor sales stand, together with a display of our locomotive builders' plates, were present at Middleton High School open day.

As usual, our main activity was concentrated in the last 3 months of the year with our sales stand being in attendance at the West Yorkshire Transport Museum open day followed by the model railway exhibitions at Leeds, Hull and Wakefield. These four events resulted in a sales income of £831 at a cost of £86 in stand fees for a total "open for business" hours of 69.

The brunt of the work of setting up, staffing and dismantling our stands has fallen upon three people with a little help from one or two others. If we are to attend events in 1987 as in past years, I would be happier if a few more members could offer to help with staffing, particularly on Sundays when I am not available due to work and other commitments. In return, we offer you free admission to events and the satisfaction that you will be helping to publicise and raise much needed finance for the railway.

Derek T. Plummer

LOCO NEWS

At the time of writing the main running season is over, and we are part way through the short season of Santa Specials. After performing satisfactorily throughout the year Windle was retired to await its ten year boiler examination, leaving Peckett No. 2003 and Hs No. 385 available for traffic. Both of these locos have been necessary for the Santa Specials because of the high passenger loadings encountered on these very popular trains.

Winter work will be concentrated on returning the Sentinel back into traffic, although some work is necessary on the other locos. Once the Sentinel is well on its way back into steam (hopefully by May) then work will start on Windle.

No. 2003 Our Peckett is still suffering from leaking tubes and some renewal will have to be carried out before the start of the next season. Otherwise, she is in fair condition and fit for several years service before major overhaul is necessary. A piston and valve examination is, however, very much overdue.

No. 385 Apart from minor repairs to the ashpan, no work is required on this loco and it will be stored serviceable throughout the winter.

Windle has, as noted above, been withdrawn from service for a ten year boiler exam which involves a major stripdown. In addition to boiler work, the list of mechanical jobs is formidable and includes renewal of all motion pins, axleboxes, pistons, valves and many more minor jobs. All this work means that Windle will not be back in service until 1988 at least.

54 The new bunker has now been fitted in place and the old lady is looking a bit more like her original self. Some 280 holes have been drilled in the platework and the original beading and strengthening angle has been re-riveted back in place. A few more corroded parts of the bodywork remain to be cut out and new plate welded in, but this work should be completed by the new year.

Work on the boiler is due to start shortly and once this is complete the jigsaw puzzle of re-assembly can commence in earnest.

Astute readers may have noticed that the Sentinel is once more being referred to as No. 54. This is because the currently favoured suggestion is that the loco is returned to service painted as Departmental No. 54 - its guise immediately before withdrawal by B.R. in 1961. With this in mind we are anxious to obtain two small B.R. 'lion and wheel' totems. Can anyone help with this?

1310 Some progress can be reported on this popular loco. The Steam Power Trust have descended in force on a few occasions, and the locomotive is now almost ready for dismantling for its overhaul to begin.

"Mirvale" Our latest acquisition arrived on 26th December. It has not yet been decided how this loco will fit into the general plan and when restoration will start but it is known that a full retube and some restaying will be necessary as a minimum requirement.

1786 The diminutive Hunslet has been in regular service since October to enable the NACRO scheme to carry out work on the line towards Middleton Park. Before entering full time service the clutch plates were renewed and a few other minor repairs carried out. Apart from an oil leak which needs rectifying, the loco is performing satisfactorily.

D577 'Mary' has been fitted with a vacuum brake cylinder to give it a power brake.

Nos. D631, 138C and 4220038 are serviceable and used as required. All other locos remain stored.

SECURITY PROBLEMS SOLVED

The number of attempted break-ins that have occurred in recent months has increased alarmingly. Fortunately (or perhaps unfortunately) only two have been successful and we have only suffered relatively minor loss. However, because of this, we have had to review our security arrangements. A considerable amount of time and some expense has been put into this, especially with regard to our workshop. Both sets of double doors have received steel cladding to their lower halves, and the personnel door, in addition to being steel clad, has received a steel frame and three 5 lever deadlocks. Inside the shed, a steel store room has been built to house tools and other materials. This is fitted with a multi-bolt locking system to eliminate any weak spots. A safe has also been obtained to keep any really valuable equipment in!

In addition to the above, part of the stores has been partitioned off to provide a further secure area for equipment.

If the above seems to be elaborate, it is a sobering thought to consider that it is really the minimum that is necessary to safeguard our precious equipment. Our experience is that nowhere is impregnable but we must make life as difficult as possible for the intruder. Other additional measures have been taken to detect intruders and give warning of their presence but for security reasons these will not be further described.

NORWEGIAN NEWS

An up to date work report on the renovation of the Norwegian van No. 549

Job 1

was to strip the tar and canvas off the entire length of the coach roof, which revealed the horrors beneath. The majority of the P.T.G. planking was in good condition, apart from 8ft either side of the stove chimney which was found to be well rotten. On removal of these, we then found 4 coach roof trusses, the interior cladding and 10ft of the main support beam were also rotten. So all of this had to be removed and renewed. This was my first job.

On completion of the woodwork externally, Chris and Graham prepared the surface for the new glass-fibre roof with a brown pigment added for the colour. After a back breaking! 2 months it was rolled out into the open air, now being water-proof.

Job 2

The entire stripping of the middle section of the coach, which included all coach side cladding, the surround around the stove and chimney, all P.T.G. planking on the floor and two floor joists; also 40% of the flooring in the passenger dept.

I am now pleased to say that 95% of this work is now complete. The stove in the coach gets fired up twice a week without being choked with smoke in the process.

Job 3

To renovate the guards van section which will be started in Jan. '87 I hope, but I am glad to say not much work is needed in this section. A progress report will follow in the next Old Run hopefully to nearing completion of this fine old 1912 coach which is owned by the Steam Power Trust Ltd.

Geoff Dinsdale

MORE LIGHTS

Our tame electrician, Peter Nettleton, has been working overtime these last few weeks with the result that night has been turned into day - well almost! Floodlights have been installed at strategic places in the yard which, together with some sodium discharge lights have bathed the north end of the depot in light. Besides being an obvious safety point, these lights provide added security to the site. Speaking of security, a sophisticated detection and alarm system has also been installed to deter intruders, and members are warned not to go wandering about the site unless they know how to turn it off!

MIDDLETON RAILWAY TRUST LTD
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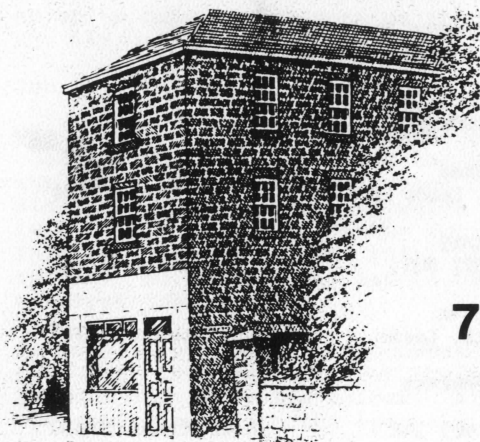
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