

OLD RUN NEWS

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Newsletter of the Middleton Railway Trust.

Number 41, June 1969.

SALES. The Spring Edition of Forum, the A.R.P.S. Journal is available at 1/9d. to our members. This will be sent out with your next Newsletter or Old Run, post free, as compared with the 2/6 charge if ordered from the publishers. The Summer FORUM is also available at 2/-. Both issues have a note about us. There is a set of 8 photographs, 5" x 3½" showing the completion of the line and the first train from Hunslet Moor to Middleton Park for 10 years, price 6/- post free. Remittances to Sales Manager John Edwards at 11, Drummond Court, Leeds 16.

VISITS. We have welcomed numerous visiting parties, from the Thoresby Society of Historians, to School Parties. We regret that one of the school parties was so irresponsible in its behaviour that they have been banned from any further visits. The Current Open Day was rather thinly attended, possibly slightly handicapped by having nothing in steam, but those that did appear did enjoy themselves. The Fowler and Brake Van were on duty for the entertainment of visitors. Owing to the mental confusion arising from the change of "August Bank Holiday" to "Autumn Bank Holiday", there is a slight confusion about the Autumn equivalent of the steam gala at Easter. It will be on Saturday 6th September, 10.30 a.m. to 5 p.m. Preparations are already going ahead, and volunteers are needed urgently. Apply to Mr. Bushell at 12 Trelawn Crescent Leeds 6, Mr Hebden at 10 Lingwell Avenue, Leeds 10, or Mr Duckworth, 12 Foxcroft Green Leeds 6, or let them know via any other member.

WELCOME TO:- New members, J. Sugden and W A Barraclough, University of Leeds, A Clapham, (Honorary), and D Fox, Wakefield.

MORE MATTHEW MURRAY VANDALISM. Not content with damage to Matthew Murray's Tombstone, the Holbeck Vandals smashed windows in the Church Organ House. We repaired them not knowing that there was a wedding going on at the time. Fortunately the walls are of Georgian Style thickness, and the Crash-Tinkle noises never reached the Altar!

PUBLICITY. We have, more often than not, decided that it is more seemly to get on with running a railway than to blow our own trumpet. It is, however, a fact that, despite our pioneer work and unique achievements, all too many people say "Middleton! What is Middleton? We've never heard of it." The Membership, Sales and Visits Officers have each produced up to date leaflets, guides for visitors, and a new Prospectus to hold the fort until our access to the new site permits a more permanent publication. A copy of one of these is enclosed and we ask members to give these as prominent a display as possible. It is obvious that visitors are coming to the line daily and are unable to get access or any information. We are hoping to organise facilities such that any members on the spot will be able to have access to all relevant free leaflets - nothing is more discourteous than to leave a visitor in mid-air and to be unable to give them anything about the line. The Yorkshire Post did us proud with a photograph of our engineering team at work and the train on the Middleton Park extension.

FRIDAY THE THIRTEENTH. The Middleton Estates Wagon (circa 1890) arrived from Walton Colliery having travelled on Friday the Thirteenth, this month. The rather comic story of its arrival will appear in The Old Run.

SAFETY FIRST. Although it appears unfortunate that a high proportion of locomotives are lying around in bits, this is necessary for their annual inspection by the Boiler Insurance Company. Having pioneered Boiler Explosions due to carelessness as long ago as 1814, we have to live down the past by not blowing up ourselves or the public. On inspection it was found that Henry de Lacy II had suffered from the not unusual consequence of oil firing, arising from the rapid alternation of intense heat and heat being withdrawn rapidly. This problem is as old as 1884, when Stratford Works found that oil-fired locomotives tended to develop strained tubes when fired too quickly. In fact the only loco. that we have which would tolerate very quick firing is the Sentinel with its very short wide tubes. The Sentinel has had the firebox end of the boiler replaced so that some small leaks on the original can be attended to in the open. Ben Wade reports steady

progress on the Hudswell Clarke "Lord Mayor" which is appearing in green of an almost L N E R shade. Ex-Alton Courage 1786 Hunslet diesel is having a rub down and primer done at the same time as running trains, in fact we wonder why Tim Leech can manage to shunt, paint and help with track work in such rapid alternation, doing well at all three!

REOPENING. We are not the only Society aiming at expansion. Festiniog, Dart Valley, and K & E S R lines are all striving to get to the end of their route despite Motorway threats Reservoirs or other obstructions. We could have as our slogan "On to the Pit" or "On to the Scrap Heap", but somehow "Onwards to Middleton Park" sounds more Inspiring and is virtually the same place. Until the minute we have raised the purchase price, we have no guarantee whatsoever, but at least there is no objection to care and maintenance of the track we are purchasing. The M R T Engineering Committee decided that we had done too much talking and not enough hard work and organisation. Starting on the 17th. June, the gang descended on the line, and replaced defective rails, keys and sleepers, removed acres of weeds and went steadily forward. All the section stolen by vandals in 1965 was replaced, relaid and aligned, the Parkside Junction was cleared and connected up again so that for the first time in 10 years a through journey could be made from Hunslet Balm Road to Middleton. The New Work was in charge of Chris Metcalfe to take the load off the shoulders of the Chief Civil Engineer. On the 30th June, the whole mile was re-opened, and Hunslet 1786 plus Brake Van formed the first train arriving at Middleton Park at 19.30 hours. There is still 700 yards of relaying to be done to Day Hole 1758 terminus. Patrick M. Askie is organising Weekend Working Parties from Friday evening to Sunday evenings starting 11th. July and every fortnight thereafter. Members with spare beds and even the most primitive accomodation for Friday and Saturday nights within reach of Leeds, and volunteer gangers are asked to contact Patrick at 221 Drake Street Rochdale Lancashire. Quick action is needed for the first weekend. We were pleased to find that a group of locomotive specialists voluntarily detached themselves from Dartmouth Yard and helped materially with picks and shovels on the clearance of pit debris. Patrick has to be congratulated on getting not only an Associateship of the Permanent Way Institute but an Honours B.A. English Literature in the same year. Don't ask us how he did it!

DECORUM PLEASE GENTLEMEN. The disciplinary Committee respectfully begs members to realise that our public image depends to a large extent on the tidyness and behaviour of the members seen by the public. They ask the editor to draw attention that all untoward incidents and derailments must be reported even though no injury is caused. Making a Report does NOT imply guilt of the person making the report. It is made for the very good reason that we want to trace the cause and make things safe for other members by preventing repetition of the accident. To show how useful a prompt report can be, within 24 hours of Peter Nettleton reporting a defective junction, it had been stripped down, adjusted and overhauled by the C.C.E. and assistants and thereby made safe and the risk of a derailment eliminated. You see members that making a report is not waste of time or being a Barrack Room Lawyer -- merely simple common sense. Care in such things puts up our reputation very much.

CHAIRMAN THROWN OUT. Our Traffic Manager, with his quiet and tactful efficiency, has acquired the generous offer of a 1951 Hudswell Clarke coal fired 0-4-0 plus spare parts, as a gesture from the Worcester firm owning the now closed Yorkshire Tar Distillers at Stourton who now have no tar to distil with the Gas Works changeover to Oil fuel. Assistance is needed for assembling spare parts for transport and bolting down the saddle tank before removal. Please contact Joe Lee at 27 Kellett Crescent, Leeds 12, Tel 630229. The Chairman awoke at mention of the locomotives name "Chairman" to tell the Newsletter Editor that the Great Eastern had only 3 named locomotives, Claud Hamilton, Petrolea and Chairman, and that the latter was so ugly that Lord Claud immediately ordered the name to be removed. The present namesake is very attractive and in good condition.

SWANSEA AND MUMBLES RAILWAY CARRIAGE. It has been an acute embarrassment to us that our 1960 showpiece has got into such a shocking state. Inability to find accomodation and the local vandals have done untold damage though repairable at great time and cost. An offer from Cardiff to house her fell through because of the size of the coach. We are happy to announce a prospect of covered accomodation, and several gallons of the right paint are already in hand to start the restoration work.