

THE OLD RUN NEWS

Newsletter of the Middleton Railway Trust

Number 58

November 1970.

MESSAGE FROM THE CHAIRMAN

"May I take this opportunity of personally thanking all members and friends who are assisting with the development of the Middleton Railway during my early term of office as Chairman.

The months ahead will give us all a chance to take a long hard look at the future. The South East Urban Motorway will descend on us soon now bringing with it a vast change of scene. The railway will look professional. Let it be therefore professionally handled, to project an image of loving enthusiasm for our new role as part of the South Leeds development.

Many obstacles will face us and progress will be difficult at times, but there is a new horizon around the corner. That, I think, is when visitors will be arriving in force to view the only steam hauled railway to emerge intact from a motorway complex.

The coming winter months with, I sincerely hope, many fine days, will enable work to be completed in many directions. Practical help will be needed and members are urged to go down to the line whenever possible (if you are in doubt of what needs doing, please contact any relevant Committee member). Please support the M R T and help to project a favourable image of it, so that it becomes a Northern showpiece for enthusiasts, visitors, and "little boys who want to become engine drivers" from all the motorway junctions between London and Leeds, and Birmingham and Carlisle.

Sincerely,

Joseph K. Lee, Chairman.

REPORT ON SPECIAL GENERAL MEETING, Saturday 10th. October.

Formal minutes of the meeting were taken and will be circulated to all members, but this summary may be useful to those not present.

Future Development of the Railway. The Chairman opened by summarising the discussions the Committee had had with Mr Daybell of the City Engineer's Office, concerning especially the plans of the Corporation for the Middleton Colliery area, the possible availability of the tram route and G N R Branch formations, and the possible alternative sites for a depot. A wide ranging discussion followed, dealing with the relative priorities of extending the line and of establishing a depot (and Museum) and traffic potential.

The meeting formally resolved that the project of taking over the building from the National Coal Board at Broom Colliery be abandoned, and the proposal of Messrs Lodge and White was carried unanimously: "That the Trust's policy should be to maintain and if possible to expand its present activities on a length of line equivalent to that now in use, and to erect covered accommodation for locomotives storage and museum purposes on a suitable site as soon as possible and practicable, perhaps in conjunction with other interested bodies."

Proposal that The Old Run be abandoned. The Committee proposed this and that henceforward an annual year book be produced at the end of April. Tim White, Sales Manager, put the Committee's reasons for the proposal made to the S & M. He emphasized that articles at present in the Old Run could be included in an improved monthly newsletter and a yearbook with far greater sales potential produced free for members and approx. 3/- for non members.

R.F.Youell (absent owing to illness) sent a memorandum (copies attached) giving details of the proposals already worked out in detail with the Editor's approval for improving the size, quality and production speed of the Journal. The matter was discussed at some length. The members were asked to indicate by a show of hands whether it wished the publications (of whatever type) to include articles of general interest, or primarily of Trust news. The latter alternative was preferred by the meeting.

The Committee's proposal was put to the vote and defeated. An alternative proposal by Mrs Youell and Mr Taylor that the Quarterly Old Run be continued for a trial period of one year, and its content primarily Trust news, and that the Newsletters be confined to cases of urgent importance, and that there should be no year book, was carried.

The meeting ended with the Chairman moving a vote of thanks to those who had kept the goods service running throughout the summer. General discussion and a show of "favourite five" slides followed.

WINTER SERVICE FOR VISITORS. As previously decided the regular weekend brakevan service for visitors ended for the winter on Sunday November 1st. There was however a school visiting party on Saturday November 7th guaranteeing minimum takings for the service that afternoon. Regular services will recommence in March next year. Visiting parties arranged through the normal channels of the Middleton Railway Visits Co-ordinators c/o Railway Society, Leeds University Union, Leeds LS2 9JT, will continue. The train can still be run for anyone paying a minimum charge of £4 for steam and £1/10 for diesel.

SALES. Advance Orders for ties are still coming in, so make sure you order soon if you want one before Christmas. Delivery is expected about now and the price is 18/- FOR MEMBERS ONLY. There are still a few 1971 diaries left. Prices are 3/6 (driving licence size) and 5/- (elongated wallet size). Both come in attractive P V C covers embossed with the Middleton inscription. The covers can be used over again in 1972.

Why not purchase a "Flying Scotsman" authentic boiler tube section mounted on a black perspex stand with the description in white (they make fantastic pencil stands!) True they are 49/- each, but during November and December they are being offered with "Flying Scotsman" key fobs (value 5/1) and for MEMBERS ONLY in addition a "Flying Scotsman" or "Royal Scot" duster (value 3/-). All boiler section souvenirs are sold with a letter which guarantees their authenticity as being made from relics of the last re-tubing at Hunslet engine works. Please note we are NOT making this offer to members because we can't sell them in any other way!

From 1st Jan 1971 the price of the blue celluloid badges will be increased from 6d to 7d. Sometime in December we expect delivery of M R T members OWN ENAMEL BADGES. These will cost 4/- each to members ONLY.

APPEARANCE. The visitors see the line only as an article, and are therefore either impressed or appalled by the condition of it. The section of track from Parkside crossing to the Park Gates is in urgent need of attention. Despite great efforts by the Apperley family and others to keep the weeds down, they still spring up. Please lend a hand to this task and let's have a clean railway! The Permanent Way Squad is hard at work Wednesday afternoons and is hoping to start a regular Saturday rota on the large back log of relaying and improvement. Members wishing to know more are most welcome to contact any member of the squad.

LOCOMOTIVES.

The Bagnall loco has been refitted. Sentinel has been out of service for over a month now having all valves and valve chests removed and one new big-end and piston rod fitted. It is now back in service and is functioning perfectly, running quiter than ever before.

MIDDLETON AND THE MOTORWAY.

The motorway engineers now report that the special bridge for the railway will not be arriving before March. This is a new design of bridge and the details were worked out very carefully by Mr Carter on behalf of the City Engineer, and R F Youell on behalf of M R T. It will provide ample loading gauge plus more than the minimum space beside trains for shunters to walk safely. We have been asked to provide a loco. in steam when the bridge is erected so that photographs may be taken. The motorway will be constructed over the bridge at a later date during 1971.

SWANSEA AND MUMBLES COACH.

Members will have received copies of the Editorial in the October Railway Magazine criticising the firing of the Swansea and Mumbles coach, together with the Committee's reply. We learnt from the Railway Magazine that this reply together with some correspondence on the subject, will be published in the December issue.

The South Wales Evening Post (published in Swansea) recently produced an article by a group of local enthusiasts complaining about the firing of the coach, and claiming that they would have preserved it had they been given the chance. A letter from John Bushell has recently been published pointing out that is the National Museum of Wales, with all its resources, found the job too big, the proposal of such a small group could hardly be taken seriously.

1961 A G M.

Yes - 1961. The file inherited by the present Secretary, John Edwards, did not include the A G M-minutes for 1961. Would any member still with us from those days please search through his papers and try to find these documents - it is most important that the Trust's records are complete.

SUBSCRIPTIONS.

It would be a great help if members could renew their subscriptions before December, since our Membership Secretary Brian Ashurst gets positively over-worked during this period. Also by doing this, members will save themselves some cash, since from Jan 1st. 1971 the Subscription Rate increases from one Guinea for adults and 10s for Juniors and O A P's, to £1.5s for Adults and 13/- for UNDER 18's and Pensioners. Students now rank as adults. Subscriptions should go to:-

Brian Ashurst, 18 Inglewood Drive,
OTLEY, OS21 3LD.

Life memberships are still £15 and family corporates remain at £1.10.0 for two people, and an extra 5/- for each further person AT THE SAME ADDRESS.

OFFICIALS.

Here are the addresses at which the following can be contacted:-

OLD RUN ARTICLES

Mervyn Leah,
13 Arden Court
Court Leet, Binley Woods
Coventry CV3 2NA

SALES

Tim White
66 Weetwood Lane
Leeds LS16 5NH

PUBLICITY

Patrick McAskie,
52 Kirkstall Avenue Leeds 5.

ROLLING STOCK (Acting)

Charles Milner
University Union
Leeds LS2 9JH

ROLLING STOCK

Gordon Crapper
5 Temple Gate View
Leeds LS15 OHQ
Tel 645884

BEGGING.

Could you help the railway by giving much needed materials and equipment? Many members will have items for which they have no use, and everything we can obtain as a gift allows us to spend that much more on other improvements. We need everything from paint to jacks. So please, members, have a sift through your attics!

ABOUT PREVIOUS BEGGING.

We would like to thank the Apperleys for offering to house and transport the layout, and it is to be improved over the next few weeks. Interested parties should contact the famous and ubiquitous Ian Smith.

OUTSIDE MEETINGS FOR M R T MEMBERS.

All M R T members are invited to join in at the University Railway Society meetings and lectures (see enclosed details). We must apologise for the delay in letting members know but news of the programme just missed the last Newsletter by a day.

Imperial College Railway Society London S W 7 meet Tuesdays at 17.30 in the Mechanical Engineering black Exhibition Road. London members interested are welcome and should contact our member Warner 65 Ravensbourne Gardens Fulwell Ilford Essex for details.

Durham Colleges Railway Society have just sent us their programme of meetings which will be of interest to our North Eastern members. Those interested please contact Secretary Durham Colleges Railway Soc, The University Union, Durham.

ABOUT THE NEWSLETTER. After the frequent changes of Editor and production in our recent issues, the editor of this issue, Charles Oldroyd, 19 St Michaels Terrace points out that the new and larger Old Run will take over many of his tasks but that certain items can still come out in occasional Newsletters produced for special or urgent purposes.