

OLD RUN NEWS

Newsletter of the Middleton Railway Trust

Number 32, January 1968.

Matthew Murray Exhibition Enclosed is a leaflet listing the various activities associated with the exhibition. Please inform friends and relations to give a really good support. As well as the events listed there will be the special lunch at the Griffin Hotel, Boar Lane, Leeds 1 at 12.30 pm. on Saturday, February 3rd. The cost will be 25/-, and application for tickets must be made very soon as numbers will be limited owing to the size of room booked at the Griffin. A larger one is available at the moment but if we want it, it must be booked very soon. SO, if you want to come, write or 'phone the Secretary at 5 North Grange Mount, Leeds 6 tel. Leeds 54441 immediately.

We had hoped that the pupils of Matthew Murray School would help to clean the obelisk in St. Matthew's Churchyard but the help has not been forthcoming. Could any local member spare an hour or two to clean it down and make it more presentable by the 3rd. Contact the Secretary.

There will be a stand at the exhibition at which M.R.T. literature will be sold as well as a special Exhibition Brochure. This has been specially produced and will cost 1/-. Only a limited number have been printed - if any member would like one reserved and sent through the post, please send 1/4d to the Secretary. Due to the long hours of opening, it will prove difficult to man the stand throughout so any help you can give would be much appreciated. Once again contact the Secretary if you can spare time to help in this way.

Rules concerning the operation of cranes and a second revision of Rules and Regulations concerning the working of trains are also enclosed. The first set may seem trivial in parts but of all the apparatus used on the line, cranes are the most dangerous and cause injury very easily. Of all the serious accidents to personnel on B.R., cranes are the major cause.

RULE 104 - all members who assist in any way at the Railway are reminded to observe rule 104 which states :- members must see that the safety of the public is their chief care under all circumstances. This rule was broken recently by negligence at the level crossing on Burton Road. Fortunately, this negligence led to no untoward event but members are urged to put right or report immediately ANY faulty machinery or fittings on any part of the railway.

For your diary Look at Life documentary 'Playing at Trains' at major Rank cinemas in the provinces either last week in January or the first in February.

A.G.M. as previously announced, Saturday February 24th.

Buffet and Film evening THURSDAY March 7th. 1968. Details later.

Down at the line - Saturday, December 9th. saw the arrival of a second diesel locomotive at Middleton. It is a 0-4-0 Fowler built in 1945 and purchased from Messrs. Cohen's of Stanningley near Leeds. Prior to being at Cohen's it was at Keighley Gas Works where it was kept as a reserve engine after a full overhaul. It is in excellent condition having run in only 5 hours of the required 50. Our thanks go to Messrs. Cohen's for the help they gave us in bringing the engine to the line in extremely bad weather conditions of ice and snow and for the most amicable negotiations that preceded the purchase.

A further deluge of scrap tank wagons has appeared and Whitaker's siding is stacked from end to end with wagons, some of which have been waiting four

months to go in for cutting up. We think back to the time when every siding, the main line and Balm Road B.R. was occupied by long trains of steel wagons awaiting unloading at Clayton's Dartmouth depot.

The present Operating Sub-Committee will be divided, in future, to prevent overloading the Operating Superintendent. A Mechanical Engineering section will supervise and maintain all locos. and moving equipment. A Traffic Movement section will control duties, timetable, movement of traffic, records of goods carried etc. Jim Lodge will be C.M.E. and a sub-committee has already started to tidy things up in Traffic movement.

Congratulations go to our Vice- President, Rt. Rev. Eric Treacy on his elevation to the See of Wakefield. Last week he still found time to come to the University Railway Society Photographic Competition and gave an unforgettable slide and photograph show from his marvellous collection. There is a magic that makes every steam engine blow off the safety valves and fill the air with smoke just when the clerical finger descends on the camera trigger, to give a glorious and grimy effect.

Welcome to new members, P. Mc.Askie of Leeds 8, J. Crabtree of Bingley
C. Rogers of Leeds 6, Miss J Sharpe of Leeds 6
T. Silburn of Leeds 6 and D. Lee of Leeds 12.
and to Honorary Members Mr. G.F.Fiennes and Mr. B.S.Hill.

L.U.U.R.S. Meetings at the Houldsworth School, Clarendon Road, Leeds 2. 7. 30 p.m.

January 26th. S.N.C.F. Films
February 9th. Vice- Presidential Address by Mr. J.R. Mc.Dougall.
February 23rd. Industrial Steam by Mike Swift.
March 1st. G.W. Branch lines by E. Pascoe (to be confirmed)
March 7th. Annual Buffet and Film evening.
March 8th. A.G.M.
Visits(provisional) January 24th. 13.30 Holbeck, 15.00 City Control
January 31st. 14.00 York Carriage Works.

All M.R.T. Members welcome

The Turntable - Mr. Mellor who is making the record of M.R.T. steam locos. has opened 'the Turntable' in Wade Street, Leeds 2 where he buys and sells railway relics, the latter at extremely reasonable prices. A visit is well worth while.

M.R.T. Rail Trip April 27th. Approx 9 am. At the moment the route appears to be Leeds City, Low Moor, Thornhill, Royston Jct., Sheffield, Attercliffe, Darnall, Worksop, Lincoln, Louth, Grimsby (by 'bus to Lincolnshire Coast L.R. and Cleethorpes) Immingham (for visit to loco shed. or docks). The cost will be approx. £2/10/-, £1/10/- Juvenile. Greater details of routes next month. The stock will be inter-city d.m.u. with buffet car.

Chairman's Clanger- The large clock at Leeds Central was being acquired by the Chairman for the Trust. Unfortunately, unstable bricks or brackets caused an unexpected rapid descent, nearly bisecting one of the contractor's men and of this well remembered relic of a station that is no more there remained only a heap of springs and wheels.

Old stations take a long time to die and gradient posts, 'Leeds $\frac{1}{4}$ mile' posts and the ghostly Holbeck Platforms make a last ditch stand against the inevitable. The once proud homes and distant (that summoned a Gresley Pacific to a great effort with the Up Pullman) lie eyeless, bent, dirty and rusting on sleepers that have felt their last axle load on them.