

OLD RUN NEWS

Newsletter of the Middleton Railway Trust
Number 5 July 1965

Just another month has flown by and our small but willing band of workers has worked wonders keeping traffic working and making various improvements here, there and everywhere. In addition the Y7 has arrived and a couple of fires have been dealt with.

1310 arrives

The "new" locomotive, Y7 O-4-OT 1310 (see Spring Old Run) arrived at Middleton at midday on Wednesday, 16th June having been brought by road from Watergate Colliery, Gateshead. Immediately after lunch the low loader was positioned over the tram crossing so that 1310's smokebox pointed uphill from Balm Road and unloading commenced. Scrap rails were placed over the unloading ramps and 1310 was gently eased off. However, when the loco was half way down a wooden ramp gave way under the strain and a mission went into Clayton's yard where Mr. Brass kindly supplied some steel plates to repair the damage. Following this the rest of the unloading went without undue incident and the small crowd which included a "Yorkshire Post" reporter and photographer dispersed. Whilst traffic was moved 1310 was parked up the headshunt and it was late in the evening when the Sentinel came to put her to bed next to 'Swansea' in Clayton's yard. Mr. Jackson, the Steam Power Trust's engineer, supervised the loading and unloading and has now started work on getting the engine into sound condition before she enters Middleton service.

Arson?

During the afternoon of Saturday, 26th June, the duty train crew observed flames rising from the piles of wooden patterns stored in Clayton's field by the train siding. Immediately traffic was stopped and the Sentinel positioned so that the crew could carry buckets of water from the injectors to the scene of the blaze. After about a quarter of an hour, the fire was out and traffic re-commenced.

On the next trip down from Clayton's yard a fresh fire was noticed in a pile of sleepers by the Swansea and Mumbles coach. Once again it was "all hands to the buckets" and once again the fire was extinguished.

With the fires being in entirely separate places and appearing to have been too large to have been started by a spark from the engine it is thought that certain people who regard the contents of Clayton's field an eyesore, have been at work trying to remove them.

Thirsty?

Members who have had to trek up from B.R. to buy 'pop' when working at Balm Road will be pleased to hear that a machine dispensing 'Coca Cola' has been installed at that firm's Beza Road depot. The 'cokes' are ice cold and cost only 6d. The only proviso attached to M.R.T members' use of the machine is that all bottles must be returned immediately.

Progress on the line

Generally 'Old Run News' seems to have been well received although several members have suggested that we should include more details on work in progress on the line. The rest of this Newsletter will therefore be devoted to a resumé of current activities and it is probably as well to add the age old plea "please come and help!"

John Alcock

J.A's repairs are complete apart from the compressor which is still receiving attention from Messrs. Broom and Wade. Meanwhile painting has reached an advanced stage. The inside of the cab is finished and one coat of undercoat has been applied externally. As soon as the compressor comes back the loco will start running in and we hope she will be in traffic again soon.

Swansea

A recent inspection of Swansea produced the unusual phenomenon of a head seemingly sprouting out of the firebox door. Closer inspection revealed Ben Wade hard at work repairing leaks round the firebox stays. Work has gone very well on Swansea - thanks to Ben and we were pleased to hear that she has every likelihood of passing her boiler examination providing she is run at slightly reduced pressure.

Sentinel

54 is still doing sterling work and has now been in traffic for over six months. A lot of routine maintenance has to be done on her and she will be given a thorough overhaul when she comes out of traffic for her boiler inspection.

Permanent way

Recently we have not been as active as usual with permanent way, devoting more time to work in and about the yard. The P.W. Department has been responsible for a fine job in the rebuilt coaling stage and actually managed to unload our latest wagon of coal in just under two hours hard shovelling. Quite a feat! In the near future more work will be done on the track below Moor Road crossing and routine maintenance will continue.

Publicity

Off the line, the Publicity Department is hard at work on the Midland Bank exhibition to be held August-December this year and is preparing a new Middleton exhibition stand. If anybody would like to join the Publicity Sub-committee, there is a vac-

ancy - in fact, more than one - please contact J.D.Carr, 38, Hardy Road, Lymm, Cheshire.

Moor End comes into use

Clayton's Moor End Works had two bogie wagons in during June for unloading. One of these successfully demolished a wall which was too close to the track for comfort and generally in the way of operations. Crews are reminded to watch all buffers when propelling trains in as buffer lock can, and does, occur easily. Internal traffic, scrap from Clayton's to Robinson and Birdsell's has also been run. Apart from the traffic mentioned above, the ordinary traffic during the month has been fairly heavy and we should achieve quite a high tonnage again this year.

Forum

Those who subscribe to the A.R.P.S. magazine "Forum" will be wondering why they have not received one lately. This is due to the fact that for some unknown reason, no copies have been received by the M.R.T.

We are sorry that two editions of 'Old Run News' are being sent out together. This is due to pressure of work upon the production staff.

This 'Old Run News' has been edited by J. D. Carr.