

OLD RUN NEWS  
\*\*\*\*\*

Newsletter of the Middleton Railway Trust

Number 28, August 1967

STEAM GALA, SATURDAY SEPTEMBER 2nd. SEPTEMBER, 2.30 - 6.00 p.m.

If the monthly mini-open-days are anything to go by then we should have a lot of visitors at the Steam Gala. BUT we shall fail miserably if we do not have enough members as sales staff and guides. PLEASE, PLEASE make a special effort and come along and back us up. The jobs are not difficult, most visitors just want to walk around and look for themselves and take photographs. Could you persuade a relative or friend to come along too, ladies are particularly suited to being sales staff. If you could let us know beforehand that you are available to help we would be grateful, if you can't, just turn up and report to JOHN BUSHELL. Visitors tend to turn up earlier than the advertised opening time so helpers will be needed from about 1.45 pm if possible.

There will other steam items than our own, in fact quite a variety. Refreshments will be on sale .

Contact J.bushell, 12 Trelawn Crescent, Leeds 6 if you can help us.

Our Public Image seems to be on the up-and-up ! We appeared in the TIMES and twice on B.B.C. radio within a few days. The Times ladies page carried an article on our Secretary in the issue of July 17th. under the headin 'Mother of the Railway' On the principle of the female of the species being more deadly than the male, this is perhaps one in the eye for 'Father of the Railways' Stephenson. Our Leeds B.B.C. friend, Barry Chambers then had us down to the Woodhouse Lane studios to record a short interview with the Chairman for the programme 'Today', and with the Secretary for the B.B.C. Overseas service.

Loitering with intent -four spivs descended on Dartmouth yard one evening in July, accosted one of our members, threatened to jack up the wagons and take away all the brasses, damaged the electrical system on John Alcock in an attempt to start the loco. to haul stolen scrap down to their lorry near the headshunt. Claytons and Factory Guards were told but the Police did not hear until 24 hours later. Their plea is - do nothing to disturb such intruders, get away quietly, telephone the mobile squad who will surround, detain and question the offenders. Their number is 999 and no charge, or 60 seconds bicycle ride to Dewsbury Road Police Station.

The following day, two other members were inspecting the line when they saw four trespassers raking round at Parkside Junction Signal Box, clambering up signals and generally misbehaving. The Police were summoned and two were caught and may appear in the Juvenile Court. In the month since the closure of the line, all the instruments have been smashed up, metal parts stolen, signal wires removed, chains ripped out, and all but one window smashed, with some wooden parts ripped off the cabin and broken into fragments, This within 100 yards of private houses !

The National Trust and the Chairman have contacted the National Coal Board and British Railways about the future of the Middleton line to the Colliery and Parkside Junction. Track lifting on the G.N. line is already in progress.

Aug. 67 2.

Genuine Original Middleton . In the days before Nationalisation hit Broom Pit and British Railway Companies, leaving Middleton as the only wicked capitalist concern in between, Middleton as with many other collieries used Private Owners wagons for some coal traffic. A non-member well-wisher has discovered some Middleton Colliery Company wagons now working on local service in a pit yard at Wakefield.

Too Late, Too Late. A train of wooden low-loader wagons suitable for internal Middleton traffic and built at Stratford-att-Bow in pre-grouping days, was demolished by Kings of Norwich a few days before a letter from the Chairman arrived asking for the wagons.

The New Look Thanks to the work of a number of members, our motive power is getting up to showpiece standards. John Alcock is being repainted in its original L.M. & S.R. black, and the Sentinel (after much excellent mechanical repair by Wood (Barry) without Fenton and Murray ) has received a full treatment of L.N.E.R. black lined out with red and vermillion buffer beams with gilt numbering, with hand-painted cab-side numbers.

A full complement of paint and lettering is ready for the brakevan which needs a complete scrub down, interior cleaning up and repainting before our Steam Gala. All that is needed now is volunteer effort- could it be YOU ? Contact Mrs Youell, Tel Leeds 54441.

Another hole averted We were very alarmed to hear of a proposal to excavate a seven feet diameter hole under about 100 yards of our track to drain the new motorway. We had to read the Riot Act, and the hole is provisionally diverted to the private road between the line and Moor End Works.

Anything but 'permanent' way The A and 6 turnout for the bottom loop at Balm Road has been completed and is ready to go in as part of the complete relaying and improvement of the loop. Progress is only limited by the small number of members who will help in this work. On the occasions when the hand crane and 10 people were available substantial and visible progress was made. George Taylor organised the transport of a large heap of good timbers salvaged from old track with a gang of friends- for which many thanks. Mr. Mitchell who built what is now Hardy's Motor Radiator works spent a whole day clearing rubble and weeds from the embankment from Cerebos's level crossing to the Footbridge. Dewsbury Road Police are keeping an eye on the tendency of certain firms to park on Beza Road across the roadway thereby endangering the safety of traffic at the level crossing.

Tidyness Gentlemen Please Our reputation depends to a large extent on our tidyness which is at a low ebb today. We have the Steam Gala and the possibility of an Ian Allen excursion visit from London in September. Our repainted locos. will be handsome but other things at the moment let us down badly. Walking along the line during P.W. inspections, it is dismaying to see an almost tropical growth of grass and weeds which need clearing. There are no easy scientific methods for doing this. The only way is to put on a pair of gloves and to uproot every piece ruthlessly and make dumps every 20 yards. These dumps will be collected by wagons following the cleaning-up team, and by making at a suitable safe site one glorious bonfire aided by wood and hydrocarbons, the unsightly mess will disappear.

Can we therefore have 'all hands on deck' for high pressure weeding adventures on the last Saturday in August and the second in September ? Until this is done we cannot see the permanent way to maintain it. Details of the great gardening effort will be posted up for all to see; let us have an energetic and King Sized party on these two days, members will be surprised how easy the job will be if we have enough helpers to say nothing of the bonfire at

Aug. 67 3.

the end. Let us show our visitors that LEEDS LEADS !

Wot No Tail ? One of the most serious messages a signalman can send on his block bell is 'Train passed without Tail Lamp attached'. May we draw attention to the fact that in the B.R. rule book, all trains on a running line must have a tail lamp or flag, and that members' red flags do often look black with dirt and extremely scruffy. Members finding their flags dirty are asked to take the desperate step of actually washing them ! It may be possible to obtain brilliant painted tail boards with hooks fitted to go on to the buffer beam of the last wagon so that when required a really clear and tidy indication is available that all the train is there.

#### Departure with Regret.

Mr. R. Hunter, Officer in charge of York Railway Museum has been transferred to the Publicity Department at B.R.B. Marylebone. He has been Curator in all but name for many years. He has kept the standard very high and his excellent knowledge of railway history has been invaluable. His courteous reception of the public at the Museum and his helpful sympathy to our own efforts cannot go without mention. We wish him well in his new job in London and hope that he will find time to visit us frequently.

#### A Middleton Double-Heading.

Norman Fearnley, Operating Superintendent 1963-67, is taking unto himself a banking engine on September 2nd. The train will then be permanently stabled at or near Doncaster instead of its present siding at Old Pudsey. Congratulatory clinking of buffers will come from all our members on a hitch-up that no shunter will ever shift.

#### The Whitby and Pickering Railway.

Those members who remember the magnificent run of The Great Marquess on the B.B.C. Special Train to Whitby, and the following special run on the coast line and the Newton Dale line shortly before the closure, will be pleased to hear that substantial support has been aroused for a scheme to reopen the Grosmont - Pickering section. The Society concerned is composed of enthusiasts, businessmen, railwaymen, and (delightfully enough) a large proportion of the inhabitants of Goathland. This village is cut off in bad weather as the local 'bus company cannot negotiate the local 1 in 4 or 1 in 5 hills in the snow. B.R. did even run an emergency railway service to Goathland after closure on one or two critical days. The closed portion from Rillington Junction to Grosmont is nearly 23 miles in length, with steep gradients and some heavy civil engineering in the Ellerbeck bridges. The Society will be doing very well if they re-open part of the line. They propose to start with the Grosmont to Goathland section, which certainly has a very high element of essential public service. Enquiries to, and leaflets from, Mr. Cummin, Midland Bank, Whitby. Knowing how many headaches we had on our mile or so of track in our early days, our every sympathy and good wishes will be sent to the new Society. This means that Yorkshire now has the prospect of lines in amateur hands representing the L.M.&S.R., L.& N.E.R. and Mineral Railways and their appropriate history and background.

Aug. 67 4.

### Cold Blooded ?

We are utterly mystified at a most peculiar happening in our main shed. On a very hot July afternoon, we found a large group of members around the stove. Locomotive coal was being shovelled into it, and the stove and chimney were both red hot. Perhaps some of our members suffer from exceptionally cold blood !

### Farewell Samuel !

The local equivalent of Pearce and Crump, to wit the executors of Samuel Ledgard, are giving up business. They have been famous for running the fastest and most antiquated 'buses in the Leeds area, we have timed them at 48 m.p.h. in a built up area. Never did their ex London Transport 'buses ever dream of beating the sound barrier when on that slow easy and comfortable Number eleven route from Shepherd's Bush to Liverpool Street !

So it is now the Indian summer of possibly the most spectacular of our local private 'bus operators. Unfortunately we are going out of the frying pan into the fire, as the services will be taken over by Messrs. Stink, Bump, and Rattle Limited, otherwise known as West Yorkshire Road Car Company. This also is a very high-speed company of the Bash-on-regardless type, and although largely British Railways owned, has been responsible for wiping out at least 50 route miles of local railway services.

### 200 Not Out.

When other railways celebrate 2nd. centuries, we celebrate our 3rd. century. And when 100 not out is usually good batting, we can applaud the completion of 200 not out by Matthew Murray's achievements in both textile and general engineering, and locomotive pioneering. Many of his techniques are still being used by his present day successors.

Although the exact date of his birth has never been traced, the University of Leeds has approved a fortnight's exhibition in the Parkinson Court in the coming session, devoted to the Murray bicentenary. Offers of co-operation have poured in. We even hear from the enthusiastic Vicar of St. Matthew's Church Holbeck that Matthew Murray School members have started clearing up round Murrays cast iron tombstone and are looking into the possibilities of using anti-rust paints. We hear that the Bishop of Ripon, in whose Diocese St Matthew's stands, was himself a Curate at that Church. There is apparently even the possibility of a special peal on St Matthew's Church bells to mark the occasion. This of course implies hard work on our part, but the prospects of putting Murray and his railway on the map and arousing real pride in the City of Leeds at last should make the effort worth while. Further details will be published later when the outline is established.

Aug. 67 3.

the end. Let us show our visitors that LEEDS LEADS !

Wot No Tail ? One of the most serious messages a signalman can send on his block bell is 'Train passed without Tail Lamp attached'. May we draw attention to the fact that in the B.R. rule book, all trains on a running line must have a tail lamp or flag, and that members' red flags do often look black with dirt and extremely scruffy. Members finding their flags dirty are asked to take the desperate step of actually washing them ! It may be possible to obtain brilliant painted tail boards with hooks fitted to go on to the buffer beam of the last wagon so that when required a really clear and tidy indication is available that all the train is there.

#### Departure with Regret.

Mr. R. Hunter, Officer in charge of York Railway Museum has been transferred to the Publicity Department at B.R.B. Marylebone. He has been Curator in all but name for many years. He has kept the standard very high and his excellent knowledge of railway history has been invaluable. His courteous reception of the public at the Museum and his helpful sympathy to our own efforts cannot go without mention. We wish him well in his new job in London and hope that he will find time to visit us frequently.

#### A Middleton Double-Heading.

Norman Fearnley, Operating Superintendent 1963-67, is taking unto himself a banking engine on September 2nd. The train will then be permanently stabled at or near Doncaster instead of its present siding at Old Pudsey. Congratulatory clinking of buffers will come from all our members on a hitch-up that no shunter will ever shift.

#### The Whitby and Pickering Railway.

Those members who remember the magnificent run of The Great Marquess on the B.B.C. Special Train to Whitby, and the following special run on the coast line and the Newton Dale line shortly before the closure, will be pleased to hear that substantial support has been aroused for a scheme to reopen the Grosmont - Pickering section. The Society concerned is composed of enthusiasts, businessmen, railwaymen, and (delightfully enough) a large proportion of the inhabitants of Goathland. This village is cut off in bad weather as the local 'bus company cannot negotiate the local 1 in 4 or 1 in 5 hills in the snow. B.R. did even run an emergency railway service to Goathland after closure on one or two critical days. The closed portion from Rillington Junction to Grosmont is nearly 23 miles in length, with steep gradients and some heavy civil engineering in the Ellerbeck bridges. The Society will be doing very well if they re-open part of the line. They propose to start with the Grosmont to Goathland section, which certainly has a very high element of essential public service. Enquiries to, and leaflets from, Mr. Cummin, Midland Bank, Whitby. Knowing how many headaches we had on our mile or so of track in our early days, our every sympathy and good wishes will be sent to the new Society. This means that Yorkshire now has the prospect of lines in amateur hands representing the L.M.&S.R., L. & N.E.R. and Mineral Railways and their appropriate history and background.

5

Aug. 67 4.

Cold Blooded ?

We are utterly mystified at a most peculiar happening in our main shed. On a very hot July afternoon, we found a large group of members around the stove. Locomotive coal was being shovelled into it, and the stove and chimney were both red hot. Perhaps some of our members suffer from exceptionally cold blood !

Farewell Samuel !

The local equivalent of Pearce and Crump, to wit the executors of Samuel Ledgard, are giving up business. They have been famous for running the fastest and most antiquated 'buses in the Leeds area, we have timed them at 48 m.p.h. in a built up area. Never did their ex London Transport 'buses ever dream of beating the sound barrier when on that slow easy and comfortable Number eleven route from Shepherd's Bush to Liverpool Street !

So it is now the Indian summer of possibly the most spectacular of our local private 'bus operators. Unfortunately we are going out of the frying pan into the fire, as the services will be taken over by Messrs. Stink, Bump, and Rattle Limited, otherwise known as West Yorkshire Road Car Company. This also is a very high-speed company of the Bash-on-regardless type, and although largely British Railways owned, has been responsible for wiping out at least 50 route miles of local railway services.

200 Not Out.

When other railways celebrate 2nd. centuries, we celebrate our 3rd. century. And when 100 not out is usually good batting, we can applaud the completion of 200 not out by Matthew Murray's achievements in both textile and general engineering, and locomotive pioneering. Many of his techniques are still being used by his present day successors.

Although the exact date of his birth has never been traced, the University of Leeds has approved a fortnight's exhibition in the Parkinson Court in the coming session, devoted to the Murray bicentenary. Offers of co-operation have poured in. We even hear from the enthusiastic Vicar of St. Matthew's Church Holbeck that Matthew Murray School members have started clearing up round Murrays cast iron tombstone and are looking into the possibilities of using anti-rust paints. We hear that the Bishop of Ripon, in whose Diocese St Matthew's stands, was himself a Curate at that Church. There is apparently even the possibility of a special peal on St Matthew's Church bells to mark the occasion. This of course implies hard work on our part, but the prospects of putting Murray and his railway on the map and arousing real pride in the City of Leeds at last should make the effort worth while. Further details will be published later when the outline is established.