

## OLD RUN NEWS

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Newsletter of the Middleton Railway Trust

Number 52 May 1970

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### Progress at the Colliery

A start has been made on making the buildings vandal-proof. Under the direction of Messrs Midgeley and Duckworth (contractors to the M.R.T.) important work is being done. This includes a brick wall being erected inside the building to seal off the locker room, and steel mesh being fixed extra securely to the windows which are also to be bricked up. The purpose of this is to provide a large store room in which can be kept sand, cement, bricks, wood, tools etc. which are required for work on the other parts of the building. This will do away with the need to transport essential materials etc. up to the colliery each day, which at the moment takes the best part of the day in waiting for an engine to be made available for the transport job.

We wish to thank all people who are helping, including all the engine men who are assisting in their many and varied ways; also the construction company! An appeal is made to all to come and assist, as there is much more to be done to make the building fit to store materials in. All this before the actual museum work can begin, so come along and help.

In the colliery yard, much levelling has been done in preparation for laying the track right up to the colliery buildings. This work was performed over the Easter weekend with the aid of a bulldozer borrowed for the occasion by Deputy Chairman Joe Lee.

Elsewhere on the line, the perverse desire of Claytons to send 17ft high lorries out of Moor End works over the 1-in-40 graded branch, has necessitated urgent relaying by the Chairman, Deputy Chairman, and helpers including a squad from the local A.T.C.; not only has the track level at the road crossing been raised to allow the lorries to cross without fear of overturning, but the gradient on the branch has been eased.

### Rules

A revised edition of the rules has been prepared. All members engaged in traffic movements on the line must have a copy of the rules - and observe them, of course. Any member without a copy, and needing one, should contact Membership Secretary John Bushell without delay.

Further amendments to the rules, providing for the operation of visitors' trains and making some other changes, have been agreed by the Rules & Disciplinary Subcommittee and by the main Committee. These will be incorporated in a new edition of the rules in booklet form, which will be more practical for members to carry on their persons.

### Oh Joanna!

"I've come to drive the engine" she said, and there she was, the well-known features columnist of the Weekly News, "Joanna", complete with attendant photographer. It was Sunday, April 19th, and Henry de Lacy was just being prepared for the brakevan working. Promptly, not being the man to turn down offers of assistance, the Chairman handed her a bucket of coal, and the lady valiantly heaved it (not without mishap) into Henry's distant bunker.

The loco. prepared, it was "Right Away", and under careful supervision

from Messrs Lee and Lodge, Joanna mastered the techniques of steam loco. driving, learning especially to treat the reverse with respect. After an afternoon's driving and touring the line, the lady columnist was in need of a bath, and retired gracefully with the Chairman.

### Steam '70

On 18th June 1960, the Middleton Railway Preservation Society ran its first train. To mark the tenth anniversary, we are sponsoring "Steam '70" at the Y.M.C.A., Albion Place, Leeds 1 on June 20th (Sat.) at 2 p.m. The all-star attractions will include:

- Thoughts on 10 years of preservation, by Chairman Youell
- A panel of connoisseurs reminiscing on their memories of steam
- A second guest speaker (top-level negotiations still going on)
- Curious and spectacular films
- Stands from other preservation societies

Admission will be by programme at the door; prices will be 5/- to the general public, and 4/- to MRT members. Programmes will be available after June 1st from Sales Manager Tim White (66 Weetwood Lane, LS16 5NH), and full details will be published in the June Newsletter.

### Middleton Philatelic

Following many requests by philatelists, Middleton is to issue its first stamp on June 18th! The GPO need not quake, however, as the attractive stamp which the Chairman has designed is for decorative purposes only. It will sell at 6d.

Our second venture is a special cover commemorating the 10th anniversary, which will be used in conjunction with a special GPO hand stamp cancellation at Leeds Head Post Office (City Square) on June 18th. This will be on sale to philatelists, but MRT members will receive a special newsletter posted in this cover on the day.

### The Great Locomotive Chase

Scene 1: The Headshunt, late one spring evening. First group of Middleton members finds itself unable, due to a series of mishaps starting with a derailment in Clayton's yard, to move several locos. back from the headshunt to the yard. Goes home worried.

Scene 2: The Headshunt, even later one spring evening. Second group of Middleton members are alarmed to find several locos. where they ought not to be and for no obvious reason. Unlike first group, are able to move locos. back to yard and do so. Goes home puzzled.

Scene 3: Same place, the next morning. First group returns, now equipped to move locos. Finds locos. already gone. Goes home astonished.

The prize for the first correct solution to the mystery has already been claimed at a recent Committee meeting.

### Membership Soars!

Fifteen new members enrolled during April, a very good performance which will, we hope, be sustained in coming months. Welcome then to

the following new members:

639 Mrs. C.M. Sykes, Huddersfield	646 Mr. T. Smith, Leeds, 6
640J Graham Daniel, Leeds, 8	647 Mrs. T. Smith, Leeds, 6
641 S. Barnes, York	648J I.R. Ruddock, Leeds, 10
642J I. Platt, Leeds, 11	649J W.L. Rothschild, Bradford, 9
643J J. Black, Leeds, 11	650J P. Fleming, London, SW16
644J A. Moorby, Leeds, 11	651 Mrs. J.K. white, Leeds, 16
645 Mrs. C.M. Oldroyd, Leeds, 16	652C Leeds City Transport
	653 Miss S. Russell, Glasgow

All members who have renewed should by now have received their membership cards. If for any reason you haven't, please let John Bushell, 12 Trelawn Crescent, Leeds, LS6 3JW, know, giving details of date and method of renewal. This should be done, if possible, before the A.G.M.

### Appeal Progress

Donations received in the last few weeks include those from:

J. Randall	C.C. Thornburn	M.J. Leah	R.F. Youell
R.A. Currie	B.W. Ashurst	H.L. Gearing	

and the proceeds from Round Robins, profits from sales of food at Easter, and miscellaneous whip-rounds.

House-to-house distribution of appeal leaflets (more volunteers still required, please contact John Edwards) awaits the reprinting of the leaflet.

Our chairman reports that a member who wishes to remain anonymous has offered to loan the Trust £1000 (yes, one thousand) to secure the line until the full purchase price is raised. One or two other offers of loans have come in; any more, please, to John Edwards, 11, Drummond Court, Leeds, LS16 5QE.

### Annual General Meeting - Saturday May 2nd, 4 p.m., Holdsworth Building.

Notice of this meeting was given in the last two newsletters; the agenda and minutes of the last meeting are included with this newsletter.

Nominations for Committee members are to be made in writing to the Secretary giving the names of the person nominated (who must have given his or her consent) and of the proposer and seconder.

It is hoped that the Officers' reports will be available in duplicated form at the meeting, in order to speed business.

Members should bring their membership cards, as steps will be taken to ensure that only those who have renewed their subscription will be able to vote or to be elected to office.

The visitors' trains on the afternoon of the A.G.M. will be diesel-hauled, and the last service will leave Hunslet Moor at 3 p.m. to allow the crew to attend the A.G.M.

How to reach the meeting: the Holdsworth Building is the first on the left in Clarendon Road as one goes away from Woodhouse Lane. Buses: no. 1 from City Square, or nos. 28, 30, 33, 36 or 56 from the Central Bus Station, to Clarendon Road.

### Train Crews Please Note

Our Chairman requests that report book folders and single line tokens not be mislaid; they should be kept either in the brakevan or on the loco. in use, and nowhere else.

### Traffic Manager

This post has been unfilled for some months, which has not been a good thing in view of its importance. Tony Cowling had performed many of the duties of the Traffic Manager, as far as the weekday freight traffic was concerned, and the Committee wishes to record its appreciation of his work. However, we are now able to announce the appointment of Dr G.D. Crapper (5 Templegate View, 15; telephone 645884). He is concentrating initially on the organisation of weekday traffic, but weekend operations are also within the scope of the post.

### Sales Notes

Tim White, Sales Manager, requests that all members wishing to help the sales team contact him at 66 Weetwood Lane, LS16 5NH (phone 55948).

The purpose of this request is to form a reliable sales group responsible for both brake van selling and fare-collecting. New tickets will soon be arriving, and it is hoped that a rota can be arranged to organise the performance of duties of guard, ticket issuer and salesman more efficiently than at present.

The 1970 edition of David & Charles' "Light Railway Timetables & Guide" is now available, price 3/-, at the line during weekend running; or add 7d if ordering by post from Tim White at the address above.

Miscellany Leeds Water Festival opens at Canal Wharf (entrance off Water Lane) at noon on May 23rd for two days; attractions include boating display, canoe handling & races, Gavioli organ, exhibitions and displays, boat trips on converted barge "Fair Maiden" through city centre, and (of course) a Middleton stand.....Visitors' Trains: we ask all members to ensure that paying visitors are given priority in the brakevan, and that members travel in the wagon at busy times. We remind members that they must show current membership cards to receive concessionary travel facilities.....Henry overhaul: in recent weeks Henry de Lacy II has had major repairs to his steam brake valve, and a spring changed. He has been withdrawn from service temporarily, for repairs to the front left-hand coupling rod bearing, made possible through facilities arranged by Joe Lee.....The Liberal Revolution: at last a political party has made railway preservation part of its policy. In their manifesto for the coming Council elections, Leeds Liberals say: "We believe ventures such as the Middleton Railway should receive Council support" - evidently the Liberal councillors for West Hunslet have noted approvingly the hive of Middleton activity in their ward. The manifesto also supports development of inland waterways.....Wood: Hudsons of East Street have generously agreed to deliver lorryloads of scrap wood to us, which will be very useful for lighting-up purposes.....Model Railway Section: plans to set up a model railway section are being drawn up, but more support from experienced modellers is needed. Contact John Carr at 2 Hollin Drive, 16; tel. 57438.

### Pleasant Hangover from 1960

It appears that one of our 1960 Committee members had formally committed us to buying a locomotive at York Power Station. We were rather surprised to hear from the owners that the loco was now available and how much were we going to pay? In our present situation with every spare penny going to pay off the cost of the Middleton Park extension, this put us on the spot. The Chairman took the matter in hand, however, and we are happy to announce that the deal has gone through. The locomotive is a 1912 Metropolitan-Vickers 4-wheel electric shunter, weighing 16 tons. It has in its time drawn heavily loaded coal wagons up steep gradients and sharp curves. It is in perfect working order, and the Electrical Engineers are preparing to take her under their wing. It runs on 500 volts D.C. with series-parallel resistance control. It is so simple that there is not even an ammeter or voltmeter in the cab, just a power handle and handbrake. One door needs replacing, and two lamp housings, otherwise she is in the robust condition of manufacture, very robust in fact, no thin tinplate cab walls, solid steel plates to add adhesive weight. Unfortunately the line between the loco. and B.R. has been demolished. Our members are working hard to get proper protective cover round her. The power station people have generously given us all the overhead wires for the loco., and insulators and fittings. There should be enough to electrify a single line at Middleton Broom and Babbingtons' siding. Whereas the diesel power drops with engine speed, the pulling power of an electric motor gets higher, just the thing for a steep gradient. 1912 was of course when Waterloo (L.S.W.R. that is) was still all steam, so it is a working relic of quite early days of electric traction.

Tidying Up We have to draw members' attention to the need for more and more manpower. Very quantities of scrap are simply lying around the line. Literally hundreds of pounds worth of scrap is there if we can load it up and send it in for scrap. Old motor cars, pipes, old bicycles, cast-offs of local population who use us as a dustbin! Could we ask anyone interested to contact the Chief Civil Engineer.

### Officially Approved Square Box.

Town Planning permission can be a tiresome business, but we are happy to report that under the Town & Country General Development Order, 1963(Class 17E) we are now authorised to build a switch room near Newhall Road, 4' x 5' x 5' to connect us with the YEB mains.

### Last Reprieve

After top-level discussions, we are relieved to announce a stay of execution. The possibility (nay, probability) of the property and railway south of Parkside being ripped up unless we paid up the full amount, has been moved back by six months. Some members who wish to remain anonymous have promised funds running into four figures as interest-free loans. We must emphasise that this respite does not mean that we can breathe a sigh of relief and sit back. It must be the occasion of redoubled effort by everyone.

### With Regret

We regret to record the death of Mr Hardy, head of Hardy's Motor Radiators, in Morecambe at the age of 68 after a long illness. He was both neighbour and friend of the railway. He had been in business so long that he even made the radiator of the Chairman's 1931 Austin 7. He also rebuilt it in 1963.

### Demolished for Motorway

We are sorry to say that Maison Quigley is closing down, and their General Stores shuts its door for the last time on Saturday April 25th. They have provided food and drink for the neighbourhood (and our members) from the shop for many years. Equally important, they have provided one Middletonian in the person of Diane.

### World Publicity

The Japanese Railways Journal confirms that we shall appear with colour pictures in their "Railroads of the World" to be published on May 10th. They have a circulation of 60,000. Our Chairman doubts very much whether some of his humorous remarks will translate properly into Japanese.

### Area Group Starts with a Bang

The London area meeting at Imperial College which inaugurated the London area group, included members of the College railway society and other Middletonians including Mr Skeat and Sentinel expert John Williams. The Chairman gave a talk on the development of the Trust, under the excellent chairmanship of Area Secretary Peter Warner.

### Showing our Face to the World

We do occasionally envy the richer railway organisations that can commission a Cuneo painting (of a mouse complete with railway engine). The latest is of a GWR steam loco blasting up Chipping Campden bank. The cost of this, however, would bring grinding noises from any honest treasurer; so the Chairman looked about him and found a colour litho friend wanting to try something out experimentally. We suggested a colour poster of Henry de Lacy and train with passengers aboard, and to our delight this was accepted. The poster should appear in a few months.

### Jazz Revival

The Chairman and a large number of other Great Eastern souvenirs headed south one night to that valhalla of the royal blue engines, Walthamstow. The occasion that precipitated this excursion is an exhibition to commemorate the centenary of the opening of the GER to what is now called Walthamstow Central on April 26th, 1870. With the N7, which was shedded at Wood Street throughout its working life, the MRT has strong claims to be represented at this exhibition, and John Carr prepared a splendidly mounted display including some of the superb photographs of David Horner.