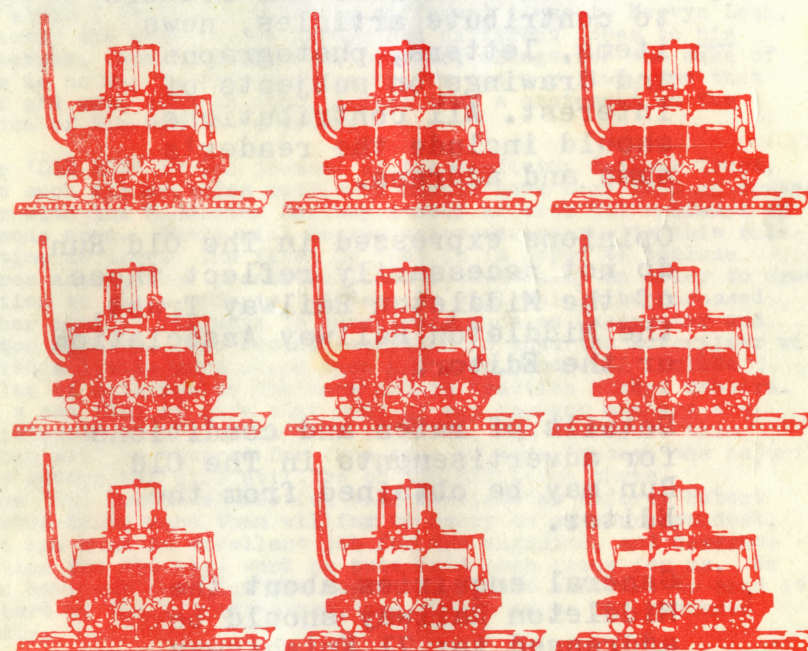


# THE OLD RUN



JOURNAL OF  
THE 1758 MIDDLETON RAILWAY  
LEEDS

WINTER 1980



# THE OLD RUN

VOLUME 12 NUMBER 99 WINTER 1980

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Leeds LS10 3RW, Yorkshire.

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 Old Run do not necessarily reflect those of the Middleton Railway Trust, the Middleton Railway Association or the Editor.

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

General enquiries about the Middleton Railway should be addressed to: 71 Knightsway, Whitkirk, Leeds LS15 7BL.

MATERIAL FOR THE NEXT ISSUE SHOULD BE SENT TO THE EDITOR BY 1st MARCH AT THE ADDRESS ABOVE.

## Comment

"A new broom sweeps clean" says the old saying and (presumably) with this in mind, a number of members have approached me to ask if I intend to change the style of Old Run in any way. My initial response is to say that there will inevitably be some changes in style since I obviously think on different lines to Mervyn Leah, in exactly the same way as Mervyn had different ideas to his predecessor. Having said that, however, change for the sake of change is no way to edit a magazine, or run a railway for that matter and with that in mind, I feel that a statement on the function of Old Run is in order.

The 'OLD RUN' is the journal of the Middleton Railway Trust, and as such all articles published should have some form of connection either with the Middleton Railway itself or with the railways of the Leeds area. There will be two major exceptions to this rule from time to time. The first is that it is hoped to include features about other preserved lines occasionally in order to draw attention to their efforts. Attention will mainly be focussed on other similar railways to ourselves, such as Chasewater and Leighton Buzzard. The second exception is that the Advertiser will be given a little more scope than hitherto, and will include articles of interest to the more modern traction minded members. It is a sad fact of life that many of our younger members are more interested in diesels than in steam, and therefore this interest will be catered for from time to time, though the majority of the Advertiser will still be on the Middleton theme.

The 'Old Run News' section will continue as before, Hubert Nettleton being more than willing to carry on as correspondent. Hubert has done an excellent job for the magazine, and deserves a mention for the hard work he puts into each issue for us. So if you have any news for the magazine, please continue to send it to Hubert at the address given, and not to me as has occurred recently.

I hope that this helps to clarify the current position.

A word about the next three issues is in order too. As all members will be aware, next year sees the 21st anniversary of the opening of the Middleton Railway under its present owners. As part of the celebrations, it is hoped to produce three special editions of Old Run, each with its own theme. The next issue will deal with the reopening of the railway, and with the very early days of our operation. The Summer issue will deal with the late sixties and early seventies, whilst the final issue will have the late seventies as its theme, plus a look into the future by Chairman Joe Lee. I am especially anxious to trace suitable photos to illustrate these themes and if any member has such photos they would be most gratefully accepted.

# RAINHILL REVENGE

It was Saturday 24th May 1980. The crowds sat in the sunshine awaiting the opening of the Rainhill Celebrations of the 150th Anniversary of the opening of the Liverpool and Manchester Railway led by the replica of George Stephenson's most famous locomotive, "ROCKET".

The re-creation of the trials was to include replicas of the ill-fated "NOVELTY" (built by Braithwaite & Ericsson) and "SANS PAREIL" which was the work of Timothy Hackworth. As engineer of the Stockton & Darlington Railway, he had built most of the loco at Shildon. The cylinders, however, were cast by Stephenson, and were found to be faulty on the day of the trial. With "NOVELTY" being something of a failure from the start, this left "ROCKET" the clear winner. Within a year, however, she was in need of a complete rebuild, whereas "SANS PAREIL" worked effectively on the Kenyon Junction to Bolton Railway until 1844.

But back to 1980. The crowds sat waiting anxiously for the "ROCKET" to make an appearance.....

By the mid 1830s, the Liverpool and Manchester sought new and better locos. Where could they find the necessary expertise? The City that built the world's first commercially successful steam locomotive was the obvious choice, but Matthew Murray had died in 1826 and his design for an articulated "mechanical stoker" engine for use on the Stockton and Darlington Railway lay in some dusty drawer. The Round Foundry was no longer a great centre of inventive creativity, having been taken over by a sort of "worker's co-operative known locally as "The Forty Thieves".

However, one of Murray's more promising young students, named Todd had left the Railway Foundry and set up the rival "Airdale Foundry", and it was to this firm that the L. & M. turned in 1838 for its new locos. Thus was "LION" created. As related in the last issue (page 12) "LION" was an 0-4-2 Tender loco, and worked successfully for many years.

But, in 1980, the crowd sat waiting for the "ROCKET"..... Embarrassed loudspeaker announcements spoke of "delays" and eventually apologised for a "mishap". The poor "ROCKET" had been derailed so many times that her wheels had collapsed. There were also difficulties with the other replicas, resulting in "NOVELTY" being unable to run at all, and "SANS PAREIL" having to be assisted by a BR shunter. Who came to the rescue? Why, the same folk who did so in 1838 of course!

So it was that "LION" led the parade. To the cheers of the crowd, and an extra loud cheer from your Archivist, Britain's oldest working steam locomotive steamed proudly but gently past the crowded stands towards Liverpool. And I for one was glad!

Leeds has always led in the field of locomotive building so our "Matthew Murray" tradition was deservedly at the forefront of the display. "ROCKET" replicas may have sufficed for Sunday and Monday, but it was surely poetic justice that the folk from the "Oldest firm in the Business" should again have led the way.

John Bushell

## ARCHIVES AT WORK

Recently a request was received by Chairman Joe Lee from Leicester University. They required a copy of "Two Oldest Railways United" for their Transport History Collection.

It seemed that no-one knew of this title, but on reference to the Archives, there was just one copy available.

The booklet is an early publication of the Middleton Railway Preservation Society and was produced to celebrate our links with the historic Swansea and Mumbles Railway. The Railway was authorised by Parliamentary Act in 1804 for the conveyance of passengers, the first of its kind in the world. Steam eventually replaced horse traction, and in 1929 large double-decked tramcars, each seating 106 passengers, entered service. In 1959 the South Wales Transport Company displaced the cars, replacing them with buses, and closing the line, little of which survives in 1980.

It was car No 2 from the Swansea and Mumbles which formed the passenger accommodation on the historic first train over the preserved Middleton Railway in 1960, ex-LMS diesel "JOHN ALCOCK" providing the motive power. Furthermore a small Avonside 0-6-OST named "SWANSEA" (Which was reputed to have worked over the S&M) was also obtained. Unfortunately, neither relic is with us due to vandalism in the case of the coach (The bogies are still in existence, at Crich Tramway Museum), and simply being beyond repair in the case of "SWANSEA", she being sold to a new owner in the Sheffield area.

We were surprised to receive a request for this publication at such a late stage, but duly obliged with a photo-copy, and sold the University one of our Schools Packs into the bargain.

The Transport History Collection commenced in 1953 with a donation of 250 railway books, and today houses more than 25,000 items covering all forms of transport, though mainly biased towards railways and shipping.

John Bushell



## DEEDS OF COVENANT

I should like to draw the attention of members to the value of Covenanted Subscriptions. As we are a Charitable Trust we can claim back from the Inland Revenue the tax on the amount subscribed provided, of course, that the subscriber pays tax on his or her earnings. Thus for every £1 we can reclaim tax of 43p when tax is at 30%, increasing by about half the Trust's subscription revenue.

Should any member desire to contribute an amount over and above his subscription it is possible, by signing a covenant form guaranteeing to pay a said sum over a period of 7 years (future legislation 4 years), for the Trust to benefit by almost half as much again with the refunded tax. Covenant Forms to sign are obtainable from Mrs Effie Brampton, 81 Bradford Road, Wakefield WF1 2AA, Telephone Wakefield 74630, who will also answer any queries.

I should also like to ask those who took out life membership to consider covenanting a yearly donation to the Trust thus providing much needed funds. This now appears to be common practice amongst other societies.

Effie Brampton

## Letters

Sir,

As a member who manages to visit Hunslet and Leeds once a year at the most, I would like to express my sincere appreciation of the past work of Mervyn Leah. I am sure that there are many like me whose connection with the Middleton Railway is maintained only via the "Old Run" and who remain members as a result.

Thanks, Mervyn: You've done a grand job.

Stoke on Trent  
Staffs

Dr TONY THORNDIKE

(I can wholeheartedly agree with Dr Thorndike's sentiments and I know all members will join with me in wishing Mervyn well in the future - Editor)

## BRINGING MARY HOME

A peaceful evening is shattered by the infernal telephone.

"Tony? Ian here. Can you help bring "MARY" up from Bewdley please?" Visions of a nubile young female are quickly dispelled by the continuation of, "Severn Valley want her removing as soon as possible as they require siding space". As most of you will have realised, "MARY" is the 1932 built Hudswell diesel recently purchased by Ian and Graham Parkin. Having told Ian to leave things with me, I began the hard work.

To begin with, I rang the transport firm, Royles of Pontefract, and arranged the move for Monday 6th October. Then followed a phone call to Severn Valley's General Manager, Micheal Draper to confirm with them. "Sorry, not on a Monday, we don't have a crane driver to put the loco on the low-loader" was the reply. So it was back to Royles and this time I was successful in arranging the move for Saturday 4th October. Whilst I was at it, I arranged for the driver to pick up two rails to sit the loco on once it had been craned onto the loader. I then sat back to reflect on a job well done.... I should have realised that nothing on the Middleton Railway is ever easy! On the Thursday prior to the move, Royles rang up to say they couldn't collect the rails on Friday evening as previously arranged. Could they collect them on the Friday morning instead? My first reaction was that we didn't have full time staff, but then I remembered that Co-owner Graham Parkin was on holiday, so I told the driver to be at the line by 1000 next day and we'd get the rails loaded somehow. Then I rang Graham to tell him the good news, and also apologise for the expected hernia through trying to shift twenty foot rails with only two people. Finally, I rang SVR to confirm their steam crane would be ready on our arrival at 0800. The confident confirmation should have been a warning.....

The Saturday morning was rudely announced by the buzzing of the Teasmade and after a quick breakfast in bed, Joyce and I quietly backed the car out of the drive and set off for Bewdley. After a quiet drive (I recommend driving at 3am on Saturdays) we arrived at 0700 to find the station looking ominously quiet. At least "MARY" and the crane were in the right place, although there was no sign of steam from the latter. We walked into town to await the arrival of the low-loader. A banshee wail from the station heralded its arrival from the opposite direction, and we ran back to find several SVR members staggering round asking if World War III had been declared, and one astonished driver wanting to know where the steam was! By the time we had backed the waggon up, the crane was emitting clouds of smoke, but then came the devastating news that no driver would be available until 1000! "Nobody told you were coming this early" was the steam-raisers comment. Ah well, the refreshment cabin was open, so we adjourned there for a cuppa and a couple of sandwiches.



At 1000 crane driver "Smudger" Smith arrived, the crane had steam and we were able to get down to business. The outriggers were set out, the beam and chains were slung, and everything was ready to go. The members prove to be a friendly bunch, and humour is soon coming thick and fast as we slung the loco for the first time, the back end of which staying firmly on the track. We tried again and this time the front end stayed put. We put the loco back down and the air was ripe with offers of a cutting torch (Cheek!- Ed) and curses directed at the designers of large gearboxes.

We reslung around the buffers, and this time up she went to loud cheers. At this stage, a decent brew of tea arrived from the workshops and so we left "MARY" rocking gently in the breeze about 9ft in the air while we turned to more important matters...

We compared the low loader's deck with that of the Ark Royal noting the ski jump for the Harrier, and we actually got an acknowledgement from one SVR member that we were the first railway in the business. (Miracles do occur, it seems!). Most of the others didn't even know where we were, but they were rapidly enlightened by Joyce and myself. After the tea break it was back to work, the following sequence of events taking around 15 minutes.

1. Lift loco 9ft in air
2. Manoeuvre waggon.
3. Lower loco a little
4. Move rails on waggon to line up with loco.
5. Pack beneath buffer beams.
6. Lower off, unsling chains, chain loco to waggon, tie our "Steam in Leeds" sign onto radiator, then stand back to admire handiwork.

By this time, it is now 1130 and any ideas of an early arrival at Middleton have long since evaporated as we prepare to depart.

Due to weight restrictions on Tinsley Viaduct, and clearance difficulties at Clay Cross, we have to travel by the longer route via the M6 and M62, which again puts back our arrival time somewhat.

We had previously coned off part of the car park, but even so it was a very tight squeeze getting out of Bewdley. Joyce and I went ahead of the loader, and to our horror saw a coach approaching, and despite our frantic signals, kept approaching. When he finally does stop, we tell him that a railway engine is coming down the road, and got the reply "Don't be silly". The look on the driver's face when he saw "MARY" approaching had to be seen to be believed! He moved out of the way. The next problem was how to get the waggon out of Bewdley station approach against the current jammed up flow of traffic. Donning orange jackets, we rush forward, to find the loader pushing its way through and the traffic jam going in reverse.

A slow crawl to Kidderminster ensues, with a large traffic jam building up behind us, and frustrated drivers begin to show their faces as dangerous driving becomes rampant - ever seen a Ford Fiesta parked on a roundabout? Once we finally reached the M6, speed rose to a breathtaking 40mph and a steady journey now ensued, with a small stop for a motorway cuppa and sandwich. At that point we were passed by another low loader on which was parked a shiny new diesel for export. We soon reached the M62 and the long haul to Moss Moor Summit was begun at a speed of 20mph down to Hartshead Services, at which point we overtook the loader, and headed for Middleton in order to galvanise them into action.

Beza Road Crossing, the chosen offloading point, shows no signs of activity, although the required offloading rails show that some preparations have been made. A quick drive to the yard finds "CARROLL" plus train (Van and waggon as runners) and several members present, and after a hurried consultation everyone climbs aboard the loco for the trip down, whilst Joyce and I drive down to find the low-loader in residence, awaiting the unloading team.

Paul, our "tame" policeman arrives hotfoot from Scarborough to give a hand, whilst Archivist John Bushell was on hand to interview Ian for a Radio Leeds programme.

At last "CARROLL" arrives and crosses Beza Road, and preparations for unloading can begin. The low-loader is driven into position, and the loco unchained from the flatbed. Once the tractor unit is separated from the trailer, a ramp is hurriedly built, watched by several members eating chinese take-away food (Not appreciated by Joyce, the driver and myself having been without real food since around 3am!), and "CARROLL" propels the train in order to couple up to the new arrival, and all is now ready for off-loading to begin. With an apprehensive Ian Smith on "MARY" to brake her on the descent, "CARROLL" began to pull the old Hudswell off the trailer. With no trouble at all, "MARY" rolled down the ramp onto Middleton Railway metals for the first time.

As one member was heard to say, "There's nothing quite like the arrival of a new loco!" Nevertheless, once the ramp was dismantled and the trailer reunited with its tractor, three very tired, but satisfied, people retired from the scene thinking only of a nice warm bed, whilst "CARROLL" ran round her train and coupled up to her elder sister for the first time.

The Middleton Railway would like to thank the Haulage firm, Messrs Royles of Pontefract for their co-operation with this move, and also the Severn Valley Railway's loading team. Without their full and cheerful co-operation, the move would have been much harder to accomplish.

Tony Bell

Editor's Note: Apart from those mentioned, both Graham Parkin and myself would like to express our deepest thanks to Tony and Joyce for their time and efforts in getting the loco to Leeds. Without them, we couldn't have contemplated moving the loco for some time. Thanks for the help.

## OLD RUN NEWS

CORRESPONDENT: Hubert Nettleton, 31 Barkly Road, Leeds LS11 7JS

### FOWLER TROUBLES

Routine dismantling of the Fowler-Sanders engine on Fowler 3900002 revealed, to the consternation of our mechanical engineering staff, that one of the cylinder heads (covering two of the four cylinders) was cracked and apparently unfit for further service. Since a replacement was just not going to be available it looked as if "Flower" would have to be an ornament in the future.

However, we heard of a local firm of specialist welders who claimed to be able to work miracles and so, more in hope than certainty, they were entrusted with the head. I am glad to be able to report that they were able to do a first class repair. The crack was across a valve face and arrangements have been made to have this recut. The remaining problem is the fabrication of a new copper-asbestos Head Gasket, but this is within the capabilities of our own staff, and Fowler will shortly be able to return to service following attention by the paint team.

### B.R. LINE IN DANGER OF CLOSURE

Readers familiar with the BR coastal line in Mid-Wales may have missed a news item in the national press recently, concerning the future of this scenic line.

It appears that one of nature's vandals, the species ANOBIUM PUNCTATUM (Known to you and me and the local vicar as woodworm!) has settled in quantity on (or should it be in) the Victorian viaduct which carries the Cambrian Coast line over the Mawddach Estuary at Barmouth. These voracious mini-monsters have fed so well that already the viaduct has been closed to all but the lightest of traffic, and is subject to a permanent 10mph speed limit and according to a BR spokesman, the viaduct will have to be closed permanently unless repairs are carried out soon.

Unfortunately, repairs have been estimated at a staggering £2½ million and BR must be asking themselves if they can justify this sort of expense on a line that loses money every year. Closure of the line would indeed be a tragedy since this one means abandonment of all lines to the north of the viaduct through Barmouth, Harlech, Porthmadog (of Ffestiniog Railway fame) and up to Pwllheli since this part of the line had no interconnection with any other BR line. Also, a journey by road would take much longer since the nearest road bridge is some 12 miles further upstream.

### SOME THOUGHTS ON WEAR AND TEAR.

It is a sad fact of life that all artifacts eventually wear out although preservation societies work wonders in prolonging the life of those items which have historic value. But the Council has had to consider some of our assets which do not have any particular historic merit, our present station buildings at Tunstall Road being a case in point. The two containers which served adequately as passenger accommodation for a number of years are now virtually at the end of their useful lives and Council are considering ideas for more permanent accommodation. The new building is likely to be purpose built as oppose to a conversion as we have at present, and will also help to present the railway in a more favourable light to our visitors.

Similarly, the passenger stock is also nearing the end of its useful life, and of course we could do with something better than our open waggon to protect passengers from our more inclement weather. The Council is looking around for suitable replacements and one idea is to try and purchase some form of covered van into which we can fit seats, and make proper windows.

If you have any other ideas on these two matters, your council would be glad to hear from you.

### GRAND GALA

On Sunday 7th September, the Railway held its bi-annual gala. As usual, three locos were in steam, "MATTHEW MURRAY", "HENRY DE LACY II", and fresh from overhaul and retube, P2003. Unfortunately, Peckett developed a hot axlebox and was prematurely retired from passenger duty, although she remained in steam.

Once again, we played host to other exhibits, including Barry Wood's Aveling & Porter "WITHERNSEA", and a diesel roller. An interesting steam vehicle present this time was a Steam Roller which had been converted to a Road Locomotive (No mean feat) and was used to power Mr Bennett's 45 Key Limonaire Fair organ.

Also present were selections of stationary engines, plus Les and Mark Cave's model railway stand displaying some vintage tinsplate stock.

The Gala was successful financially, and was enjoyed by all who attended, and thanks are due to the many people who contributed to the good impression we created. In particular, mention must be made of young Lance Allen who sat for most of the day extracting money for programmes and car parking fees, a job he has in fact performed at most galas. Also worthy of mention are Mrs Bell and Mrs Chaplin who set up a tombola stall, raising over £126 towards our funds. We all look forward to the next gala, which may see the entry into service of DSB 385.

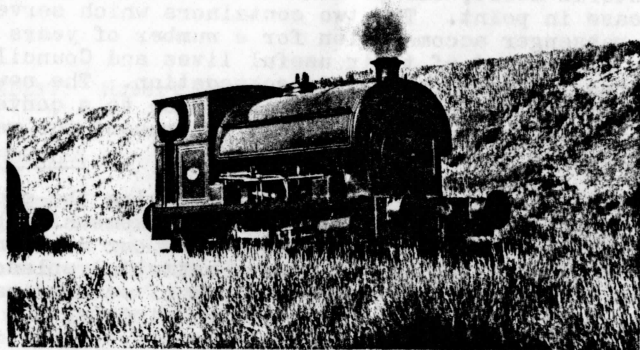
### APPEAL FOR PHOTOGRAPHS

As most members are aware, 1981 sees the 21st Anniversary of the Middleton Railway Preservation Society's first passenger train.

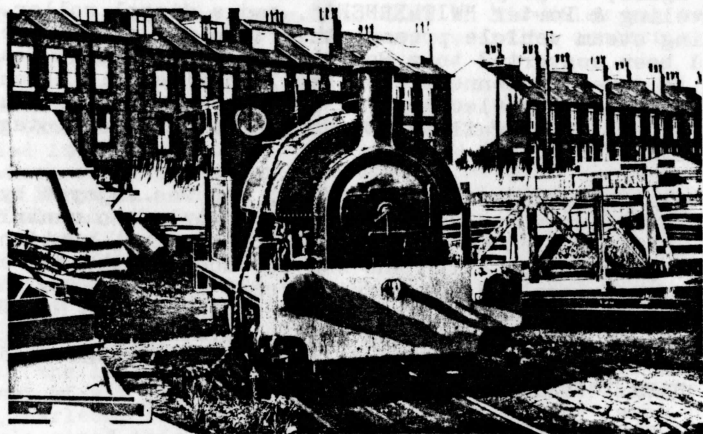
It is hoped to be able to publish a photographic album to commemorate this event, but we are short of photographs to publish. If any member has any black and white photographs which he or she is willing to loan for publication, would he please contact Archivist John Bushell by either writing to him at I2, Trelawn Crescent Leeds 6, or telephone Leeds 786282.



## CENTRE

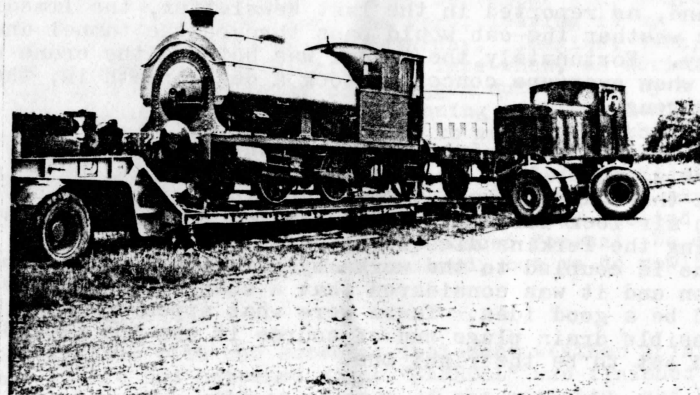


The September Gala saw the welcome return to service of the much loved P2003, fresh from retubing. This photo shows the loco posed on the ramp on 16/6/79. As reported elsewhere, 2003 is to be named "JOHN BLENKINSOP" in 1981. I B SMITH.

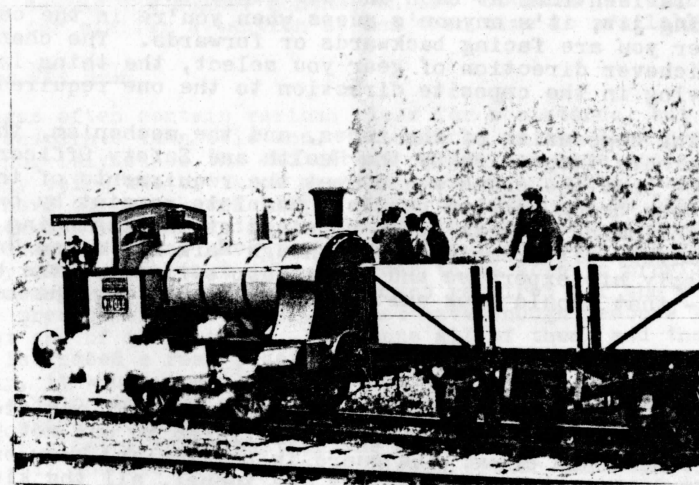


WB2702 took the lion's share of passenger duties this year, but is likely to be out of service for major overhaul for the next few years. This 1975 photo shows the loco in her original lined out livery being watered prior to working trains. K J MILLS

## SPREAD



A steamer sadly missed at times is No 6 (HL3860/35). This photo, taken by JOHN EDWARDS, shows the loco being pulled off the low-loader which brought her from Swanscombe by our veteran LMS diesel, "JOHN ALCOCK", currently at York. The date is 5th June, 1971.



As readers will know, "WINDLE" has only seen limited service over the past few years due to injector problems. This photo shows the loco on the day of its first steaming, propelling the train out of the tunnel. It is hoped that "WINDLE" will see more use in 1981 once the new injectors have been fitted. Photo by P NETTLETON

## GUESS WHICH WAY WE ARE CRANING

Mark Cave's 5 ton diesel crane duly arrived from Glasshaughton in August and, as reported in the last Newsletter, the immediate problem was whether the cab would pass through the tunnel under the motorway. Fortunately the tunnel was hot and the crane was cold, and when everyone concerned took a deep breath in, the cab just went through.

Having got the thing into the yard, the spanner brigade were able to have a proper look at it, and as appeared at the original inspection, there didn't seem to be much wrong with it - a fuel leak and an air lock being all that required immediate attention before urging the Perkins diesel engine into life.

The engine is coupled to the works by a fluid-flywheel type of transmission and it was considered that a change of transmission fluid would be a good idea. There were what appeared to be a million and one possible drain plugs and of course it was the millionth that turned out to be the right one.

Someone had a word with the NCB man at Glasshaughton to find out the appropriate fluid for refilling, and got the very useful reply "Tha' wants red oil"! Shades of Middleton's JCO! Fortunately other enquiries revealed the correct type of fluid and when we got it, guess what? - It was red!

They tell me that driving the crane is great fun. The drive is via a single speed forward and reverse epicyclic gear box with an operating lever to select the direction of travel. But the chassis is identical at each end and since the cab rotates with the traversing jib, it's anyone's guess when you're in the cab as to whether you are facing backwards or forwards. The chances are that whichever direction of gear you select, the thing is sure to start moving in the opposite direction to the one required.

Following regreasing of the ropes, and the mechanism, the crane had a preliminary inspection by the Health and Safety Officer, and was satisfied that the crane would meet the requirements of the Act.

Current work being carried out is a complete repaint by owner Mark Caves following a steam clean received at the beginning of November. Livery will remain green, though Mark has asked Graham Parkin to apply his expertise and paint wasp stripes on the back of the cab - that should look quite spectacular to say the least!.

## EXPLANATION WANTED

One of the phenomena which never fails to amaze staff and older visitors to the line is the reaction of children to our motorway tunnel. As the train crews (the guard in particular) know only too well, as soon as the train enters the tunnel, all the kids on board proceed to yell their heads off! If the train is a school special, then the crew are rather deafened by the time the train emerges. Does anyone know why the kids do this- And is there any known cure for the earache produced by the resultant noise!

## THE EARLY BIRD - UNLOADS THE COAL!

During the week prior to the last Gala on September 7th, members worked a loaded waggon of coal into the yard, leaving it by the coal pile ready for unloading on the Saturday. Imagine, then, the surprised look on member Jerry Wilkinson's face when, on arriving at around 9-30 he found one empty coal waggon surrounded by a number of black faced individuals all grinning at his astonishment!

The answer was that the faces belonged to members of the Gosport & Fareham Railway Society who, being members of the Trust or Association, had arrived for their twice yearly visit to Middleton earlier that morning. Gosport Chairman Colin Billingham explained "We arrived at around 6am and with nothing else to do decided to unload the waggon of coal so conveniently placed for us! We didn't quite realise just how much work was involved, but we do now!"

## PAINTER'S PROGRESS

As might be expected with our somewhat inclement weather this Summer, very little has happened since "CARROLL" was finished last May. No 6 has been the subject of most of the activity, and has at long last had her tank painted in a rather spectacular shade of Green - it can be seen for miles! Further work is in progress on the cab.

DSB 385 is the next major candidate for repainting in order for the loco to enter service this coming season. Already the frames have been steam cleaned, and some undercoat applied.

The only other loco likely to be painted in the near future is our latest arrival, "MARY". Full details of this loco's progress are given in the loco news. Fowler 3900002 will be repainted in slow time during the summer months, whilst "COURAGE" is also scheduled for similar attention as and when time is available.

## AN APPEAL FOR HELP

These pages often contain various pleas for assistance, but none is more desperate than this one. Attendance at the line has dropped horribly since the end of the season, on some occasions there only being two or three members down on any given day. We MUST have our trackwork lifted prior to reopening at Easter 1981 otherwise the Inspector may decide to close the line until this is done. We also have to continue work on locos and stock, plus many other important jobs in order to be able to provide the necessary locos, stock and equipment required for the service.

At the present time we simply do not have enough members to carry out one of these tasks, let alone all of them, and therefore closure is indeed a real possibility. If any member has even one spare day, it would greatly assist us. No special skills are needed to help with the majority of jobs, as training can and will be given where necessary. Please don't let 1981 become more famous for closing the line than the 21st anniversary of its opening. If you are able to help, please either turn up at the line on Saturdays or Sundays (People are around from 1030 onwards) or give Steve Roberts a ring on Leeds 861092, and he will be able to let you know what needs doing and put you in touch with the right people for the particular job in hand that weekend.



## STOCK REPORT

### P2003

After complete retubing, this loco was returned to service in time to take part in the September Gala, although this was curtailed due to the loco developing a hot axlebox. The loco is being lifted to check all the axleboxes, something which has not been done since the loco arrived, and remedial work will be undertaken if required. Other work carried out on the loco has involved fabrication of a new blastpipe, the old one having corroded badly at its base. After some long searches, a new smokebox door has been located within the NCB, and it is hoped that this will be made available shortly. Finally, the loco is to be repainted by the Mechanical Engineering staff in a livery similar to that already carried.

### HCI309 "HENRY DE LACY II"

The problems with our veteran Hudswell seem interminable. After being out of service all last season with tubeplate problems, a leak from within the depths of the smokebox caused the loco to be withdrawn from traffic in July. This leak was eventually traced to an old repair to the breaches pipe, which had failed. This was temporarily repaired to allow the loco to return to service.

However, a much more serious fault showed itself during September when a crack appeared on the outer firebox throatplate, just above the foundation ring. The loco was immediately withdrawn from service, and its duty taken over by P2003. It remains to be seen if this crack is economically repairable, but with the known state of the rest of the boiler, some doubt must now exist as to the loco's working future.

### EB53 "WINDLE"

This loco has seen very little service these past few years, and has only been steamed twice this season despite being in full working order. The major reason for this is the very temperamental injector fitted, which can only be made to work if you are very lucky! It is a very old design by the well known firm of Giffard, and despite all checks revealing nothing radically wrong with it, neither it, not the other injector of the same design used as a spare will perform its allotted task with reasonable reliability. This has caused the loco to be relegated to a spare engine only.

In order to solve this problem, the engineers have decided to fit a spare Hudswell Clarke injector when time permits, and it is hoped to have the loco available for traffic in 1981.

### DSB 385

The last write up on this loco was rash enough to state that she would see service in 1980. Wrong! Unfortunately, although the boiler had successfully come through its visual examination, application of hydraulic pressure revealed that a number of firebox stays were in need of replacement. This, together with the need to keep the operational fleet in service throughout the summer, brought all work on the loco to a standstill.

With the close season now upon us, work has recommenced on 385, the offending stays having now been removed and replacements fitted. All the other fittings have been overhauled where necessary and once the boiler has been hydraulically tested, all that will remain will be to simply reassemble the loco and repaint her in the DSB colours of black lined red.

### WB2702 "MATTHEW MURRAY"

"The Bag" has been the mainstay of the passenger service this season, due to its being very economical to steam, and its size being eminently suited to the small amount of traffic carried these days.

However, the Boiler Inspector has expressed concern at the condition of the front tubeplate, which is wearing a little thin at its base, and it may be that the loco will be prematurely withdrawn for boiler repairs before much longer. When this happens, the loco will be given a major overhaul, which will include lifting the boiler from the frames.

### NER Class H No I3IO

Following a period in store, work has now commenced on this attractive and popular loco. The Steam Power Trust have started to remove the old tubes, and a replacement set has arrived and is stored awaiting insertion. The loco will then be stripped and boiler tested, and a few minor items repaired before re-entering service.

### Sentinel 59

This loco has been stored out of use for some time, but as reported in the last loco notes, has been taken as a project by the MRA.

The loco has been stripped down to ascertain the nature of repairs involved, and it is clear that a large amount of the bunker will need replacing. The MRA have mainly been involved in raising funds towards the loco's restoration, and already well over £80 has been made available for this. It is hoped to commence full restoration of this loco during the coming season, under the supervision of the Trust's engineers.

### HL3860 "SWANSCOMBE No 6"

This loco is currently stored out of use pending major overhaul, this work being a low priority job due to the loco's weight making her on the heavy side for today's operations. However, work is in progress as reported elsewhere, towards painting for preservation purposes until such time as repairs can be started.

### HC D63I "CARROLL"

This loco returned to traffic in May following completion of a minor overhaul and a repaint by the paint team. It is currently the regular (Indeed the only large loco available) loco for freight and shunting duties.

### JF 3900002

As reported in the news section, this loco was taken out of traffic following her developing a severe coolant leak. The cracked cylinder head which caused the problem has now been fully repaired and the loco is now undergoing a minor overhaul before reassembly.

Once reassembled, the loco will receive a repaint prior to re-entering service.

## STOCK REPORT

HE I786 "COURAGE"

After performing regularly for the STEP gang throughout the last 12 months, this loco is now having a well earned rest. It is, however, showing signs of considerable wear and tear, but remains serviceable for the time being.

HC D577 "MARY"

The latest addition to the loco fleet, "MARY" is not yet in working order, but work is being carried out to enable the engine to be run.

A number of interesting features have been found on this loco, not least of which is the revelation that the I20hp Mirrlees engine is almost certainly fitted with sleeve valves, which will make future maintenance interesting. Another feature which has caused some comment is the exhaust "system". This consists of a 3" diameter pipe coming straight off the engine and up the stack, silencers not being considered necessary in those days!

At the present time, work is concentrated on fabricating a new radiator header tank, the original one having been purloined by SVR a few years ago for their Fowler loco "HIGHFLYER". Once this has been completed and fitted, a few perished rubber hose connections need replacement, and the loco can then be started and run to assess its capabilities and general condition.

The loco will require power brakes to be fitted, and investigations are currently underway to see if it is feasible to use the locos air start system to generate air for this purpose, there being no way a standard air compressor can be fitted.

Once the weather improves, the loco will be repainted in its Hudswell Clarke livery, but with a few modifications so that it will have exactly the same style as "HENRY DE LACY II".

Booth Crane 5821

Although not strictly a locomotive, it is self propelled, and fitted with drawgear and more than capable of hauling a load so it can be said to come under this heading! It is in full working order, and recently passed an insurance test and should see a great deal of service in the coming year.

Steve Roberts

TRAFFIC AND OPERATING

The past year has been fairly uneventful from an operating viewpoint.

The average number of passengers carried is down slightly on last year, but this trend is apparent among many other preserved lines. Once again, special occasions have generated much important revenue. The two School Special days, and the Road/Rail/River excursions were particularly successful, whilst the playgroup day was only marginally so. The two Gala, whilst generating increased traffic, have not come up to expectations, and more publicity is needed here.

The service failed to run on one day (A Saturday) due to problems in finding a train crew, but otherwise things ran smoothly. The provision of train crews is becoming particularly acute, with Guards proving particularly difficult now that Keith Hartley is no longer able to guard each weekend. Members seem reluctant to volunteer for these duties and it is only after several frantic phone calls that a crew is found. It is perhaps opportune to say thank you to all the members who have helped with the running of trains. If any one person deserves to be singled out then perhaps it should be Andrew McKenna who, often at short notice, has travelled up from Nottingham every other weekend.

There was one locomotive failure during the season, HENRY DE LACY II, details of which are found elsewhere. This did not affect the service as it was possible to steam another loco in time.

The freight service for Robinson & Birdsell continues, albeit spasmodically. It is currently running at around two trains a week, although loadings are not excessive. These trains are usually run in the evening and any offers of help with these would be more than welcome.

Finally, the Council has decided that the I98I service will follow the same pattern as the two previous years, with services commencing on Easter Saturday and continuing through to the end of September.

Steve Roberts

THE BUS NOW STANDING AT PLATFORM ONE.....

Following trials with the prototype LEV from British Leyland, Neville Hill depot is shortly to receive the prototype class I40 lightweight DMU. This is two car train using the Leyland "National" bus body as its main feature. The driving cabs, however are based on the standard class 313 series of EMUs, and look quite effective judging from the drawings produced so far.

One rather odd looking feature of the unit is its asymmetrical door layout, with one car having two doors, and the other having only one, the arrangement being repeated on the opposite ends of the unit.

The engines used are derived from the standard Leyland DMU engine but with an increased hp of 218, as oppose to the old power output of 150hp. With one engine per coach, a total of 436hp is therefore available for traction purposes. The engines drive a fully automatic gearbox, the driver only needing to select Forward, Reverse, or Neutral. This gearbox then drives a second, smaller one mounted on the inner axle of the driving vehicle, which then drives that axle. The unit has a much improved suspension arrangement, and is reputed to ride particularly smoothly at its maximum speed of 70mph.

Each coach is 50ft 8" long, mounted on two axles, the wheelbase being 29ft 6". Total seating is 102, with standing room for a further 106, making a total of 208 people altogether.

Graham Parkin



# ASSOCIATION ADVERTISER

EDITOR: Ian Smith, 8, Manor Farm Drive, Belle Isle Leeds LS10 3RW

## EDITORIAL

Once again, my pot has boiled dry! Despite my appeals in the last Advertiser, and the last couple of Newsletter, no member has yet managed to send me an article to publish, although a couple of quizzes have been received and will be published. Following my appointment as Editor of Old Run, my main commitment has had to be to produce that magazine, so I spend less time with the Advertiser, and consequently I am even more dependant on YOUR news, views and ideas to keep the Advertiser alive. So come on guys, you must be able to write something for your magazine. It doesn't need to be perfect as I will be able to edit an article, and pad out where necessary, just so long as you send me something to go on.

Likewise, the quizzes are a little disapointing. The majority of answers are received from members living away from the line, the working members never bothering to take part despite being able to give me their answers when I get to the line each fortnight.

Please try to participate, or if dissatisfied with what's being printed, write and let me know what you want printed.

Finally, on a more cheerful note, the Committee would like to thank all those who have helped with the running of the railway both at Middleton and at the many exhibitions which some of you help with rather than work at the line. Its all valued support, and thanks are due to all who assist. Also, your Chairman and Committee wish you all a Merry Christmas and a Happy New Year for 1981.

Ian Smith

## EAST COAST MAIN LINE QUIZ

This was won by 14yr old Douglas Harvey who was the winner pulled out of the hat this time, the other winner being Clive Langston who we reckon must feed on encyclopedias! Alas you were unlucky again, Clive, but keep trying. The correct answers were:-

- Q1. London - Edinburgh was 393 Miles  
 London - Leeds was 185 $\frac{3}{4}$  Miles  
 London - Hull was 196 $\frac{3}{4}$  Miles  
 Leeds - Edinburgh was 233 $\frac{1}{2}$  Miles

- Q2. The answer required was 7 stations as follows : Kings Cross  
 Peterborough  
 Doncaster  
 York  
 Darlington  
 Newcastle  
 Edinburgh.

A number of members included either Durham or Berwick, or even both together. However, neither station can be counted as a principal station since a large proportion of trains do not stop there.

- Q3. Gasworks and Copenhagen are the two tunnels out of Kings Cross.
- Q4. The longest piece of straight track is situated between York and Darlington.
- Q5. The speed limit through Peterborough was 25mph.
- Q6. York's problem is the curve through the station, which limits speed to 25mph at present.
- Q7. King Edward Bridge.
- Q8. The sheds were:- 34A - Kings Cross (Top Shed)  
 36A - Doncaster (Carr Loco)  
 50A - York  
 51A - Darlington (Bank Top)  
 52A - Gateshead
- Q9. This question foxed most of you. The loco missing was the First loco of the series of motive power, Stirling's No 1.
- Q10. The diversion is to bypass the Selby Coalfield.

## ASSOCIATION ADVERTISER

### RAILQUIZ

This issue's quiz was sent in by 15yr old David Popple from Wortley.

- Q1. Give SIX classes of BR loco from which no member has yet been withdrawn.
- Q2. On what is the Route Availability of a loco based?
- Q3. All coaches have an ETH rating. What must the total of all the ETH ratings in any given train NOT exceed?
- Q4. What is the most powerful steam loco preserved in Britain today (Tractive effort wise)?
- Q5. How many of the new class 58 locos were originally authorised?
- Q6. Which steam loco is Scotland's most frequent performer on steam specials, and where is it normally based?
- Q7. Which famous loco recently appeared in a TV advert for an equally famous product? Which railway was used for the film?
- Q8. The GWR Loco "DRYSLWYN CASTLE" recently ran on BR for the first time since restoration. What was its original name?
- Q9. The Festiniog Railway recently rebuilt a famous loco. What is she, and when was she built?
- Q10. What is the name of the oldest exhibit in the NRM? When was it built, what was its wheel arrangement and who actually built it?

### NOW YOU KNOW

The famous loco building firm of Hunsletts didn't just build industrial steam locos, they also built main line locos for the LMS. The class concerned was the standard 3F 0-6-OT, known as "JINTY", and their building by Hunsletts resulted from an urgent need for the locos coupled with no spare capacity by the main line company to build them. One example is preserved, 47445, currently at Butterly. Hudswell Clarke built a few "Austerity" class 0-6-OST locos, but they were renowned in earlier years for their large 0-6-2Ts built for the Welsh railway companies. None survive today, but a loco built for the Port Talbot Railway in 1901 still survives on the SVR. Although given standard GW fittings after the grouping, 0-6-OST No 813 is still recognisable as a product of the Railway Foundry.

# MEMBERSHIP RENEWAL

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