

## THE OLD RUN NEWS

Newsletter of the Middleton Railway Trust

Number 17 July 1966.

### Steam Gala

Once again we were blessed with fine weather for a very successful Open Day. Preparations began weeks beforehand and after a 'grand shunt' on the preceding Tuesday all the stock was ready for moving into position to await the first visitors - an operation that was performed on the Saturday morning. During the morning the sales material and exhibits were installed in the shed and the Wickham trolley was put to good use as a Middleton 'pop' ( fizzy variety ) shop.

Soon after lunch, our old friends Derek Rayner, Lyndon Shearman and John Charlesworth arrived with their magnificent road-roller, 'The White Rose' and took up their position by the headshunt turnout. The Bagnall and 1310 disappeared down to Moor End with a train, prior to bringing 'Swansea' up to the tram crossing. The 'Bag' then returned to the yard leaving the Y7 glinting in the sunlight to face a battery of cameras between the headshunt and tram crossing.

Sales went well and many hundreds of people enjoyed themselves poking into the various nooks and crannies that were open for inspection and admiring the newly cleaned and resplendent locos. By 6 p.m. the crowd was thinning out and the 'restoration' of the yard to its normal state commenced.

Our grateful thanks go to members of the 'White Rose' group and the Steam Power Trust for time and trouble they took to support us so well.

We are more than indebted to Messrs. Clayton Son and Co. Ltd. for allowing us to hold our Steam Gala on their property and for putting their facilities at our disposal.

### On the line

Much has happened since the last issue of the Newsletter. This has been due to some large working parties at the weekends and to a lesser extent during the week. This does not mean that we can sit back and take things easy as there are still many jobs to be done and more people are needed to help, especially with the permanent way, which, although in a much better state than ever before, is in a poor state compared with some other Societies.

Bagnall 2702 After May 15th. the loco. was taken out of service to have its new brake blocks fitted and the brake gear overhauled. At the same time opportunity was taken to overhaul the drain-cocks and sanding gear. The loco. was then towed down the yard behind 'John Alcock' to bed the brake blocks. The loco. was returned to traffic on June 18th. 100 % fit.

Sentinel 54 The firebox is now in place after several setbacks. The major trouble has been caused by some of the studs that hold the firebox in place working loose. It is not anticipated that the Sentinel will be in steam again before the end of August at the earliest as much work remains to be done.

Loco 1697 The diesel continues to give good service and has handled nearly all traffic recently. After further work on the gearbox it is now functioning perfectly and all gears are usable but for the speed restriction which limits us to the use of 1st. and 2nd. (in 4th. gear the loco. has a theoretical top speed of about 30 m.p.h.) A new ball type whistle has been fitted to replace the hooter previously used. This gives a much more audible sound although perhaps not quite so pleasing to the ear. Several air leaks had developed recently but these have all since been cured. It is hoped to take the diesel out of service in the near future for a short period when the cylinder heads will be removed for examination of the valves and decarbonising..

N.E.R. 1310 The restoration of this locomotive to the contemporary N.E. livery is completed except for the numbers and letters. The result is superb.

C & W Dept. As noted in the last newsletter, the brake van is being repainted internally. It will be painted in the same colour scheme as before, i.e. yellow walls offset by black vertical and cross timbers and white roof. This gives a pleasing and light atmosphere to the vehicle.

The Shed Most of the activity in the last few weeks has been in the erection of the shed which is now complete. Much work has had to be done on the sections as a lot of the wood was damaged or rotten. Roofing felt has been put on and the building is now waterproof. Originally the felt was attached to each roof section individually thereby leaving a gap in the roof. This has been eliminated by laying the new felt along the roof in unbroken lengths.

On June 11th. the handcrane was taken out of the tram siding and taken down to Moor End works where it was used to clear castings and wooden patterns from in front of a steam crane. This vehicle, which has a lifting capacity of 4 tons resides on a stretch of track about 10 yards long inside the works, completely separate from the rest of the system. It has been out of use for some time but is in fairly good condition. The boiler had just passed its inspection when it was taken out of service as there was nobody to operate it. It is hoped that it may be used on our line in the future when a start can be made on its restoration.

The New Avonside arrived safely on June 28th. This loco. is an Avonside 'D3' works number 1671 of 1913 (Swansea is of the same type, but was built in 1909, no 1569) The loco. has the flangeless centre driving wheels which are almost a necessity for a six coupled engine on the sharp curves found at the Liverpool Docks.

The arrival of the M.D. & H.D. No. 21

by J. Lodge.

The new Avonside arrived at Middleton on Tuesday, 28th. June after an eventful journey. The low loader on hire from William Lye collected Len Wade and myself at 7.00 a.m. on the 27th. We then returned to William Lye's to pick up two lengths of flat bottomed rail on which to rest the loco. for the journey to Leeds.

We arrived in Liverpool without incident at 1.00 pm, and eventually found the loco. at Princes Dock loco. shed where it had been moved the week before. After some discussion as to which way the loco. was to be drawn out of the shed and loaded on to the wagon, a pair of rails tapered at one end were procured for use as a ramp to lead it onto the wagon.

The dock staff had already removed the rear buffers but it was felt advisable to remove the trailing sandpipes as these might have caught on the trailer. At the same time, the spark arrester was removed in case it caught on any low bridges. The engine was then pushed onto the trailer by a 1965 built O-6-U diesel shunter and hauled the remaining yard or so by the wagon's winch.

Before leaving it was discovered that the engine's tank was still half full of water. The equalising pipe was found to be blocked and this had to be partially removed before the water could be run out. The tow buffers were then loaded and after a short spell of photography we set off on the long and arduous drag across the Pennines to Leeds.

Our arrival at a cafe on the East Lancs. Road caused quite a stir and much mumbling of it being 'quicker by road'. After passing through Manchester there was a lot of hill climbing to be done and comments were passed on vehicles 'blowing off' going uphill as the radiator frequently washed the wind-screen! As our driver could see no way of getting over the Calder-Aire watershed unassisted, our load was left in a Halifax car park for the night while we returned to Leeds 'light engine' for a well earned night's rest.

Next morning a team of anxious unloaders waited from 9.00 am. till 11.30 am. at the railway but there was no sign of the lorry and its load. A scout party on motorbikes finally found a broken down lorry on the Leeds Ring Road waiting for the arrival of oil for the differential which had sprung a leak.

The loco. finally arrived at Middleton at about 1.00. It was unloaded down a timber supported ramp by backing 'John Alcock' up the ramp and pinchbarring the loco. until it rolled gently up to the diesel's buffers. It eventually reached Middleton metals at 2.45 pm. and was towed away to the accompaniment of its bell clanging noisily. (All M.D. & H.D. locos. are fitted with these bells as they run along roads in the dock area.)

Our driver, who had been most friendly and helpful, told us that several Halifax policemen, led by one who was a R.W.V.R.L.S. member, had helped by clearing the road at Halifax. He then left to collect a load to take to Liverpool (!) and Len and I went home to bed!

### Publicity

Help is needed in manning the M.R.T. stand at the Harrogate Northern Model Railway Exhibition on August 27th, 29th and 30th, at the Exhibition Hall, Harrogate, between 16.30 and 19.30. Our own layout should be ready by then and the whole exhibition promises to be most interesting. If you could spare just a couple of hours it would help take the load off the shoulders of the faithful few. Offers of help either on the stand or transporting the exhibits should be sent to Andrew Naylor, 3 Hinchliffe Street, Bradford 3. Telephone 39483.

We are also desperately short of photographs suitable for use in publicising the line and as several articles are 'in the offing' as well as the need for fresh material for exhibition members are particularly urged to contact Andrew Naylor if they can help in this direction.

### Dr. Youell

Members will be sorry to hear that Dr. Youell, our Chairman, went into hospital on the Sunday following the Steam Gala for a major operation. This was performed the following Thursday and 'Fred' is now making a speedy recovery, although of course it will be a few months yet before he is fit enough to take up his Middleton 'chores' again. I am sure that everybody will join with me in sending our best wishes to Fred and hope that he will continue his recovery and have no further recurrence of the illnesses that have been troubling him over the past few years.

### New Neighbour

The building recently completed at the Middleton/ Midland Junction by Mr. Mitchell has now been acquired by Hardys Motor Radiator Company, who are in the process of moving in.

This newsletter has been edited by John Carr, the majority of the news having been supplied by Stephen Roberts and some additions by the Secretary.