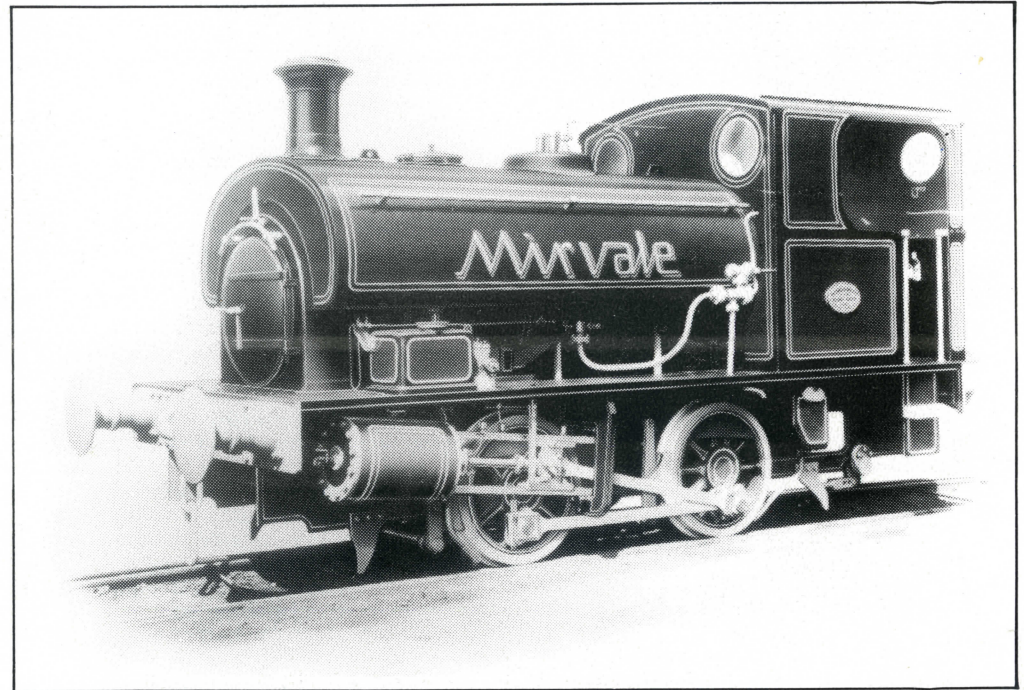


# THE OLD RUN



JOURNAL OF  
THE 1758 MIDDLETON RAILWAY  
LEEDS

AUTUMN 1986

No. 117

50p

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**Cover Photo:** Our latest acquisition is this Hudswell 0-4-OST 'Mirvale' HC 1882/55. She is due to arrive from the NYMR in November. Full details will appear in the next issue of Old Run.

Photo: Courtesy R. Redman.

Please note new Editorial Address:

1 Lake Street  
Hunslet  
Leeds LS10 2NB

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 magazine do not necessarily reflect those of the Middleton Railway Trust Ltd, The Middleton Railway Association, or the Editor.

All articles for the next issue should reach the Editor by 1st December 1986.

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

## EDITORIAL

At the time of writing this editorial (early July), all the signs are that the Trust is experiencing its best year for some considerable time.

Strangely enough, it is not our regular passenger service that is giving good results, it is the wealth of special trains and events that are pulling in the crowds. The normal passenger service tends to be steady but not spectacular, with Sundays holding their own and managing to make a little profit. Saturday services are nothing short of a disaster on most occasions, although even here we can sometimes do quite well. Council is looking at ways of making the Saturday services more popular (and therefore profitable) rather than abandoning them altogether.

The major change in fortune has been with special events and special trains. 'Little Engines Day' was extremely popular, and our Bank Holiday weekends have so far shown improvement over last year. The special train market has been largely ignored by the Railway until recently, the reason being that there hasn't really been anything to offer people. Now, however, there is and we are finding to our pleasant surprise that people are willing to pay out £50 for a steam loco or £20 for a diesel in order to sample the delights of a train ride Middleton style. So far, we have entertained Liverpool University, York Model Railway Society, the R.C.T.S., the Y.E.B., and Rothwell Leos, whilst we await visits from the L.C.G.B. and the Deltic Preservation Society. Those people who have already ridden have all expressed their enjoyment of the evening's events, and we are hoping for repeat bookings next year. The reason for their enjoyment is, of course, the service they receive once at the line. As a small society, Middleton can usually cater for such groups rather better than a larger outfit. We are able to deal person to person with each organiser, where some larger concerns have to go through various committees, etc. Once at the line, we have the facilities to offer run pasts for those who want them, and also guided tours of the depot if required. This, plus personal attention to the customers actually on the train, has ensured that everyone leaves happy.

Another factor in our reviving fortunes is the good publicity we have been receiving of late. This has had two effects: apart from attracting visitors, which is its primary aim, we have had an influx of new members, which will be of great benefit in the future in order to build on our continuing success.



Finally, yet another factor related to our success at the line is the number of societies wishing to learn more about the Railway and its activities. I have been asked to give slide shows to the York Railway Circle, the R.C.T.S., and the L.C.G.B., and have done a number of other engagements too. This 'Spreading the Word' is all to the good, and hopefully will bear fruit in the future when some of the parties being spoken to will either book a train or some members will visit separately.

The main thing to remember in all of this good news, however, is that it just doesn't 'happen'. Our good operating results are the direct result of some hard work by the 'black gang' responsible for maintaining locos and stock, and also by the 'white collar brigade' who do the publicity, sell the Shop stock, and go out to either give lectures or encourage folk to book trains. I end the Editorial on the usual note - if anyone can help us with our aims, please don't hesitate to get in touch with any council member to offer your services. Likewise, if your group wants to hire a train or would like a slide show about the Middleton Railway, please contact Traffic Manager Vernon Smith or myself respectively, and we'll be only too happy to oblige.

IAN SMITH

## KEEP ON TRACKING

A Hertfordshire based tour firm, Inside Track, have been running tours to this neck of the woods, and their 4-day tour has included the Middleton Railway. To date, they have visited twice, with a final visit on August Bank Holiday. The participants have been given a guided tour of the Moor Road site, along with a ride up the line, and so far this has been well received. Indeed, the publicity for the latest trip now actually advertises us as 'Middleton Railway and Tour'! In addition, the August issue of Steam Railway had two photos of DSB 385 taken on the occasion of the first 'Inside Track' trip, one taken by an ordinary photographer on the tour, and the other by the journalist who accompanied them, and who describes the Middleton visit as being "for the connoisseurs". We hope that this firm will continue to visit us each year, and the indications are that this will be the case.

## ON THE RIGHT LINES

When it is 15 years since I did regular work at the Middleton Railway, it is rather an honour to be called in with a "Please can you help sort out a problem?" request. It can be a great advantage, when one is negotiating between the Railway, and a number of outside bodies, NOT to be an officer of any of them. One can come out with a straight opinion, or even tell people they are doing something silly, without being accused of bias in favour of any of them!

One of my greatest advantages is that much of the information leading up to a solution of the problem dated back to 1959-1971, when I was Chairman.

One should not take chances when dealing with 132,000 volts. An error can very easily cost someone's life. It is incredible to find an Electricity Board apparently dealing with a firm that ceased to exist 26 years ago, to find houses in danger of being built on top of a cable whose whereabouts was unknown, and to find very important maps bearing the wrong scale.

During the fairly short period between when the Middleton Railway traffic was transferred to the Hunslet Railway, and the Preservation Society taking over, the name "Disused Railway" appeared on plans, and it is difficult to persuade people that it was only "disused" for a short time.

The Central Electricity Generating Board laid in a 132,000 volt cable by agreement with the Middleton Fireclay Company dated 1959. This was not JUST a cable, but in places a heavy concrete duct able to carry 9 132,000 volt oil insulated wires, that is to say 3 separate 3 phase supplies, plus a lot of telephone, oil leakage and pilot circuits, amounting to a space about 6 feet by 2 feet where it ran under the rails.

The C.E.G.B. transferred the supply to the Yorkshire Electricity Board, who now deal with all supplies under 450,000 volts. The ownership of the Middleton Railway is a mixture of Clayton Son and Company Limited, Leeds City, West Yorkshire County, the Ministry of Transport (under the M1), the Coal Board, the Highways Department, and so forth. As on so many goods lines, things have often not been kept up to date. The requirement that the gates on Moor Road shall be closed across the road "Unless horse drawn vehicles wish to cross" dates from 1881 and seems never to have been brought up to date, making it rather a difficult thing for a 74 or 76 'bus! The obligation on Leeds City Transport, under their light railway powers, that "all trams should give way to Middleton trains at Parkside crossing", has fallen into disuse!

The wish of a Housing Society to build on the triangle between the Arthingtons and the Railway started a chain of events.

Clayton's, part owners of the land, had no documentary evidence of the high tension cable. The C.E.G.B., being asked for the cable route, gave us that of a parallel cable at 405,000 volts, running to the North of Clayton's and Berry's, not to the South. Neither the C.E.G.B. nor the Y.E.B. were apparently aware that the owners of the wayleave, the Fireclay Company, went out of existence by 1961.

By steady plugging away, we discovered not only the 132,000 volt supply, but some telephone cables, a low voltage supply to a sub station built when Waggon Repairs sold out to Acme Engineering Company Limited, a low voltage Y.E.B. cable and a waterworks pipe, somewhat incredibly laid in by digging UNDER the 132,000 volt cable and putting them immediately under it.

The original plan of the Electricity Board had a gap in the critically important space across the front of Waggon Repairs/Acme works.

We managed to obtain a large scale plan for the Housing Association. The concrete supported section is where 2 pairs of tracks went over it. The "official" depth of the cables is 4 feet, but that was below the ORIGINAL level, sidings that were there in 1959 have vanished, which could lower the ground level by a foot.

Just when we were beginning to give a sigh of relief that all problems were solved, we came across a discrepancy. According to the map, the gauge of the Middleton Railway was not 4'8½" but 9'5"!!! Was someone trying to outdo the Great Western? No, nothing so spectacular, the Electricity Board had drawn a plan to a scale of 1 in 1250 and marked the plan in print as 1 in 2500!

Fortunately, as I was highly active at the critical period when these cable were put in, 1959-1962, I was able to pinpoint from memory most of the important aspects.

There is, of course, another relevant problem. Whereas the normal clearance of buildings from track is 5'4½", on a steeply graded goods line where waggons have to be guided with hand brakes (as ours did), the clearance has to be 15 feet, and a bare minimum (in special circumstances only) of 10 feet.

Ever since we took over the line, the section between Moor Road and Prospect Terrace crossing has been hardly a good advertisement to us - a series of dog-legs and variable curvature bequeathed by the previous owners. Careful measurement brought to light the possibility, I put it no higher than that, of both the Housing Association and Middleton getting an improvement. If the nasty curved section is smoothed, Middleton will get a nice S-bend of uniform radius, and the Housing Association will get the extra few feet needed for their plan. What is the determining factor is that if, as part of the housing work, the area of rough ground alongside the track, both inside and outside the curve, is cleared away down to the level of the bottom of the sleepers, the track can be made of equal curvature by a few men with crowbars. This part of the Middleton Railway is seen by more of the public than most sections, and it's hardly an advertisement! It could turn into an indication of how tidily we keep our track.

In the course of ploughing my way through all the Statutes and Wayleaves, I came across an interesting sideline, which has no immediate bearing on the cable problem, but is nevertheless worthy of note.

The Hunslet Railway from Beeston to Hunslet, was promoted independently of the G.N.R., though obviously closely connected with them. This legal schizophrenia was often used in promoting extra railways. If the proposed line failed, only the capital of the nominally separate railway company would be lost, the real "owning" railway company would be unaffected. When the "new" company had become viable, it could be incorporated in the railway company from which it branched. It may come as a surprise to find that 2 of the promoters of the Hunslet Railway were Armitage Ledgard and Lawrence Clayton. Lawrence Clayton, or his father, was founder of the firm of Clayton Son and Company about 1860. There was in the Hunslet Railway a lengthy 8 page agreement between Messrs. Clayton and Gould, on behalf of the Hunslet Railway, and Marshall Nicolson and others of the Middleton Estate and Colliery Company, safeguarding the rights of the Middleton Company over whose land the Hunslet line would run, as regards minimum rights, wayleaves, non-interference with the running of the Middleton Railway, the exchange siding at Parkside Junction, and the clearance round the Middleton line where the new railway crossed over it. There were other clauses not directly associated with the actual line of the Middleton Railway.

R.F. YUELL



## THE FLYING DUTCHMAN

Sunday evening 13th April, with the Shop mopped out and locos and stock being put away, a car drew up. One of our early members - he has card No. 3, brought Livius Kooj, Secretary of the Museum Buurtspoorweg of Holland, for a brief look around.

The MBS, a standard gauge line of 4½ miles length from Haaksbergen to Boekeld, runs Wednesdays and Sundays in July and August. There are 5 steam locomotives, including a most interesting Cockerill (of Belgium) 0-4-0 V.B. Tramloco - the others being another 0-4-0, two 0-6-0 and one 2-6-0 tanks, two railcars, 12 coaches - 4 wheel, 6 wheel and bogie, 12 wagons and vans, also an English Electric-looking Dutch works-built 0-6-0 diesel and 3 other diesels, and permanent way inspection 4-wheelers (motorised and 'pump' ..... an idea for Middleton?).

The MBS members run the line, which is owned by the Netherlands Railways, the NS: it was built as a through private railway linking part of Germany and Holland through Enschede. Unfortunately, after the MBS started operation and restoration work in 1967, the coming of a motorway scheme has cut its original length by half, and through working into Enschede and the NS ceased. (Unlike Middleton, they did not have National Trust protection.)

On the railway, Livius is a master craftsman in coach restoration - the coaches have much varnished woodwork, No. CD 35 is entered in the Association of Railway Preservation Societies Coach Competition this year, the MBS being the first European member of the ARPS, which Fred and Susan Youell and Mike Crew of Middleton fame did so much to build up over the years.

Thanks to Susan Youell, Livius was rushed into Leeds from the ARPS gathering (on the Bowes Railway on the Saturday and Tanfield and Beamish on the Sunday) ..... within an hour of leaving Middleton being at Haworth and later Oxenhops carriage shops and museum, before returning to York via a fine American HO layout in Tadcaster. Our 'Flying Dutchman' visited 4 Welsh narrow gauge lines, the Settle and Carlisle plus Newcastle and Carlisle (150 years 1986), North Yorks Moors, NRM and Nene, plus the 3 Tyneside lines on a 9 day trip.

Livius was most impressed by our workshop facilities and the standard of work done by our mechanical engineers, and the station ..... as a qualified guard, he looks forward to travelling on the line on his next visit to observe our operating procedures.

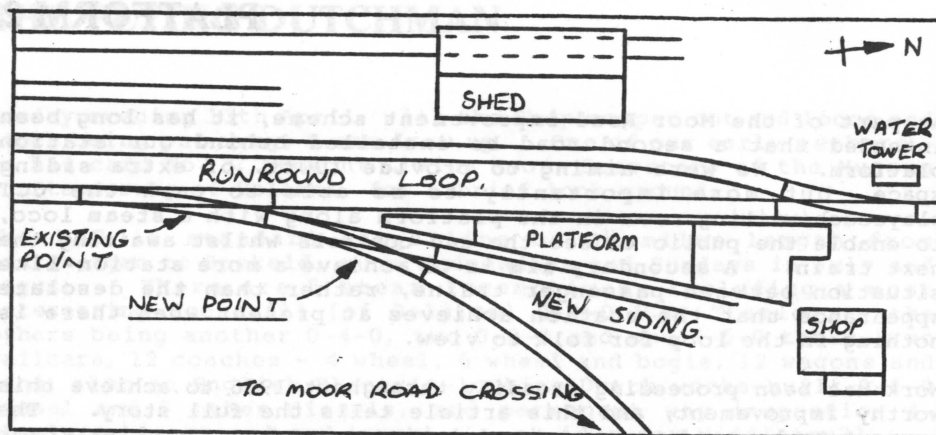
BOB HUNTER (LIFE MEMBER)

## PLATFORM 2

As part of the Moor Road improvement scheme, it has long been intended that a second road be installed behind our station platform. We were aiming to provide 100ft. of extra siding space, but more importantly to be able to park the CCT playcoach/waiting room in the platform along with a steam loco, to enable the public to see the cab controls whilst awaiting the next train. A secondary aim is to achieve a more station-like situation between passenger trains, rather than the desolate appearance that the station achieves at present when there is nothing in the loop for folk to view.

Work has been proceeding steadily throughout 1986 to achieve this worthy improvement, and this article tells the full story. The turnout to be used was acquired during one of our earlier track buying sprees, and is an A in 5½ turnout specially purchased for this job. The turnout was laid out on the headshunt adjacent to our car park, the switches being craned into position as a still complete unit. Some twenty point timbers followed, along with the remaining closure rails and common crossing, all with their proper chairs still attached. The timbers were then properly spaced, the rails temporarily fishplated together, and then the timbers were drilled and coachscrews put in to complete the assembly of the turnout, now some 65ft. long. The total assembly time was some two to three months, since labour was, as usual, scarce. With a good workforce, assembly of such turnouts would normally only take two weeks or so. Once assembled and checked, the turnout was immediately dismantled again. Not as silly as you might think, though - the thing was carefully split into three sections suitable for craning and then carried to the bottom of the yard for storage until it could be fitted into place.

The original timescale for installation of the turnout was at the end of the running season, as a number of all line tours were scheduled over this section of line to Moor Road Crossing, and these could not be interrupted. However, it was noted that there was a reasonable gap between these tours, between the end of July and mid-August, and it was decided to install the turnout then, with a completion date of 16th August. We have been very fortunate in having the labour force available from the NACRO scheme, who were able to do a lot of the labouring and time-consuming digging required for this job. With this labour available, some 70ft. of rail was removed from the Moor Road Branch on 27th July to enable the scheme men to level the site and place the sleepers removed from the branch into the platform road to form the first part of the new siding. By Wednesday 30th July, the three main sections of the new turnout had been installed and plated up, then jacked and packed to the correct level, allowing the scheme to complete the job using ballast specially ordered earlier in the week.



Layout of Moor Road site at 27.8.86.

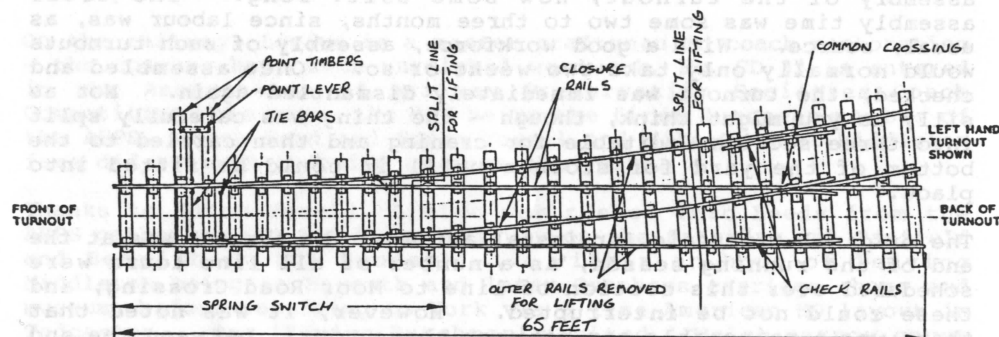


Diagram of a left handed turnout.

The main line now had a drop of some 9in., and so five more old and worn rails on the line were replaced by 60ft. ones, the remaining rails being cut to suit. The line was then lifted and packed to achieve the correct height, then slewed sideways where required, to produce total alignment with the new turnout.

The only outstanding job left, with just over a week to go, was inserting the two large timbers to which the point lever itself is fixed. These, being very long, had to be slid underneath the main running line to gain correct access, as the Marslands fence prevented us from slipping them into place at that side of the track. Once the stretcher bars had been connected between the point blades, with a little extra adjustment and packing, trains could proceed over the completed turnout with its blades securely clamped in the right position. Our Hudswell diesel 'CARROLL' was used to test the turnout on 13th August, and all was well for the special train that Saturday. By the Saturday, a point lever had appeared and was connected up to the turnout, and by the following week was also fully painted too.

The following Wednesday, 27th August, saw the first two 60ft. rails in position for the new siding, fishplated up and jacked to the right height to allow the scheme lads to ballast properly during the rest of the week. The final pair of rails were then installed, but await full ballasting at the time of writing. The first 60ft. of siding has, however, seen use as a stabling point for the brake van and steam locos during the week.

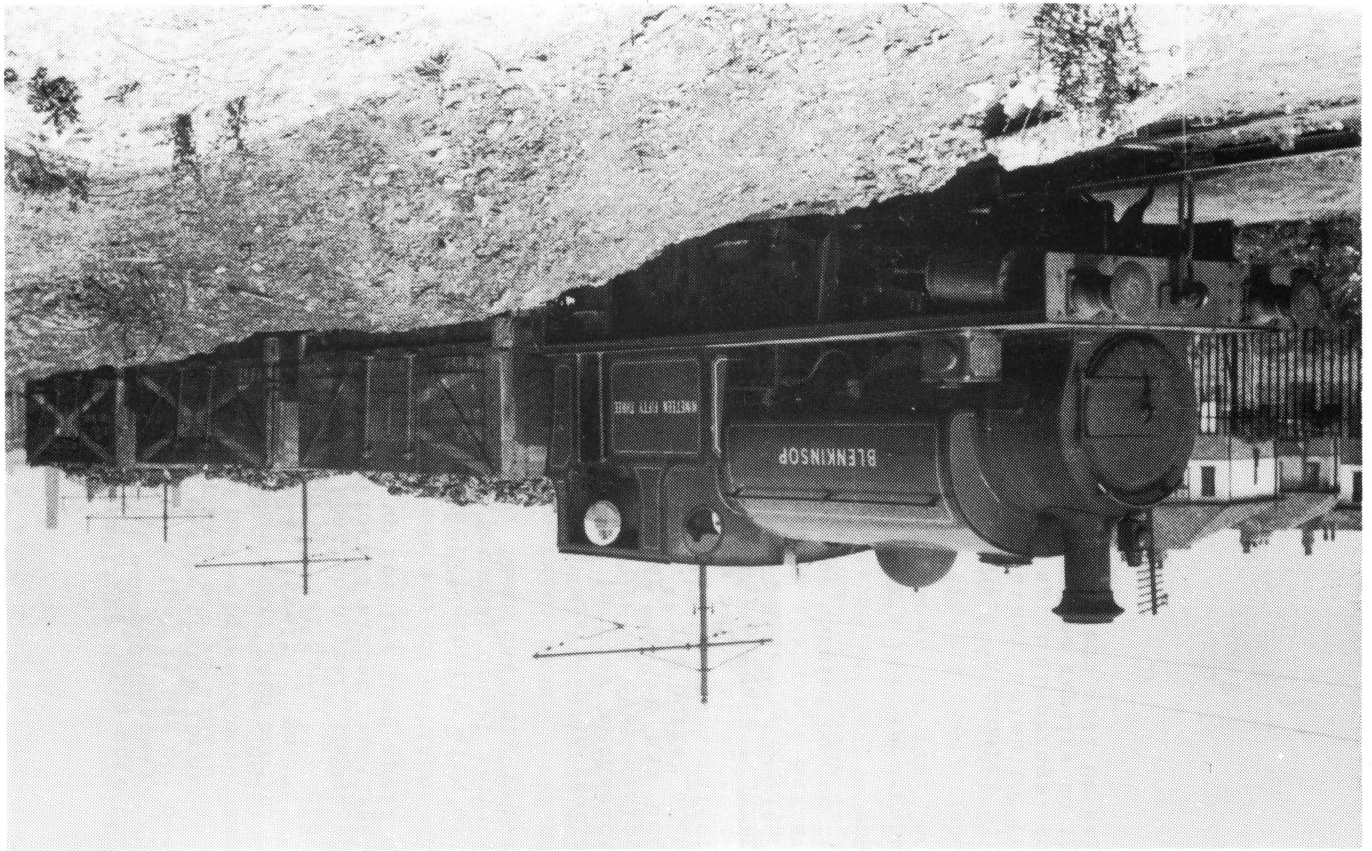
It must be emphasised that without the labour involvement of the NACRO scheme, this turnout would still be stacked up waiting to be put in, as the Railway's manpower would not have been enough to complete the job in the time required. Well done all round!

C. ROGERS

Editor's Note: in the inimitable style of the Middleton Railway, the new turnout has already acquired a name - Tube Junction, after one of its constructors!



**Scenes From The Past - 1.** 'Blenkinsop' - The last new Locomotive to operate on the Railway-Shunts at Whitakers Staith.



**Scenes From The Past - 2.** The Ninety-Nine Steps was the name given to the footbridge over the G.N.R. Hunslet branch. This local landmark survived well into the Preservation Era but finally disappeared in the late 1970's.

## LOCO NEWS

So far, the season has proved to be a hectic one, with more than the usual crop of problems to sort out. Fortunately, the availability of three steam locos has meant that it has not been necessary to burn the midnight oil to ensure that a locomotive was fit for the weekend service.

The majority of the steam turns have, this year, been handled by 'WINDLE' which has, by and large, behaved itself. No.385 has also seen regular service, generally on special days. Peckett No.2003 has taken something of a back seat this year, though not altogether through choice. Having performed almost faultlessly for the last five years, it is making up for its long spell of reliability.

The diesel locos continue to perform satisfactorily with D631 'CARROLL' having a near monopoly of the Saturday diesel service, simply because it has, until recently, been the only vacuum fitted diesel.

No.53 'WINDLE' As already noted, 'WINDLE' has been in regular use throughout the season and, although in poor mechanical condition, has given little trouble. A bit of over-zealous driving resulted in a broken rear buffer, which has been successfully repaired by cast iron welding. The buffer shank had obviously been cracked for many years, so eventual failure was, perhaps, inevitable. Whilst this was being attended to, the opportunity was taken to pack out the rear buffers from the buffer beam with 6" hardwood blocks, and so enable the couplings to be screwed up tight. This was done on the front buffers several years ago, the the exercise was never carried out on the rear buffers.

The Gala Day on September 14th may be 'WINDLE's last appearance for some time, as the ten year strip down is due, and considerable work is required on the old lady.

No.385 has generally proved to be reliable. A problem with leakage of cylinder oil through the breather holes of the fireman's side atomizer has been traced to a split diaphragm, for which a replacement is being manufactured. Some repairs to the ashpan will be necessary this winter, but the loco will be kept serviceable for the Santa Specials in December.

No.2003 As mentioned above, our Peckett has been proving to be quite troublesome this season, and has spent several periods out of service. A hot axlebox fortunately did not do any lasting damage and was quickly repaired. More of a problem was the failure of the blastpipe, due to corrosion. The original, cast iron blastpipe had been replaced by a fabricated steel one in 1980, which, although not ideal, could be manufactured "in house". With the improved facilities and experience now available, it was decided to provide a new cast iron blastpipe as a replacement. Patterns and all machining work have been carried out at the Railway, only the actual casting being contracted out.

In addition to the above, continuing leakage of tubes in the firebox has been troublesome. It is apparent that further re-expansion will not cure the trouble, and replacement of the problem tubes will be the only solution.

No.59 Work continues steadily but slowly on our Sentinel. The steel plate for the bunker sides was delivered in June, and is gradually being fitted on to the loco. Some 300 holes have been drilled for the fitting of the rivetted angle and beading, most of which has been salvaged from the old bunker sides. Once this platemwork is complete, attention will be turned to the boiler, which requires minor repairs and retubing.

3900002 Our small Fowler diesel has managed to sneak into the workshops for a much-needed repaint, although it is still not in running order.

D577 'MARY' has been fitted with a vacuum brake system, and has worked the occasional passenger train. Work is continuing to fit a vacuum brake cylinder to the locomotive, to give a power brake on it.

D631, 138c, 4220038 & 1786 are all serviceable, and used as necessary. All other locos are stored out of use awaiting repair.



## DIESEL DAY/ALL LINE TOURS

These two events took place on 12th and 13th July, the Diesel Day being the first of the two. This was notable for the lack of public response, though the awful weather probably had a lot to do with that. Those who did come were treated to the delights of a ride behind 'MARY' on her first passenger train of the year since being fitted with vacuum brakes. She has proved able to keep to a half hourly service on dry rail, but will slip badly if conditions are wet. TH138c gave footplate rides down the Balm Road Branch, and this was enjoyed by those who took up the option of riding.

The All Line Tours the following day were better patronised, although not without incident. Peckett 2003 was rostered for these trains, and indeed worked the All Line Tour at 11.00. It was then discovered that the offending left hand trailing axlebox was again running very hot, and the decision was made to see how it went on the 2nd trip and to prepare DSB 385 for steaming if necessary. Following the 12.30 All Line Tour, it was decided to go ahead and put 385 into light steam as the axlebox was no cooler, although it had not got any worse. As events proved, having decided to put 385 into steam at 13.30, the Peckett's axlebox began to improve so that, by the time the Danish loco was in steam, at 15.00 there was no real need for her to enter service.

A quick consultation with the driver of P2003, Traffic Manager Vernon Smith and Deputy C.M.E. Peter Nettleton revealed that P2003 would not work the All Line Tour scheduled for 17.00, and would be put in the loop and disposed of. The Tour would then be worked by 385, in order to give her a run after being steamed. This was achieved, and the participants of the Tour thoroughly enjoyed themselves!

## SANTA COMES TO TOWN AGAIN

Not quite accurate, perhaps, but he IS coming to the Middleton Railway again this year. After the success last year, it has been decided to run four Santa trains this year and these will operate on 30th November, 1st, 8th and 15th December, commencing at 11.00 each Sunday. As usual, there will be a gift for each child and a glass of wine and a mince pie for each adult. At £1 a head, this represents good value for money and is a good, festive way of supporting YOUR Railway. So come and join Santa for a ride on the Middleton Railway this year!

## A NEW WORK SCHEDULE

For the past couple of months, the Railway has played host to another workscheme. This one is from an organisation called NACRO, which deals with the rehabilitation of criminal offenders, and has been involved mainly with tidying up the Moor Road site.

Anyone who has visited the line recently will agree that this scheme has certainly achieved its aims. Apart from a problem with the old hut, which was dismantled and removed to the tunnel end of the site, the scheme has been very successful indeed. The entire Balm Road branch has been dug out, and a number of defective sleepers replaced, vastly improving the line.

At Moor Road itself, our car park has been resurfaced with spent ballast as related in the last issue, and the other half of the car park is now being levelled for similar treatment. Our old cast iron fencing is being derusted and repainted black, transforming it completely. Also, the area behind the shop and platform has received attention, along with the gates across Moor Road and Burton Road. The effect is to significantly enhance our Moor Road site, and make it a much more pleasant environment.

## NORWEGIAN NEWS

For the last couple of months, the Norwegian coach has been inside the shed for major surgery to its roof. The old felt was stripped off, and several roof timbers replaced before Graham Parkin and Chris Rogers attacked it with fibreglass.

The resultant grey roof is a great improvement on the old one - and it keeps the rain out too! Joiner Geoff Dinsdale has also been hard at work on the coach, replacing rotten woodwork on the floor and in some of the body panelling. There is still some more work to be done, but the vehicle is now in use as a small shop for selling woollen clothes etc., courtesy of Christine Nettleton, and the ultimate role for the coach is likely to be as a VIP vehicle, since it is rather small in passenger carrying capacity for general use on the passenger service - unless, of course, someone can find another continental coach to go with it

## PASSENGER SUCCESS

The good start to the season, noted in the last 'Old Run', has turned out to be the norm for the rest of the year. Passenger levels generally have been considerably up on the previous year. In fact, last year's total for ordinary passengers had been passed by the first weekend of August, and the indications are that the final figure will be at least 35% better than 1985. Special passenger traffic (that is, any traffic that does not pay the standard fares, such as school specials, all line tours, etc.) is also running at a healthy rate and, provided that the Santa Specials are well patronised, we will see a good increase on 1985.

Perusal of the traffic figures makes interesting reading for the statisticians. Easter Monday broke all records with 912 passenger journeys (i.e. travel in a single direction); a load factor of 84% on the total number of 1080 seats available that day! At the other extreme we recorded what was, as far as is known, our worst ever day on Saturday, 5th July, when it rained very heavily all day and only 8 people (5 adults and 3 children) braved the elements. Bank Holiday Mondays are, weather permitting, generally the busiest days, with Bank Holiday weekends usually producing higher than average takings. Special events, such as 'Little Engines Day', also improve traffic figures, but this may be due to the greater advertising that such events receive.

If, however, after reading the above you sit back and think how well we have done, it is perhaps a sobering thought to realise that traffic figures are only now returning to a level last seen in 1978 and are still below our peak season of 1975.

## SHED NEWS

After a number of years trying to find time to complete the shed building, Graham Parkin and Chris Rogers managed to erect all the guttering and associated pipework during early September. This was a much needed task since, every time it rained, the shed sides were like Niagara, and anyone attempting to use the path alongside the thing was soaked before reaching the outside door!

## PLANT & MACHINERY

Need is often the catalyst necessary to spur us into action, and the commissioning of the shaper was no exception. Manufacturing a new blast-pipe for Peckett No.2003 required the use of such a machine and, although we have had a shaper for several years, it had never been brought into use. However, since being brought into use, it has found gainful employment on several tasks.

Thanks to the generosity of Coubro-P.C.T. of Sheffield, we have obtained at no cost a Ward 7 combination turret lathe in working order. Whilst not being ideally suited to our needs, it will be a very useful machine for parallel turning, and, if there is a need to manufacture stays or similar items requiring batch quantities, it will certainly come into its own. It has been installed and brought into operation in almost record time.

A programmed break in our cramage requirements has enabled some work to be carried out on the diesel crane. A new gasket set has been fitted, and the injectors and fuel pump overhauled. The cold start facility, which had never previously been operational, has also been repaired to enable easier starting during the winter months.

## WORDSQUARE

This was won by 12 years old Paul Watson and his elder sister Tracey (14). They share the £5 prize.

SOLUTION: PECKETT, THOMAS HILL, MARY, CARROLL, WINDLE, FOWLER, SWANSCOMBE, SENTINEL, BAGNALL, COURAGE.



## GALA DAY 1986

Our annual gala day took place on Sunday, September 14th, amidst great difficulties caused by the presence of tinkers in the field adjoining the Middleton Park terminus. Indeed, the original intention to hold the event on that field was thwarted by their presence.

Despite the many problems caused by these people, our gala was still a reasonable success, with over £300 taken at the gate and nearly £100 taken on the ancilliary events such as footplate rides, refreshments and stalls. The only disappointment was the sales side, which actually took less than a Bank Holiday. This can be attributed to the nature of the event - with all the exhibits parked at Moor Road, there was too much for people to see, and they therefore did not visit the Shop as they would undoubtedly have done had the major exhibits been at Middleton Park and the passengers had to wait for a train to take them there. The same was found with the few trade stands we had.

The exhibits consisted of vintage cars, a small organ, and a number of stationary internal combustion engines. The locos in use were 'WINDLE' on its last day in traffic before major overhaul, P2003 which was suffering from weeping tubes, and DSB385 which was just fine!

A number of instances of stone-throwing by gypsies at the top of the line caused a major rethink of train running and two locomotives, one at each end, were employed for the rest of the day. This proved a very successful way of running and will probably be repeated for future events. A grand finale was provided when 'WINDLE' piloted P2003 on the 16.30 departure, banked in the rear by 385. The sight and sound of that combination storming through the tunnel will be remembered for quite some time to come!

Next year's event is already being planned, and with luck will build upon the success of this one, and of course it will feature an engine which has not been seen for many a year - Sentinel 54.

## SITUATION VACANT

After 10 years in the position of Sales Manager, John Chaplin has decided that now is an appropriate time to resign the position in order to devote more time to other projects.

In these 10 years, John has built up the sales side of our operations from a very small outlet (the original single shop container), selling only a limited range of items, to the larger shop/ticket office arrangement you see today. Our turnover is in excess of £5000 and increasing all the time. The Council expressed a vote of thanks to John for all his work during the past 10 years, and then began looking for a successor - which is the reason for this article.

The job of Sales Manager entails the ordering of new stock as and when required, fetching and carrying items from the local cash & carry, and also responsibility for arranging staff for the Shop during the running season. A car is essential for the job, and a telephone very desirable. The job would suit a recently retired couple with some time to spare during the week. John Chaplin has said he will carry on as Shop Manager to the end of the year, and will do a complete stocktake so as to hand over to his successor ready for next season. Is there anyone within the membership who can take on this busy department? The atmosphere is very friendly, with the Shop being a particularly good environment to work in. If necessary, the Sales Manager's job could actually be split into two distinct parts - buying and accounting, and selling. We do, however, urgently need a volunteer or two to come forward, as the regulars are already busy with their own respective departments, and are unable to devote any more spare time.

## CARRIAGE & WAGON NOTES

It is some time since this title appeared in these pages, for the simple reason that time was not available to tackle the many jobs needing doing on our rolling stock.

Recently, however, our rolling stock has undergone something of a renaissance, largely due to the efforts of Phil Jones.

One of our flat waggons has been given a much needed minor overhaul and repaint, whilst the main effort has been concentrated on the LMS Brake Van, which has lain unwanted and unloved for many a long year. Defective woodwork has been replaced where required, and the entire body is in the course of being repainted. That task was made somewhat complicated when our paint supplier brought a can of grey paint which was more a shade of off-white than grey, and absolutely no use for the van. Nothing daunted, he went away and produced a can of black paint to darken the stuff we already had, as the paint manufacturer didn't do anything resembling the shade we required! It could only happen on the Middleton Railway! A night spent mixing the two paints together produced a reasonable shade, and the LMS van is beginning to look something like it should - an exhibit worthy of the Railway. Phil has also completely needle-gunned the frames, and given them a coat of Bitumastic paint both to preserve them and make them presentable.

Two other vehicles are likely to benefit from attention in the near future. Top priority goes to the LNER Van, which forms part of the train set. This has, on detailed examination, been found to contain some significantly bad woodwork in places, all of which needs replacement. Also, the roof requires drying out and recovering with fibreglass in the same manner as the CCT and Norwegian Coach have been. This work will begin immediately after the end of the Season, with a view to at least completing the roof in time for the 'Santa' train in November. After the Santa trains, the rest of the body will be overhauled, and the whole van repainted inside and out ready for the 1987 season. The other vehicle likely to benefit from attention is our LMS Box Van, which is in need of re-roofing and attention to the wooden body. Again, this will be followed by a repaint.

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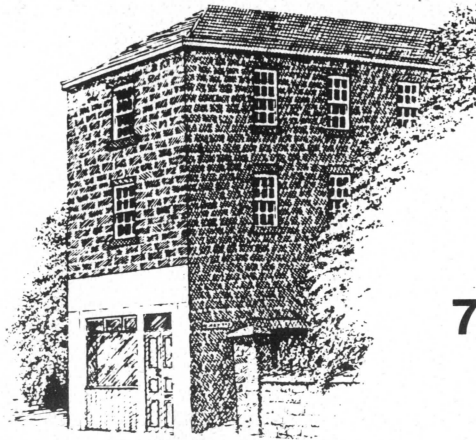
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