

#### PROBLEMS & APOLOGIES

It will be immediately obvious to all our members that this issue is exceedingly late. The Trust Council can only apologise for what has been an unfortunate and, in some parts, tragic set of circumstances.

Members will be aware that following his appointment as Publicity Officer, Ian Smith stepped down as Old Run Editor at the last issue. Very creditably, Geoff Dinsdale volunteered to take over this unrewarding task and duly set about producing this issue. However, Geoff's mother has been very ill and her needs are now such that Geoff is no longer able to devote any time to the Railway and has had to tender his resignation both from Council and as Editor.

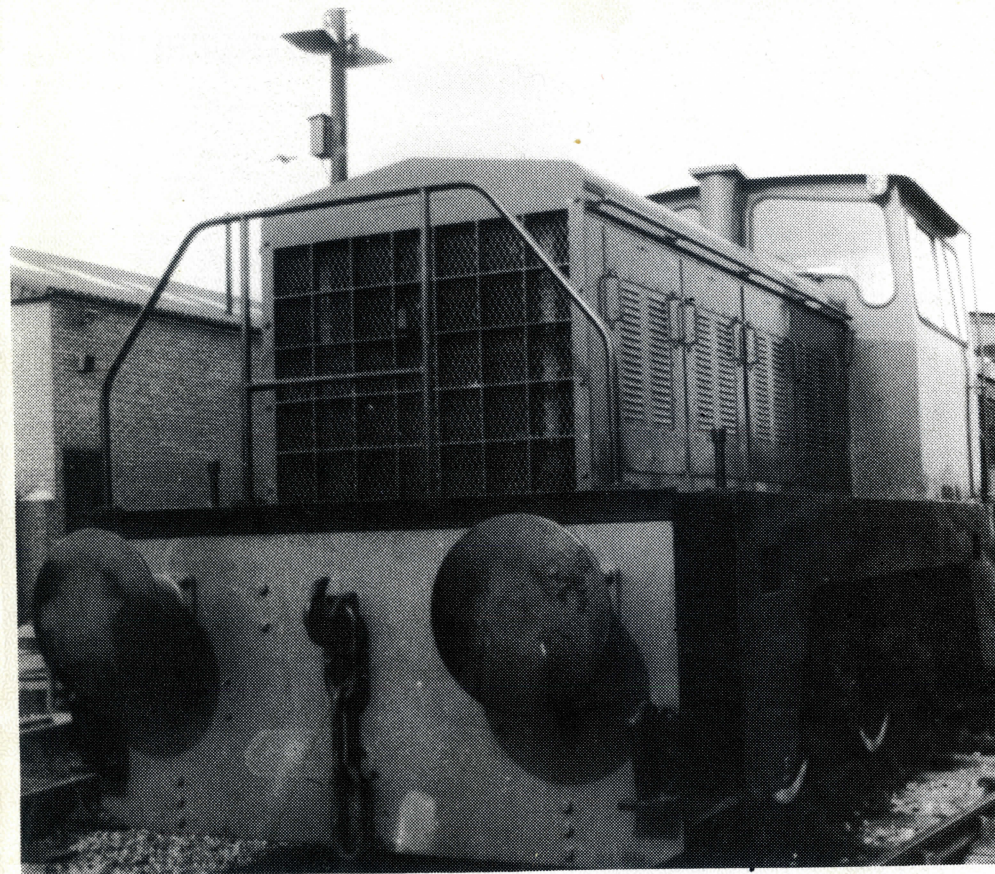
Before resigning Geoff did belatedly manage to put together this magazine but unfortunately and due to circumstances beyond anybody's control, the master sheets, from which the magazine is printed, have also been irreparably damaged requiring much of the work to be carried out again.

We trust that members will bear with us in these circumstances and join with your Council in offering our Best Wishes to Geoff and his mother and hope that before long circumstances are such that Geoff can resume his interest in the railway.

#### The Council

27th January, 1988.

# THE OLD RUN



## JOURNAL OF THE 1758 MIDDLETON RAILWAY LEEDS

AUTUMN/WINTER 1987      No. 121



# THE OLD RUN

Editorial Address:

1, Lake Street,  
Hunslet,  
Leeds LS10 2NB

The Editor invites all readers to contribute articles, news items, letters, photographs and drawings on subjects of interest! All contributions should include the reader's name and address. Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd, the Middleton Railway Association, or the Editor.

All articles for the next issue should reach the Editor by 1st March 1988.

Details of rates and conditions for advertisements in The Old Run may be obtained from the Editor.

## THE EDITORIAL

Hello! I would like to introduce myself to you all. My name is Geoff (the Chippy) Dinsdale, your Editor for this issue (my future depends upon your ravings or rantings). I am pleased to announce that following the comments in the last issue I was admitted into hospital for my brains removing. Well, I will leave it up to you to say whether or not the op was a success!

I am looking forward to reading your letters regarding the Old Run magazine, good or bad suggestions or criticisms. Do you think you are getting a fair deal when you come to our Railway for a visit? The best letter, good or bad, printed in the next issue will earn £5 from your Editor, so come on and put pen to paper.

As the regular visitors will know, the tool van is now completed and restored to its original livery - light grey with LMS painted on each side. Chris Rogers has undertaken this job (one of many). New timbers have been secured on the wagon top, then fibreglassed for a 100% weatherproof finish. All the old paintwork was burnt off and sanded down, and rotten planks have been removed, replaced with new ones, and then primed, undercoated and glossed.

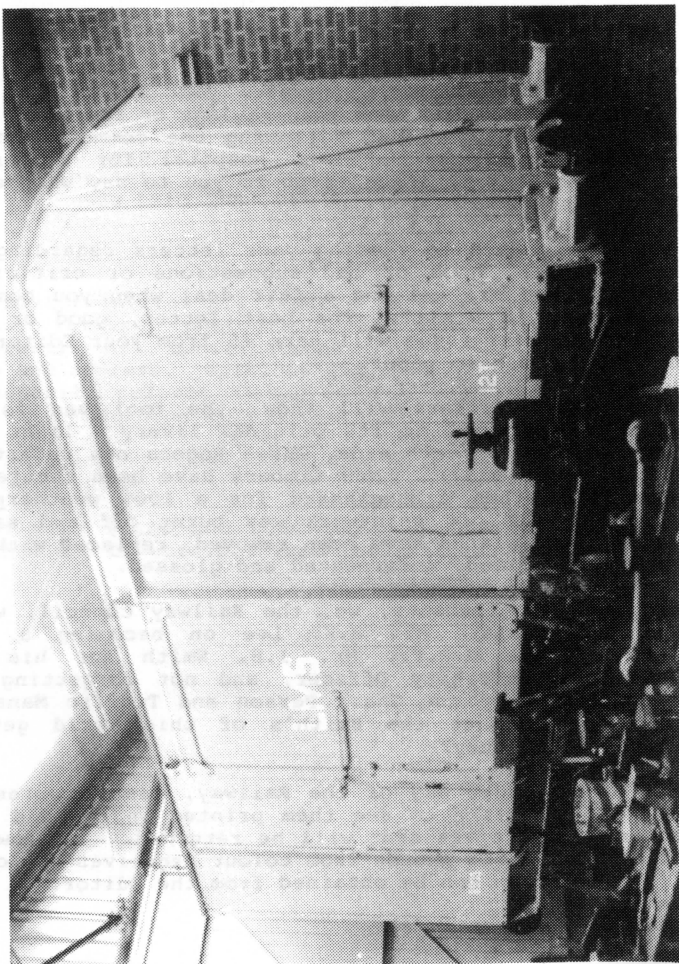
Regarding new appointments, we, the Railway Council, would like to congratulate Mr. J.K. Lee on becoming a Vice President of the M.R.T., Mr. I.B. Smith for his new appointment as Publicity Officer, and not forgetting Mr. Vernon Smith as our new Chair Person and Traffic Manager. It would appear that the Smith's of this world get in everywhere, don't they?

Photos - do you have any of the Railway, past or present? If so, would you like to see them printed in the Old Run? All photos or negatives sent will be returned. We now can print black and white photos from colour negatives up to 10" x 8". Information can be obtained from the Editor.

G. Dinsdale

Peter Nettleton's Thomas Hill 4 wheel diesel hydraulic has been confined to shunting for the past two seasons but, following the fitting of vacuum brakes, will see passenger service in 1988.

Photo: G. Dinsdale.



The LMS 12t van No. 85133 has received considerable attention during 1987. It is shown here following completion of the work  
Photo: G. Dinsdale.

## AIR WAVES

Being fireman for the day, I should have been preparing the loco for the day ahead. At 7a.m. that morning where was I? Yes, you guessed it, in bed. My alarm hadn't gone off, but they don't, you know, if you forget to wind the thing up.

Upon waking up, I realised the time and supported my eyes with matchsticks (yes, you know the feeling). After finding my car keys, I made my way to the garage for the car; then I remembered there was a large leak in the radiator which required 1 gallon of water, to every 5 miles travelled!

Upon arriving at Moor Road Station 40 minutes late, I hurriedly lit the fire to try and make up for lost time. After half an hour, the boiler started to hiss. Then came the driver, Malcolm Midgley. When he entered the cab to do the loco check round I received my first ear-bending, as I had fired up too quickly. So then I allowed the fire to burn down again to allow a better water circulation.

By 10a.m., the loco had "7 men on the clock", so all then went well. At 11.15a.m., the train, the driver and myself were ready for the start of the 175th Anniversary of the first steam locomotives being built here in Leeds.

The event started well, with the bus turning up on time from Armley Mills Industrial Museum. (The loco was to run in conjunction with the bus, which travelled between Moor Road Station and the Industrial Museum at Armley.) All went to plan until 2.50p.m., when a car drew up at the Station. A chap dashed from the car asking the guard when the train was due to leave. "In 10 minutes", he was told. Then he said "I've come to interview the train crew. I'm from Radio Leeds."

I was on the footplate alone, as the driver was tending the "oil round". The interviewer took my name for my first live broadcast. Well, needless to say, I was shaking in my boots. Time drew on. About 3.10p.m., the interviewer started right beside the loco, which was 385, Mr. Joe Lee being the first in the firing line. Then disaster struck: 385, having a full head of steam, decided to blow off! I

hurriedly engaged the injector to cool her down a bit; this helped, but did not solve the problem as she blew off again. So I injected again, but alas the loco was now full of water. I managed to cool her off again, whilst thinking "How much more water can I squeeze in? Where is it all going?".

Then it was my turn.

"Here we have Geoff Dinsdale, fireman for the day. Tell me Geoff, what is your duty as fireman?" He then thrust the microphone nearly up my nose, and waited for me to answer after gasping for a breath of air. "Well, I am responsible for keeping a good fire and a good head of steam for the journey to Middleton Halt and back." Question: "Geoff, what do you use for fuel?" Answer: "At the moment, we are running on wood and coal combined." Question: "And what do you do when you're not here, during the week?" (At this point, panic struck, me not realising that he wanted to know what job I did during the week.) Answer: "Not a lot, mainly rest!"

Upon realising my boob, I could have fallen through the rivet hole in the footplate! The interview ended. He apologised for holding the train up as it was then 22 minutes late. Now, knowing the water was full to the whistle, Driver Malcolm Midgley threw the regulator to 12 o'clock to give Radio Leeds the sound of the train leaving. I, of course, was leaning out to check that all was clear. A sudden gush of sooty water blew out of the stack, soaking me in a thick black coat! What a perfect way to end my first live interview, which I shall never forget.

## EQUIPMENT WANTED

1 small metal-turning lathe with 2'6" to 3'0" between centres, with screw cutting facility.

Hydraulic pipe bending machine with accessories.

Electric drills, sanders, chain saws.

Circular saw with 6" deep cut facility, with rise/fall table.

If you have any of these items spare, or know of someone who has, please write or telephone with your offer to the Middleton Railway. (Names and addresses on the inside back page.)

## CHANGING TIMES

Whilst working on the new inspection pit at the rear of the water tower, I got to thinking about the amenities that the Railway offered when I first became a member in March '85. Upon that first day, the loco was pushing an open wagon and a brake van. The open wagon had a door that fell on to the platform, which didn't make for good entry or exit. The brake van was the better of the two, with bench seats down either side and the hand brake at the front, where the guard stood with his (or her) red and green flags. In fact, in those days the guard was the driver's eyes on the upward journey. At the top of the line, a timber platform stood, made up of sleepers and metal tubing nailed together. It did its job until it rained, and then it became like a skating rink. On the return journey, the loco pulled the train, with the guard at the hand brake in case of any emergency which should arise.

Nowadays, it is a completely different ballgame, with the loop at the top of the line, the new platform made out of reinforced concrete - which is now long enough to take 2 coaches of the CCT type, and the loop being bigger to take an engine as well as two CCT's.

The braking system today is some 80% better and safer, with the aid of vacuum brakes which are fitted to all passenger coaches and working engines (steam and diesel). This is for greater braking control for the driver.

The Moor Road site was, in 1985, a bit of a mess, with the Middleton Hut being the main stores and dumping ground. Behind the Hut, the sand and gravel was tipped, with the coal store being at the side of the water tower columns. It took all the previous day to fill a steam loco with water from a hose pipe which connected to the tap by the points at the end of the platform. Now it takes approximately 10 minutes to fill a loco with water from the water tower. A bit of a difference from 6 hours! The Middleton Hut is now at the end of the yard awaiting repair, and on its former site is a new inspection pit, which is still under construction. The car park has been landscaped and gravelled. There's also a line on the other side of the platform for the eventual home of the Norwegian coach, which is now nearly completely restored. This coach is to be used as a V.I.P. coach and knitwear shop for the Railway.

As for the future, who knows? If all this work has been done in 2 years, well the sky's the limit.



## MIRVALE - THE HIGH BRED HYBRID

The Railway Foundry produced steam locomotives for just over one hundred and twenty years, during which time nearly 1900 were produced. 'Mirvale', works No.1882, of 1955, was one of the last. It was very similar to many of its predecessors, and was without doubt a readily identifiable Hudswell, Clarke product.

This similarity to so many other locomotives did, however, make 'Mirvale' unique, for no other locomotive before or after was produced to the same drawings. Perusal of the drawing list issued to the works makes for some interesting detective work, and whilst many of the components are described as "standard", many drawings had originally been produced for other locomotives. In fact, parts from the design of no less than nineteen different locomotives were used to produce this hybrid machine.

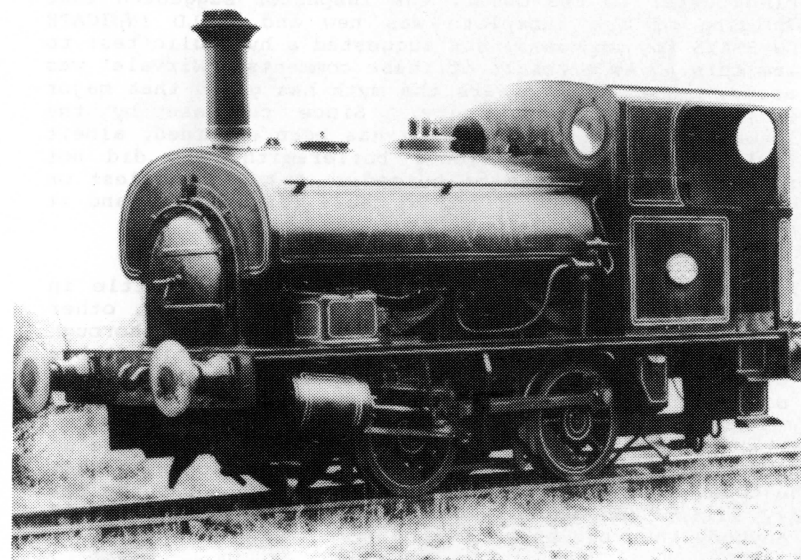
'Mirvale' undoubtedly owes a large part of its design to Hudswell Clarke No.1742, an 0-4-OST produced to the order of the Ministry of Supply and delivered to the West Chirton Depot, Newcastle, on 16th April 1946. Amongst the many components originally designed for No.1742 that were utilised for 'Mirvale' were the frames, wheels, saddle-tank, sanding gear, brake gear and chimney. 'Mirvale' is, however, a 13" locomotive whilst No.1742 was (and still is, for that matter!) a 12" cylinder engine, although both had the same 18" stroke.

Prior to 'Mirvale', Hudswell's had last produced a 13" x 18" four-coupled engine in 1927, when they turned out No.1610 'Bee' to the order of John Hargreaves Ltd., Burnley Collieries. 'Bee' was undoubtedly a close ancestor of 'Mirvale', and the two locomotives had much in common. Whilst 'Mirvale's' boiler was a new design, it differed only in details from that originally produced for 'Bee', which was itself developed from a design first produced for loco No.1326.

Tracing 'Mirvale's' evolution gets harder the further back in time one goes. Locos Nos.1285 and 1287 were both obvious lineal ancestors, and much of the motion detail is taken directly from the drawings first produced for No.1285. Whilst Hudswell's produced very few 13" x 18" 0-4-OST's in the 20th century, this type was quite common in earlier times. The first 13" x 18" 0-4-OST with 3'1" driving wheel was works No.557 'The Mary Irving', although there is no evidence that there was any significant similarity between this and 'Mirvale' other than these basic dimensions.

Whereas most of the drawings used in the construction of 'Mirvale' had previously been produced for other locos, one major item that was a totally new design was the cab. Welded construction replaced the traditional rivetted methods, but even the new cab was outwardly similar to that designed for No.1742, and many of the detail components were old design. As drawn, the cab spectacles (windows) were to have been identical to those first used on loco No.658 in 1903, but the patterns could not be found, and those from loco No.1589 (a Manchester Ship Canal engine) were used instead.

The date of order of 'Mirvale' is not known to the author, but the first drawings (for axleboxes and chimney!) were issued to the works on New Year's Day 1955. Work on the locomotive progressed steadily, and the boiler was hydraulically tested by the Vulcan Insurance Company on 13th July 1955. Interestingly, a new drawing had been issued the previous week for the motion bracket with the comment "plate" added. Why a new drawing for this important item should be issued at such a late date is puzzling, but it may



Mirvale, photographed in 1968, shortly before leaving the Mirvale Chemical Company for the North Yorkshire Moors Railway.

be that the original design of motion bracket was a casting which was found to be flawed during machining and was replaced by a fabricated design - hence the comment "plate".

After a successful steam test, 'Mirvale' was despatched to the Mirvale Chemical Co., Mirfield, on 31st August, 1955. Here it was to spend the first thirteen years of its life. It was in regular use until late 1964 but appears, from the records, to have gone into store at about this time.

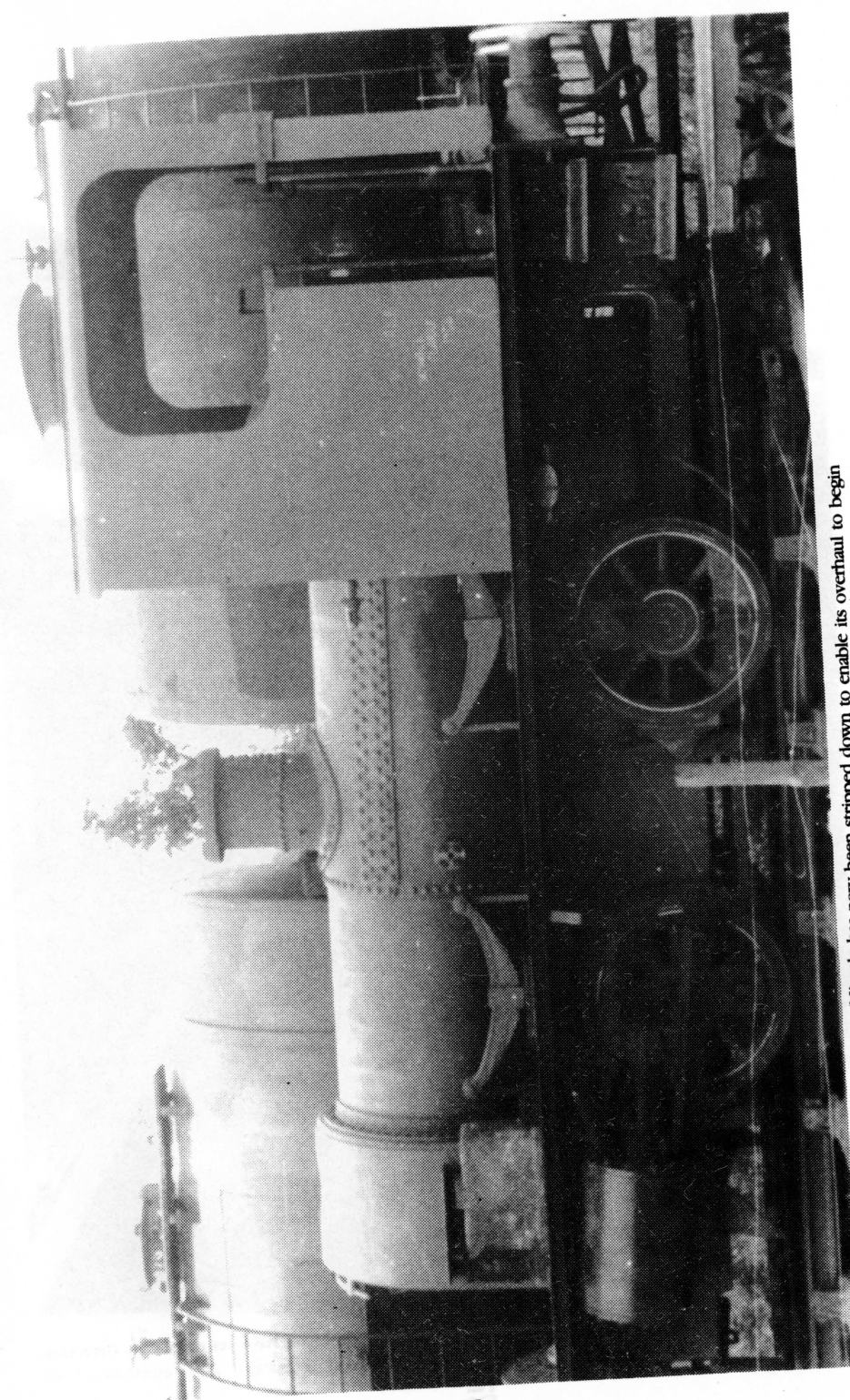
The locomotive was purchased by R. Dixon in 1968 and, following minor boiler repairs carried out by the chemical company, 'Mirvale' was transferred to the newly formed North Yorkshire Moors Railway at the end of the year, becoming their first locomotive. 'Mirvale' was steamed occasionally in the following two years, but then fell into disuse because of the apparent need for boiler repairs. The word "apparent" has been used because it appears that a myth has grown out of a comment made by the Boiler Inspector in a letter to the owner in 1970.

The facts appear to be as follows. In his examination and report, the Boiler Inspector noted that the "firebox wrapper and tubeplate bulged slightly between the stays". In a covering letter to the owner, the Inspector suggested that the bulging of the tubeplate was new and COULD INDICATE BROKEN STAYS (my emphasis) and suggested a hydraulic test to confirm this. As a result of these comments, 'Mirvale' was put aside, and over the years the myth has grown that major boiler repairs were necessary. Since purchase by the Middleton consortium, the firebox has been examined, albeit unofficially, by a professional boilersmith, who did not consider the tubeplate to be bulged. A hydraulic test on arrival at Middleton has given no cause for concern, and it appears that all is well.

Thus, it seems that 'Mirvale' will require very little in the way of repairs before being returned to service, other than a statutory strip down of the boiler for a thorough examination and a retube, for although the existing tubes have withstood the hydraulic test, they are 32 years old and must now be of dubious condition.

One interesting point remains to be answered. 'Mirvale's' chimney is not original (compare this illustration with that on the cover of the Autumn 1986 Old Run). When was the new chimney fitted and why? And why was a capuchon fitted? Does anybody know the answer?

S. Roberts



Mirvale has now been stripped down to enable its overhaul to begin





The New Pit, largely built by the 'Nacro' scheme. Apparent drainage problems have yet to be fully overcome.  
Photo: G. Dinsdale



The Forgotten Relics  
The Booth Steam Crane, together with another built by Isles, still stands forlorn in what is left of Claytons Yard.

## FAT ALF COMES TO MIDDLETON!

For some time now, it has been recognised that the MRT has needed another large diesel of its own. This is because our own locomotive, 'Carroll', is showing increasing signs of old age, and is in any case unable to maintain a thirty minute schedule, whilst the three privately owned locomotives have restrictions on their use, which effectively prevent them being used unless their owners are present. A casual mention during a recent conversation with a Yorkshire Dales member, that a diesel-electric locomotive might be available, set in motion efforts to acquire it.

A phone call to British Steel Orb Works at Newport confirmed that the loco was indeed available, and that it had worked up until 1976, then been driven into a shed, switched off and drained. Diesel engineer Peter Nettleton was keen to have a diesel electric loco, as it would complete the diesel collection, giving representatives of every form of transmission used in diesel locos. Letters were sent to Orb, formally asking about the loco, and a reply was received saying that BSC would be prepared to place her on permanent loan to the society. The next step was for Peter and a friend to visit Orb to assess the loco and its suitability for operation and, upon receiving his report, the Railway accepted BSC's generous offer and set about arranging for transport.

Members who are familiar with our Railway, should not be too surprised to learn that, as usual, things did not go entirely to plan..... Arrangements were made to move the loco on Saturday 1st August, using our regular haulage people, Cramscenes. On the Friday before we were due to go, Cramscene rang in saying that they were unable to do the job as their new tractor was under repair. Frantic arrangements were made with a new firm, Caves of Morley, but this firm could only do the job on the Sunday, which caused a few problems at Orb since they were actually on annual holiday and had made special arrangements to come in on Saturday! These problems were settled amicably, however, and the MRT team had an early night before setting out for Orb at 5a.m. on the Sunday morning. Peter Nettleton took Geoff Saunders in his car, whilst our worthy Chairman Vernon Smith took myself plus Chris Barraclough and his son Simon. The journey down to Newport proved uneventful but, as you might guess, things livened up at Orb.

The low loader was already there when we arrived, and our loco had been moved outside her shed along with the other loco, an 0-6-ODM bound for the Yorkshire Dales Railway. Peter set about preparing the loco for starting, whilst Vernon organised the rest of the gang in offloading rails and packing blocks, ready for loading the locomotive once it had been started. Whilst preparations were being made, the Managing Director, Mr. John McDowall and the BSC Engineer, Dennis Rothwell, both arrived to see the loco off to her new home. Peter managed, after some initial difficulty, to get the loco to start and then run, although it did keep cutting out at interesting moments during loading operations! Since it had only been started once previously, after 10 years disuse, the loco did quite well to run as long as it did.

Eventually, everything was ready and Peter began easing the loco on to the ramp we had built. Everything went well until, with a bump, the front end of the loco hit the ground. We had anticipated this, as the front (and rear for that matter) overgang is quite considerable. A crane was summoned in order to lift the front of the loco a couple of inches to allow it to be driven on to the low loader, but it couldn't lift her and one of the BSC chaps said he'd go and get the boss. Now we thought he meant Mr. McDowall, but we were in for a surprise. A couple of minutes later, there appeared from around a corner a huge fork lift truck with a large piece of metal some two feet in diameter and about four feet long about where the forks should be. It is normally used for loading the steel coils on and off lorries, and is known as the "BOSS". This thing made short work of the job, and our loco rapidly went up the ramp and on the low loader almost before Pete had time to react! Removing the ramp took no time at all, and the low loader was soon despatched on its way, whilst our party made its way to the Orb main offices to sign the loan agreement. Messrs. McDowall and Smith (V) signed the documents whilst I witnessed them, and the loco was formally ours, along with the promise of a commemorative plaque once the loco is operational.

The ceremony over, we all headed north, passing the loco on the way and arriving at Middleton at around 4.30p.m. Once the steam service had finished, we prepared to receive the new arrival, which was expected at around 5 or 6p.m. Alas for such hopes! At 7p.m., a Caves employee arrived to say that the low loader had broken down at Knutsford in Cheshire, and would probably not reach Middleton until at least 9p.m. At 10.30p.m., I was despatched to phone up the firm to find out what was happening, and I learnt that the loader had blown some tyres out at Rochdale, and would be there when it got there! The poor old loader turned up at half past midnight, and I believe that we set a brand new speed record for unloading and clearing away that morning!



It has been provisionally agreed that the loco, once restored to full working order, will be the subject of a formal entry into service ceremony, when the previously mentioned plaque will be presented to the Trust. It has been suggested that the loco may well be named at this time, although one name is almost certain not to be chosen - the name which some wag at Orb had painted on the side - 'FAT ALF'. Needless to say, the loco is now universally known as 'Alf'!

For the more technically minded members, 'Alf' was built by Beyer-Peacock of Gorton as their works number 7856. The design was a standard Brush design, and the loco carries Brush Works plates and the Brush works number 91. She was actually built in 1958, and was the first Brush-Beyer-Peacock locomotive to be built, and is thus quite worthy of preservation in her own right.

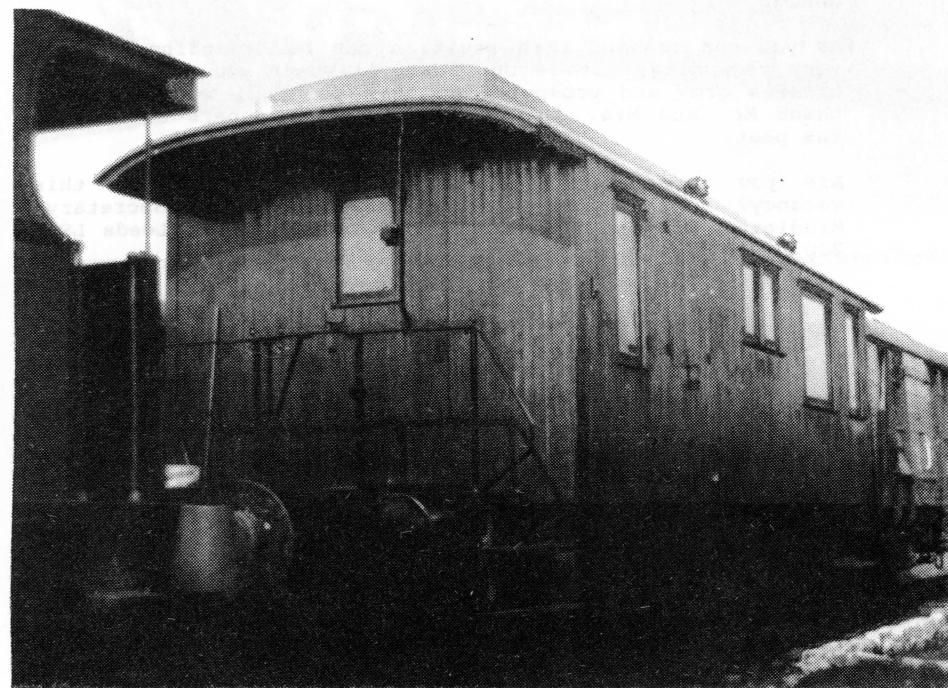
The loco weighs 30 tons and has 3ft6in diameter wheels. She is powered by a 220hp National Gas Engine and has a maximum speed of 18mph, more than adequate for our needs. She can easily cope with a half hour schedule and, once sufficient crews have been trained to drive her, can act as an emergency replacement for steam locos should the need ever arise.

Ian Smith

## NORWEGIAN NOTES

At last, I am pleased to announce that the Norwegian coach is nearing completion, and will be in use for the Santa runs as a waiting room and woollens shop for the Railway.

S. Snowden has been busy decorating the interior, and sprucing up the chassis for its use this Christmas. I would like to congratulate him for his splendid effort. The coach looks like new now from the inside, and I am sure it will be a good asset to the Railway. (Isn't it a pity there's not another coach similar to this one, as it would be nice to see two coupled to the Danish.) I would also like to thank the Steam Power Trust, who own this coach, for allowing the Railway to repair and use it, and hope you're as pleased with the results as we are.



The Steam Power Trusts Norwegian 4 wheel coach, restoration of which is reaching completion.  
Photo: G. Dinsdale.

## SHOP TALK

We still have a vacancy for the position of Shop Sales Manager or Manageress. This position entails the buying of souvenirs and confectionery for resale, arranging staff, and a small amount of book-keeping would be an advantage. You will find help and advice from the previous Shop Manager or anyone connected with the Railway.

Shop opening hours depend on the timetable of the day from April to the end of September inclusive, and private bookings or special events. Our turnover exceeds £5000 per annum.

As you can imagine this position can be demanding, but is very rewarding. It is one position where you can see your efforts grow and prosper. At this point, I would like to thank Mr. and Mrs. J. Chaplin for their superb efforts in the past.

Are you interested? Do you think you can fill this vacancy? If so, please write to: The Council Secretary, Middleton Railway Trust Ltd., Moor Road Station, Leeds LS10 2JQ.

## MEMBERSHIP

We are pleased to announce that membership of our society has steadily increased this year to 280 members, which is an increase of 46 on the same time last year.

Now, as you know, we are always on the lookout for new members, because you no doubt have heard the saying "the more the merrier". If you know anybody who wishes to join our society or is curious about it, why not bring them down for a look around: any weekend between 11a.m. and 4.30p.m. there will usually be somebody around to welcome you and, if necessary, show you round so you can see the inside of how our Railway is run.



Two views showing the well stocked shop, a credit to the enthusiasm of our shop manager, John Chaplin and his wife, Olive.





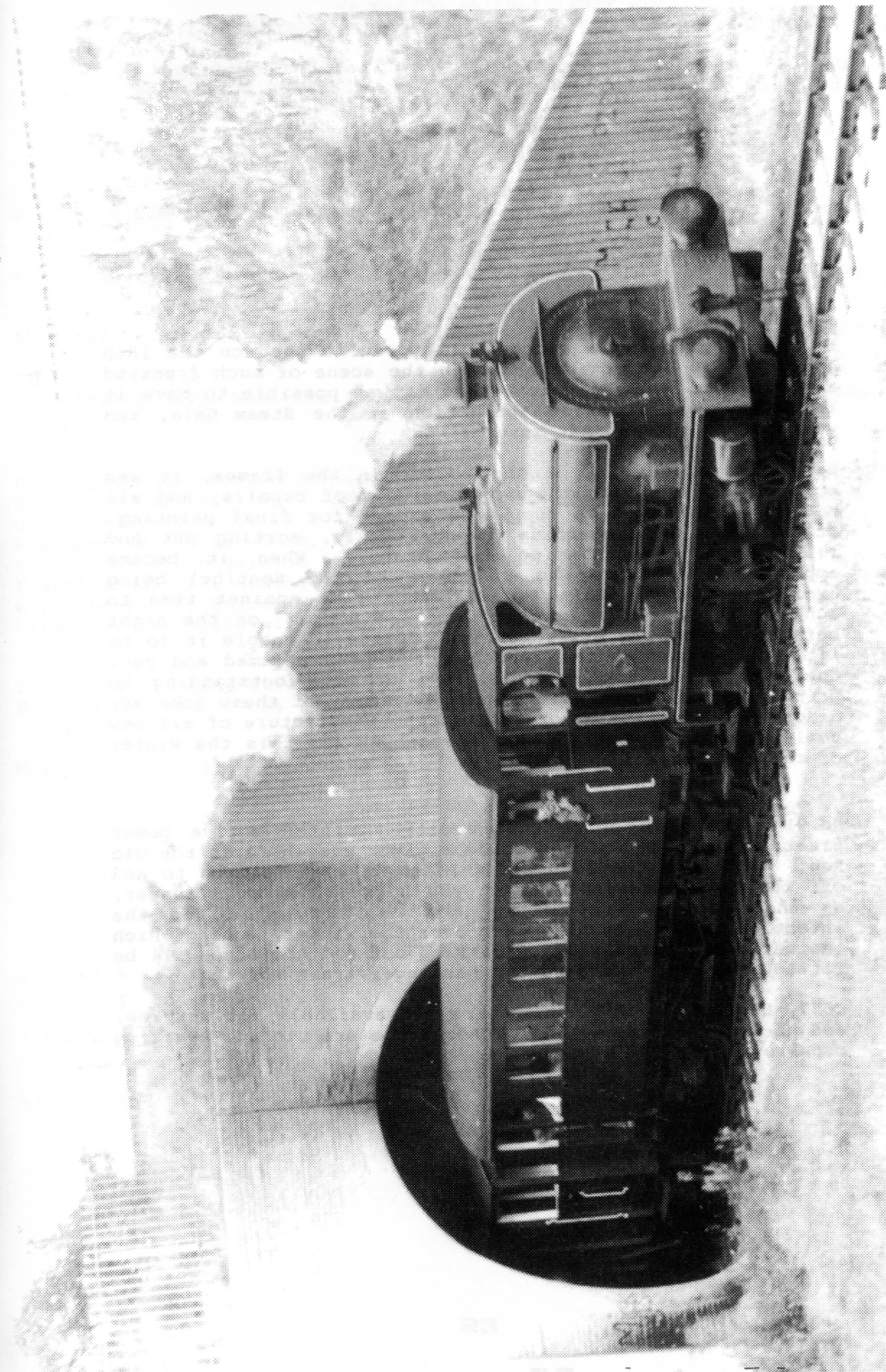
As these notes are being written, the main season is all but over, with only the Santa Specials still to come during December. The situation has been reasonably satisfactory throughout the year, and we have usually had the services of both steam locos and the two Hudswell diesels for the passenger service. 'John Blenkinsop' has covered some 60% of the rostered steam turns, with No.385 doing the remainder,

For the future, both the currently certified steam locos should be available for traffic next year, together with the Sentinel and hopefully 'Mirvale' at some time during the season. It is also intended to carry out necessary work on the newly acquired Brush diesel electric to bring that loco up to a suitable standard for passenger service.

No.2003 'John Blenkinsop' After last year's unreliability, our Peckett has reclaimed its crown as the Number One locomotive. Apart from the need to replace one tube due to wastage, the loco has performed faultlessly throughout the year. Winter work will probably be confined to minor repairs to the ashpan and painting of the inside of the frames and motion.

No.385 has also performed satisfactorily. As noted in the last edition, new firebars were fitted following the manufacture of a suitable pattern. The ashpan is now life expired and will require considerable work to bring it back to a satisfactory condition. Some attention has been necessary to the cylinder drain cocks to make them operate satisfactorily.

No.1882 'Mirvale' Work has continued on stripping this loco as and when manpower is available. The tank was lifted off during August, and the cladding plates have subsequently been removed to reveal a boiler shell in satisfactory external condition. Work has commenced on cleaning down and painting the barrel. The smokebox wrapper and front plate are corroded through in some places, and some replating will be necessary, otherwise little major work has been found to be necessary (touch wood!). Next job will be the removal of the boiler tubes, after which we will know whether any major boiler work is required.



Peckett No. 2003, now at least carrying its John Blenkinsop nameplate, bursts out of the motorway tunnel with a train for Middleton Park on Sunday, 20th September 1987.

MIDDLETON RAILWAY TRUST LTD  
(Limited by guarantee and not having a share capital)

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No.54      Following a successful hydraulic test on the 18th August, this locomotive has been the scene of much frenzied activity, to such an extent that it was possible to have it in steam as a surprise attraction at the Steam Gala, ten years since it was last in use!

With the replacement of the boiler in the frames, it was possible to complete the outstanding roof repairs, and all bodywork has now been completed except for final painting. It has been a tremendous jigsaw puzzle, sorting out and fitting all the missing components. When it became apparent that there was a chance of the Sentinel being available for the Gala, it became a race against time to achieve this, and it was not until 6.00p.m. on the night before that it was sufficiently complete to enable it to be lit up. Although the loco has now been steamed and run, there is still a formidable list of jobs outstanding to bring it up to a suitable standard. Many of these jobs are minor, but some are major - including manufacture of all new boiler cladding sheets and a new ashpan (is this the winter of the ashpans?).

No.91      This is our latest addition to the motive power fleet, details of which should be given elsewhere in the Old Run. Although the loco was able to drive itself on to and off the low loader, it cannot yet be regarded as a runner, as there are several major jobs necessary. It is the intention to work on this loco over the winter, during which the various repairs will be carried out and the loco will be fitted with vacuum brakes for passenger train working.

D577, D631, 1786 and 138C      are all available for service, and used as required. All other locos are stored, awaiting repairs.



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### SITUATIONS VACANT

Most pleas in these columns for volunteers have been for physical help down at the line. At last it would appear that they have been successful and we now enjoy a fairly satisfactory level of active support.

However, our Achilles heel is currently on the administration side of our operations. These positions would, Sales Manager perhaps excepted, suit an enthusiastic number with some spare time but who cannot get to the railway or perhaps is unable to do physical work. Vacancies are as follows:-

#### Membership Secretary

Currently carried out by Ann Roberts, she has expressed a wish to step down as soon as possible because of increased family and professional commitment. The work involves keeping membership records, paying monies into the bank and distributing the "Old Run". The work can usually be carried out in about one hour per week but obviously magazine distribution does take longer.

#### Old Run Editor

A steady job for someone with literary skill (or at least a dictionary!) Geoff Dinsdale has, as noted elsewhere, had to tender his resignation and a replacement is urgently required.

#### Sales Manager

A ready made business is just waiting to be taken over. More concise details are given elsewhere in the magazine.

If you are interested in any of the above positions, contact the Council Secretary, Middleton Railway Trust Ltd., Moor Road, Leeds LS10 2JQ