

## OLD RUN NEWS

### Newsletter of the Middleton Railway Trust

Number 1

March 1965

This newsletter is the first of a monthly series designed to keep members up to date with what is going on at Middleton and of projected events in the following month. In this way, the 'Old Run' will be left free for major articles and members will enjoy the benefits of a first class magazine plus an up-to-the-minute news service.

'Old Run News' is a publication for members by members - the Committee cannot do it all - so it is up to you, the member, to assist by sending in news of any interesting experiences you may have on the line, any views you want to air on any Middleton matter, or anything else you think may interest your fellow members. Remember, the more who help the better it will be: so send in your contributions to 'Old Run News', 18, Inglewood Drive, Otley, Yorks. It only takes a few minutes!

#### Newschat

The first edition of 'Old Run News' comes at an exciting time in the railway's history. In the past few months traffic has reached amazing proportions, worked by a small band of enthusiastic members and the Sentinel; not long ago a record train of wagons (in and out) was worked despite a derailment at Acme's. If traffic continues in its present proportions the Trust can maintain its healthy position and progress to better things.

In the near future we can expect the return of a rejuvenated "John Alcock". Meanwhile there is much painting and scraping to be done to get the engine ready for its reconditioned engine. There are fourteen lengths of prefabricated track to be laid on the Balm Road side of Moor Road to ease the curvature of the present line; and two turnouts - the headshunt and the lower loop junctions - to be replaced. For these jobs members are asked to give as much help as possible, both in the preparation and in the actual accomplishment. Finally, developments are expected in the motive power field and details will be announced as soon as possible.

#### Publicity

The work of the Publicity Sub-Committee forms the whole basis on which our membership can grow. However, as in other Middleton activities, far more help is required. For instance the 'Old Run' needs an Advertisements Manager; we need members to man our stall at exhibitions; and a hundred and one other small tasks which only take an hour or two to deal with, every so often. If you would like to help, or have any ideas about Publicity we might use, please drop a line to J. D. Carr, 38, Hardy Road, Lymm, Cheshire. We also require photographs of the railway at any period of its history; copies should be sent to the above address - this is one field in which members are particularly asked to co-operate, as photographs are one of the fundamentals of good publicity.

## Passes

Members are reminded that they are not allowed on the property of Messrs. Clayton, Son & Co, Ltd. without a valid yard pass. This reminder is necessary in the interests of both the M.R.T. and its members. The pass rule is not just another piece of unnecessary red tape, but is designed to guard against the possibility of petty pilfering, vandalism and unauthorised trespass. Clayton's yard is now patrolled by Security Officers who can demand to see passes and failure to produce one could lead to a prosecution and loss of facilities.

The M.R.T. committee would be very grateful if all members working at the railway will make sure they possess a copy of the current pass and have it with them when they go to the railway. Any visitor should be asked to sign an indemnity form.

A pass authorises the owner to enter and work in Clayton's yard and, subject to passing the Driver's Test, to drive locomotives. Applications for passes should be made to N. Fearnley, 7, Crawshaw Road, Pudsey, quoting your membership number, please.

## It's stuck!

Members dismantling lengths of the 'new' prefabricated track were wondering whether a new kind of permanent adhesive for holding the rails in place had been invented. The wooden keys used firmly resisted attacks by keying hammers, sledgehammers, picks and even an old butcher's knife! Some even had to be chipped out, piece by piece!

This, of course, was a new phenomenon at Middleton where, as many members will know, wooden keys exhibit a distressing tendency to leave their chairs and disappear, particularly near bonfire night!

## Incidents

The M.R.T. has just passed through a period in which three derailments occurred in three weeks. The first two were both at the site of the old Acme turnout, and a contributory factor in each were badly loaded wagons. The remains of the turnout have now been removed completely and replaced, as it was felt that the track could have been partly responsible.

Thirdly a derailment at the lower end of King's curve brought the Sentinel off, one wheel having ridden over the switch blade and come off. Members worked into the night to jack her up and put packing underneath and the next day Clayton's crane pushed her back on. The cause of the derailment is still doubtful but it is thought that a loose tie bar was responsible.

These three derailments bring home the need for continued regular inspection and maintenance of the track and members are urged to take keying hammer, fishplate spanner and keys, 'walk a length' whenever possible. Any serious

defects should, of course, be reported immediately. Two further minor mishaps have occurred, rails cracking under a train; the first on the level crossing siding (Whitaker's branch) which was used in the great traffic rush to store wagons unable to go straight into Clayton's yard. The second was again near Acme's turnout. Fortunately, in both cases, the train was unaffected.

#### Adieu Whitby

On 6th March the Stephenson and Manchester Locomotive Societies ran a joint special train to Whitby, traversing the route for closure that day.

The train ran from Manchester via the ex-L. & Y. Calder Valley main line and was headed as far as Wakefield by 'Jubilee' 45698 Mars, an old favourite in days of steam on this route. At Wakefield Mars came off and a shining The Great Marquess backed on.

Setting off from Wakefield the train ran via Selby to Market Weighton where Kl 62005 was coupled inside the Marquess for the run via Bridlington and Scarborough Indesborough Road to Whitby. After a long stop at Whitby the train returned via Goathland and Pickering to York and Wakefield where Mars took over for the return to Manchester. M.R.T. publications and photographs were sold through the packed train on the return journey.

It was a very pleasant trip but a sad one and many looked with regret at the fine scenery on the coastline that they would no longer see from a train. A full account will appear in the Old Run in due course.

#### Lively A.G.M.

This year's A.G.M. held in Leeds University Physics Department on 27th February was dominated by long discussion over the proposal to admit Societies and other bodies as Corporate members. Eventually it was decided that a modified clause authorising this was to be added to the constitution.

The financial state of the M.R.T. was reported to be 'less dark' and it was clear that the Society was at last making real progress by increasing the tonnage from 6700 for 1963 to 8800 in 1964. This will only continue if more people can be found to run trains.

The news of John Alcock's return in the near future was given and also of the proposal to send an ex-N.E.R. Y7 to work at Middleton. The latter scheme is very much in its infancy and various technicalities have to be settled before the agreement is finalised.

Officers and Committee were elected at the end of the meeting and full details will be given in the minutes to be circulated shortly.

### Annual Dinner a Success

The general opinion of members of the M.R.T. and Leeds University Union Railway Society attending this year's experimental Buffet-Dinner held in the Griffin Hotel, Leeds, on 27th February was that it was a great success. The informal atmosphere was liked very much as it gave members a chance to meet other members and guests not normally available at more traditional dinners.

The guests were Mr. & Mrs. Mitchell. Mr. Mitchell is the builder whose premises adjoin the Middleton Railway at Balm Road, and Mr. Nicholson, the area organiser of the NUR. Mrs. Youell welcomed the guests in a brief speech and commented that we were very fortunate to have them to share our evening.

The party dispersed, well fed and happy, at about 11pm  
British Rail Sale!

Following the success of the first railway sale held at Derby last year, B.R. intend to hold a second sale by public auction of railway relics and old station equipment. The sale is to be held at Derby on Saturday, 22nd May, commencing at 12 noon; the auction will be held in the warehouse at Riverside Sidings near Derby Midland Station. Catalogues, 9d including postage, may be obtained at the beginning of May by application to G.B.Gray, Esq., Alan House, 5, Clumber St Nottingham.

### South Yorkshireman No. 3 - The Scottish Flyer

A railway enthusiasts' excursion organised by the Halifax Railfans Club is to take place on Saturday, 15th May. The special train will run to Glasgow via Shap and Beattock returning via Edinburgh, Newcastle and York. Departure is from Huddersfield (at 7 a.m.), then Brighouse, Sowerby Bridge Rochdale and Preston. Arrival back at Huddersfield (via Leeds) is anticipated at 12.56 a.m.

Fares are 85/- (full) and 70 (juveniles), both fares including itineraries.

Motive power will include Jubilee 4-6-0s, a Britannia Pacific and a Stanier Class 5MT. Further details may be obtained on application to the Organiser, Halifax Railfans Club, 32, Northgate, Elland, Yorkshire.

### A final reminder.....

Presumably you've been muttering away to yourself as you read this and have come to some conclusion about its content. Whether your comments are good, bad or indifferent we'd like to hear them, together with your contributions, at "Old Run News", 18, Inglewood Drive, Otley, Yorks.