

OLD RUN NEWS

Newsletter of the Middleton Railway Trust

Number 29, September and October 1967

FILMING THE LINE - THIS SATURDAY 30th. SEPTEMBER.

"Fogbound Films Incorporated Present the Collossal and Stupendous Sensation of the Century - Middleton Marches On!" Rather more prosaically, Rank are filming us as one of a series on amateur operated lines for a "Look at Life" feature.

We are asked to show them a normal day's work and no special "stunts". Will members turning up from 11.00 hrs please therefore join one of the active working groups, as the Film Company say NO SPECTATORS! Full operating regulations and safety precautions will be observed in the normal way, and we should show the normal features in which we differ from all other Societies. We shall have 1310 and the Bagnall in steam running tank wagons into the scrap yard and any out loaded traffic to Balm Road. The locomotive maintenance squads will be working on the Sentinel which is now in steam under test, and polishing up Windle. The Civil Engineer's team will be unloading a wagon of sleepers at the new Bottom Loop Junction, moving the completed A and 6 turnout into place and loading up rails for bending to the right curvature. Possibly also a new customer, Hardy's Motor Radiators, will need a squad of volunteers to load their scrap into a wagon outside their works.

As The Operating Superintendent is away that day, Peter Nettleton will control movements. Civil Engineering work will be directed by Dr. Youell. Sentinel and Windle work will be carried out by Barry Wood and his team. We shall show them how to run a Goods Railway safely, quietly, and efficiently. Members are asked to see that film people do not expose themselves unnecessarily to risks such as trying to film approaching trains from the downhill side in the 4 foot way. None of them should go on to B.R. property without an escort. Take it steady and TAKE NO RISKS.

Open Day 2nd. September. Clean repainted locomotives were in steam and on show, with movement confined to refilling tanks and other unavoidable work to avoid any risk in our depot which had about 800 visitors through it mostly between 14.00 and 17.00 hrs. An overcast but dry afternoon saw our publications stand, the soft drinks stand and the ice cream parlour going strong. Steam rollers traction engines and lorries on Clayton's field provided a sport to replace the never-to-be-restarted Clayton's cricket matches. Our Middlesbrough friends on 1310 had good support on their stand. David Hebden tells the inside story of a spectacular effort by the steam wagons:-

"The Middleton Demolition Squad and Fearnley and Co had a grand tug-of-war with Clayton's Sports pavilion - and won! The sports pavilion has been a danger to local children and trespassers since it closed, and Mr. Brass, the Dartmouth Works Manager, suggested that it might be demolished to avoid parts collapsing on any intruders. We set to work, assisted by Mr. Fearnley's Foden and Sentinel Steam Wagons. Numerous bottles of Cherryade were used by those drivers engaged to replace loss of water by perspiration! A steel rope came in useful, and on one occasion the two steam wagons double-headed to give an extra big bump. The pavilion - a notable landmark for many years - was razed to the ground amid cheers and the clicking of cameras!"

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Mr. Cole's famous Gavioli organ kept us entertained with music which more than held its own against engine whistles and demolition noises. We have so few occasions when we can entertain the public instead of our own steady job of train movement. We certainly felt we had put on a good show this time and thanks must go to the large number of M.R.T. members who supported so ably.

Harrogate Bank Holiday Exhibition. Our stand this time was the best we have ever set up thanks to the hard work of one or two members. The exhibition itself was very well presented and over 10,000 people attended it. Thanks must again go to the small band of the faithful few who gave up part of their bank holiday to man the stand.

Special train from London Members may like to know briefly of the background of the visit to the line by a London party arriving by special train hauled by G.W.R. Clun Castle. We put on a good show DESPITE the headaches of the preceding weeks! The first we heard about it was an announcement in the Ian Allan journals mentioning 'Visit to Middleton Railway' under the name of Ian Allan Tours. Letters of enquiry to them had no replies and finally in desperation trunk calls were made to find out what was happening. Ian Allan said it was a B.R. trip and they were only just booking the tickets. B.R. said equally firmly that it was an Ian Allan trip, and it was their responsibility to contact us. After repeated enquiries we finally heard by 'phone that the trip was running. In a bare week we coped with the difficulties of insurance cover, special safety precautions on track to carry visitors in guards vans, level crossing precautions, 'bus route arrangements and so forth. A large batch of literature was sent in ample time to Ian Allan but this was not distributed on the train although Dart Valley literature was handed out. Thus most passengers came to Leeds knowing nothing of the 'bus facilities and special train arrangements and indeed some failed to visit the railway at all.

The excursion was half an hour late arriving but owing to the depleted number of visitors there was sufficient time to give every visitor a guards van trip. Trains ran from the headshunt to the Loop footbridge and thus avoided any movement of rolling stock in the yard. Special train notices had been distributed beforehand to all involved in operation. One B.R. officer from London saw our members at the level crossing with B.R. rule book and red flags and safety devices and commented 'how sensible to get a B.R. inspector to supervise the level crossing' It wasn't a B.R. Inspector but our own Safety Officer! (who had the help of Dewsbury Road Police to guard against all risks.)

A senior B.R. official from the Leeds area wrote saying 'I must congratulate you on your effort. Although your instructions are not couched in conventional railway terms (and I'm not suggesting that they should) they meet the essential need to cover every aspect of safety in respect of train movement. It was most interesting to see how our "amateur" colleagues cope with situations not entirely covered by the Rule Book!' This letter has cheered us up tremendously.

Association of Railway Preservation Societies. At the recent meeting at the Raven-glass and Eskdale Railway, the M.R.T. representatives met delegates from many new preservation movements (some doomed to failure before they begin!) The meeting was concerned with applications to join and preliminary discussions of a proposed code of practice which will lay down minimum requirements for applicants for affiliation. This code is to be finalised at the A.G.M. of the A.R.P.S. in January in London. It was distressing to hear the news that the Kent and East Sussex Railway had failed to obtain their Light Railway Order and might have to dispose of their large holding of locomotives and carriages. This after several years of real hard work on both stock, permanent way and fences, bridges etc.

Sept 67 3.

Goods wagons By the kind courtesy of Messrs. Catchpole of Robinson and Birdsell, we are having six 4 wheel goods wagons of the wooden frame type and one metal framed wagon. These are for inter works traffic and one has been tested round the Moor End Branch Curve for safety. The metal one will be a spare in case the handcrane needs a new support more rigid than its present mount.

Photographs Has any member any clear large prints of historic or present day aspects of the railway which would be suitable for display panels for future exhibitions? Those already prepared are most attractive, so please, can YOU help?

Yorkshire Post Police Appeal After Clun Castle visited Leeds on Sept. 17th. and all our visitors had left, the two brake vans kindly loaned by B.R. were returned to Balm Road Junction and put over the boundary to B.R. at about 5 p.m. By 7 p.m. they had had their windows smashed and property inside damaged by hooligans. The same evening Hardy's Motor Radiators were broken into and had pay packets stolen. Yorkshire Post Police Column asked for information leading to tracing the offenders. A disappointing end to a very successful day.

Permanent Way Our P.W. Advisor found after investigation that numerous broken fishplates had not been reported for attention and that weeds had been accumulating for many months. It has often been found that appeals for P.W. maintenance get very little response and several members know what it feels like to tackle track maintenance re-sleepering and relaying single handed with only hand tools. Local residents had to be employed to clear weeds and do urgent repairs on the line prior to the Ian Allen visit. Can we ask all to help in the long but not difficult job of bringing our track from industrial scrap to B.R. goods line standards. The bottom loop A and 6 turnout has been completed and the complete relaying of the loop will start as soon as volunteers can be found.

Reporting Any driver can tell from the ominous bump and lurch when he goes over a broken fishplate or loose chair or keys. In future track report sheets will be on all locomotives and traincrews are asked to write down any track defects. Urgent ones can be reported by telephone to the Safety Officer. We are hoping to set up two groups, one for regular maintenance and inspection of existing track and another for the new works and complete relaying work.

A message from your membership secretary, John Bushell

May I enlist your co-operation in a drive to enlist new members. So far in mid-September, we have an increase in 10 over 1966 figures and we would like to record a much greater increase before the end of the year. May I suggest ways in which you could help?

1. A gift subscription to a relation or friend as a birthday or Christmas present.
2. The distribution of prospectuses/membership forms to interested parties and friends.
3. A Middleton 'Coffee Evening' - perhaps jointly with two or three members in the locality. Invite someone to entertain with slides and cine film or tape recordings of railway subjects. Make a small admission charge in aid of Middleton. Finish the evening with M.R.T. slides and give prospectuses to non-members.
4. Arrange for a Middleton poster to be displayed in a shop/school/college etc.
5. Arrange a Middleton Talk or visit to the line for any organisation.

The Secretary has a set of Middleton slides and prospectuses etc. 5 North Grange Mount Leeds 6 and Mr J Hobden, 110 The Grove, Wheatley Hills, Doncaster has Middleton posters of two designs. IF EVERY MEMBER COULD ENROL ONE OTHER IN THE NEXT THREE MONTHS, MEMBERSHIP WOULD BE APPROACHING 350 BY THE START OF 1968.

Sept 67 4.

New Members We would like to welcome the following new members who have joined the M.R.T. during recent months.

Mr.J.R.Facer, Leeds 6	Mr.R.L.Hoyes, Leeds 17	Mr.J.Randall, Pickering
Mr. Parry, Leeds 17	Mr.J.C.Walker, Sandal	Mr.L.Dutton, Leeds 14
Mr.J.Lumley, Leeds 7	Mr. F. Hartley, London W 11	Mr.D.Jones, Leeds 6.
Mr. R. Ely, Woodlesford	Mr. P.R.Barry, Leeds 14	Mr. J.K.Lee, Leeds 12
Mr.P.Warham, Selby	Mr. T. Warham, Selby	Mr. R. Warham, Selby
Mr. P. Hebden, Leeds 10	Mr. H.C.Casserley, Berkhamsted	Mr. M. Silver, Leeds 17.

The new University Term The University Railway Society meetings to which all M.R.T. members are welcome are as follows :-

All meetings at 7.30 p.m. in Holdsworth Building, Clarendon Road/Woodhouse Lane Junction (unless advertised in the newsletter as elsewhere)

October 6th.	Conversazione with films.
October 13th.	Talk- Middleton Railway Trust by R.M.Syms.
October 26th.	Talk- North American Railways by Cyril Smith
November 3rd.	Talk- The Festiniog Railway by Bill Cross
November 10th.	Talk- Branch Line Wanderings on the G.W.R. by Eric Pascoe
November 23rd.	Annual Film Show- The Titfield Thunderbolt
December 1st.	Talk- Eleven Passengers per second by Dr. R.F.Youell
December 8th.	Talk- The work of B.R. Research Dept. by Dr. S.F.Spring

A copy of their prospectus is enclosed with this issue.

The female of the species As a result of the article which appeared in the 'Times' recently, the M.R.T. Secretary has recorded an interview with Barry Chambers. This is to be put out on 'Woman's Hour' sometime soon. For some reason which is beyond the Secretary, they seem to think that a woman who knows about gudgeon pins, live steam injectors and hydraulic tests as well as having footplate experience (albeit in her youth!) is unusual. To her this is all in the days work of keeping the Chairman in control !

or should it be under control ?

Enclosed with the newsletter is a copy of the sheet sent to prospective passengers on the Ian Allan trip. It was not distributed to them and hence as previously stated, they did not know what was planned for them.

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