



# The Old Run

Journal of the Middleton Railway Preservation Society

No. 7

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## Liverpool/Glasgow car

1055 was at long last moved to its temporary home in Clayton's siding in the second week of July. It was initially jacked up, its bogies removed and the L.C.T. girder trucks (which had been transported from Swinegate in the remarkably fast time of 3 hours considering each weighs  $2\frac{1}{2}$  tons) rolled underneath. The arduous task was then to manipulate the car round the severely curved line into Clayton's yard: in the process it was derailed 'n' times (where 'n' tends to infinity, as one of our mathematically minded members remarked!) before being finally positioned next to 601. Swumbles no. 2 was taken out of the siding by 1697 (of 1932 fame) beforehand and replaced upon arrival of 1055. The Clayton's siding is now full and we are looking into the question of further accomodation space.

## Fowler diesel locomotive

It was with delight that we found early in July that the Fowler diesel which had been used by Thomas Wards in Swansea for the dismantling of the permanent way was ours for the asking. The loco was probably the first Fowler diesel to be built in Leeds (1933) and so it had no small claim to be brought to Middleton. Due to local T.W. manager being on his holidays our application lay on his desk for some while: upon his return he regretfully informed us that the diesel had been cut up that very day! Rubbing salt into the wound we later learnt that the diesel had probably only ever done 1000 miles and had never been decarbonised: it was scrapped after failing with a faulty clutch! There are possibilities that we may have the chance of obtaining other historic types however and details will be given in the Old Run as soon as known.

### Final Farewell in Mumbles....

The Grand Sherry Party organised by the Barringtons was a great success although completely rained out with atrocious weather. Dr. Youell and Mike Daykin however braved the elements to represent everyone in Leeds, and returned with the glad tidings that a profit of £14 out of a total income of £22 had been made. In all no less than 44 people attended to make the party an immense success. We would like to take this opportunity, through the Old Run, of thanking the Barringtons for their trojan like efforts on behalf of the Society.

### ....and Farewell to Hunslet, B.R.

Negotiations were recently completed for the purchase of the useful station nameboards of the recently closed Hunslet station of British Railways. The nameboards, together with supporting pillars, were bought for the modest sum of 2/6d each and although not exactly in the best of condition one or two coats of paint after an initial rubbing down will soon make them quite presentable.

### Freight traffic.

Our Chairman Dr. Youell had a very interesting meeting with Mr. Clegg and his colleagues regarding our operation of freight services on the line and we hope to begin operations in the not too far distant future.

### Permanent (and not so permanent) way.

During July we have been fortunate in being able to muster up a working party every day (although sometimes small) with the result that three lengths leading into Clayton's and King's Works have been lifted and relayed. The work has involved carting literally hundreds of cans of ash ballast to our 'main line', bringing back just as much ballast obtained nearby. Many of the sleepers were in poor condition and have been replaced with better quality ones we have managed to secure. Much of the rail sections have also been replaced.

The track has also been dug out a certain amount in Acme's sidings and the crossing into their works resurfaced. Much of the cleared trackwork has been found to be wide to gauge (to the extent of  $3\frac{1}{2}$  inches in places!) thus eliminating the possibility of storing any of our Swinegate rolling stock there for the time being. Work is still continuing here in fact to clear more of the track.

### LRTL and TMS visits.

On Saturday, 16th July, a special trip was made on the line, with Swumbles Car and Hunslet 1697 for a number of L.R.T.L. For the purpose 1697 was placed in front of the car, hauling it up the incline and allowing itself to be pulled down with Driver Dean at the controls. A week later we were hosts to a party of TMS members who came and inspected the line - unfortunately we weren't able to provide a free ride for the reason below.

### Diesel 1697.

Due to the blown gasket and because of other modifications to be made, 1697 travelled light under its own power and via the B.R. main line (being handled by one of our experienced drivers!) to the Hunslet Loco Works on Friday, 22nd July. It was expected at the time that it would be several weeks before the loco was returned. It now seems certain that we are to be allowed to keep the loco upon return for a sum probably not in excess of £1000, payable over a period of ten years or so.

### Burton Road crossing.

It was with dismay recently that members saw a gang of Corporation workmen busily putting a layer of tarmac on the Burton Road crossing "....because local vehicle owners have complained of the uneven surface there." The foreman in charge, however, reassured us that they could easily take it up just as quickly if given the word!

### T.V. train!

The B.B.C. have very kindly loaned us the film taken by one of their cameramen during Rag Week and we are busy having two copies taken from it before returning it. This is the first time actually that we have been seen on film. A fellow enthusiast, however, who was also here during rag week with a colour cine film is reported to be editing it before sending the results on to us.

### Liason Officer.

Keith Terry has been officially appointed Liason Officer between the Society and the T.M.S.

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Notes and news for the next issue of Old Run should be sent to the Editor, Mike Crew, 214, Headley Way, Headington, Oxford, as soon as possible. Let us hear of your interesting experiences at Middleton - how you managed to butcher your friend's toes, for instance!



### Work programme.

Much important work has still to be done before we can even operate a reasonable freight service or bring our cars, at present at Swinegate, out to Middleton. If YOU think you could manage to come and give us a hand, even if only once a fortnight, you will be extremely welcome. We would like you, in fact, to fill in the form accompanying this issue of Old Run and send it to one of the committee members. Every little help, no matter how little, helps!

As soon as we can arrange it, a Senior Member duty rota will be posted in Car 601. One senior member of the Society will be present each day to give advice as to what jobs are to be done and also to deal with any other matters requiring attention. We hope also to post a current work programme in 601. An O-4-C non-powered permanent way trolley has been acquired and this makes much of our work light: it is also capable of a steady 15 m.p.h. and this adds to the excitement.

### Maintenance of cars in Clayton's siding.

There is increasing evidence of a litter-bug around our siding: it would be appreciated if all members would try to keep 601 and most important, Swumbles no. 2, as free as possible from paper and other litter. It should be remembered that no. 2 is our only working car at the moment!

### No. 1 and No. 1697 funds.

Funds have been instituted for payment for the re-tyring of maintenance car number one and our diesel loco, 1697. Weekly subscriptions of 6d and 1/- have been suggested and any members who would like to be included in the scheme(s) should send weekly donations to either Keith Terry (No. 1 fund), 18, Lidgett Place, Roundhay, Leeds, 8 or Mike Crew (No. 1697 fund). All donations will be acknowledged.

### Photos at Middleton.

The Society Archivist, Pete Dean, will be pleased to receive copies taken by members of locomotives and rolling stock: we would like to build up a collection of these photos, possibly using them for publicity. If you have taken any photos therefore please see Peter.

Cash, money, doe or lolly.

As all other preservation societies, we need these four things. If YOU can oblige, preferably with large amounts, then please do: the necessity is great if we are to continue to flourish. Note to existing members - please enrol a new member; 15/-, 150/- all helps. Note to non-members - become an existing member and help swell(?) the coffers.

Christmas is a 'comin'.

Members who would be interested in buying Society Christmas Cards are requested to complete the attached form. The Cards will probably have the 'Salamanca' on the front: names and addresses would be added to the cards at a small extra charge.

Badges.

If demands are sufficiently great we can obtain a number of cloth badges of the Mumbles Railway: these badges are in black felt, embroidered in yellow, red and green, and depict an Emmett like train with the inscription 'Mumbles Railway, 1804-1960.' Retail price would be about 3/6d. A number of plastic triangular stickers are also available (the type normally attached to car windscreens etc). They are in blue, red and yellow and depict a Mumbles car; the inscription on each is '1804-1960 Mumbles' Retail price 6d. Orders can be made on the enclosed form.

We are considering having a number of metal (enamelled) badges made of Salamanca (similar to those on sale already for the Tal-y-llyn and Ffestiniog

Preservation Societies). If you would be interested in such a badge please let us know. Such badges would necessarily be expensive to produce and a fair market must be ensured before we go ahead.

#### New members.

We welcome the following new members.

82	W.O.Skeat.	
83	Eric Ward	21, Colenso Terrace, Leeds.
84	W. Pickard	South Wales Transport Co., Engineer's Dept., Fforest Fach, Swansea.
85	Derek. S. Bird	93, Collinwood Road, Headington, Oxford
86	David Rhodes	29, Pepper Road, Leeds, 10.
87	David Johnson	28, Burton Road, Leeds, 11.
88	Ben Wade	46, Cottage Road, Headingley, Leeds, 6.

#### The Society.

Dr. R. F. Youell, Physics Dept., The University, Leeds 2, will always be pleased to give information about the Society. Subscriptions and membership enquiries should be sent to the Assistant Secretary, Peter Dean, 24, Allerton Grange Drive, Leeds, 17.

#### STOP PRESS

The Middleton Railway has now passed to Messrs. Clayton, Son and Company, Ltd., who have allowed the Society the use of the line, and invited us to operate a regular freight service to all private sidings on the line. Trial running will start as soon as 1697 is ready. Full details in the August "Old Run". Volunteers urgently needed for daily shunting duties as well as permanent way and maintenance work.



MIDDLETON RAILWAY PRESERVATION SOCIETY

This form should either be given to a committee member or sent to Dr.R.F. Youell, Physics Dept., The University, Leeds, 2, or Peter Dean, 24, Allerton Grange Drive, Moortown, Leeds, 17.

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Work availability.

I am able to give a hand regularly  
infrequently, most likely on \_\_\_\_\_ days

and would be glad to come in the first instance on \_\_\_\_\_ at \_\_\_\_\_ (time).

The type of work to which I am most suited is \_\_\_\_\_.

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Membership application.

I am in sympathy with the aims of the Middleton Railway Preservation Society and hereby apply for membership. I am  
am not over 18 and am  
am not attending a full or part-time school or college course, and understand that if I should abuse any privileges of the Society I will cease to be a member.

I am enclosing \_\_\_\_\_ membership fee (£1 annually unless under 18 or attending a course of further education at school or college) and would be pleased to receive any copies of the Society Journal, The Old Run, that may be due to me.

Signed \_\_\_\_\_

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Christmas Cards.

I am very interested in the proposed cards and would probably require \_\_\_\_\_.  
I would/would not require my name and address on the inside of the cards.

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Badges.

I am interested in the sticker  
cloth badges and would purchase \_\_\_\_\_ sticker,  
enamel  
\_\_\_\_\_ cloth and \_\_\_\_\_ enamel types if they became available.

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I would like to be informed when the Christmas Cards will be on sale.  
Badges

Name (Block Letters Please) \_\_\_\_\_

Address \_\_\_\_\_