

OLD RUN NEWS

Newsletter of the Middleton Railway Trust

Number 20, October 1966.

Well, I must get down to work again and start the monthly task of keeping you informed of the activities at/around the railway. This is particularly difficult this month as we are still recovering from two very strenuous but pleasant days visiting two other preserved lines. But more of that later.

On the line

Steady maintenance and progress to report this month. Traffic is still light but great efforts are being made to provide a really efficient service to induce more traffic. Recent P.W. activity has seen a lot of gardening and tidying up. The steam crane on Clayton's Moor End Works (as mentioned in previous newsletters) is now on the track. The new Avonside is now being 'tackled' to see what does or does not make it tick. The Sentinel is standing over a pit in the course of having the firebox dropped.

The Leeds Model Railway Society Exhibition

This will be held at the Leeds Corn Exchange on the 27th., 28th. and 29th. of October; the first day from 2.30 - 9.00 pm., the other two days from 10.00 am - 9.00 pm. A complete T.T. layout is to be raffled for charity and a photographic competition is to be held in conjunction with the Exhibition. Entries must be in by October 15th. Details can be obtained from :-

Mr. D.H. Townsley, 19 Baronscourt, Whitkirk, Leeds 15.

The M.R.T. is to have a stand as usual AND, as usual, we need members to man it. Please, please could I have the excellent support we had at Harrogate in August? It does make it so much easier if there are several members attending. Phone Leeds 54441 or write to 5 North Grange Mount, Leeds 6 if you can spare an hour. There are refreshments!

For Sale

The M.R.T. have been offered copies of the booklet describing the Canterbury and Whitstable Railway at the reduced price of 1/6d. Copies may be obtained from A.J. Naylor, 3 Hinchliffe St., Bradford 3 (provided a sufficient number can be ordered from suppliers.)

We now have full plate, half plate and N prints available of the Great Marquess. These are priced 4/-, 3/- and 6d. respectively. Line drawings (mentioned elsewhere) are 2/- (they will make excellent Christmas Cards)

Apologies

You will be just as tired and exasperated of receiving these as I am of making them. I am talking about the Old Run of course. Things have been impossible, time has gone by and one complication after another has arisen. The Committee are very conscious of the unsatisfactory state of affairs. It is HO PED that things will very soon be put right.

Leeds University Union Railway Society

We were delighted to welcome so many members of the University Railway Society at Middleton last Saturday. We hope they enjoyed their visit and hope that they were given sufficient insight into the running of the Railway that they will come down at future dates and learn to be shunters, guards, drivers, engineers etc. We cannot do without their help.

They need our support as well. They have arranged an interesting programme of lectures, films and visits which members of the M.R.T. will be most welcome to attend. For the next few weeks they are :-

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| October 14th. | MOTIVE POWER PERFORMANCE
A lecture by G.W. Wilson, B.R. H/Q Inspector.
7.30 pm. Houldsworth School, on the left just
along Clarendon Road (ex Reservoir Street) |
| October 19th. | Visit to Wakefield area installations.
Afternoon visit. |
| October 28th. | CANAL TOPICS
time and venue as for Oct 14th. |
| November 2nd. | York Visit. Afternoon. |
| November 11th. | ANNUAL FILM "GHOST TRAIN"
7.30 pm. in the Riley Smith Hall, on the
left along what used to be University Road
but which is now a pedestrian way from the
Woodhouse Lane 'bus stop. N.B. I think that
admission is FREE but there might be a
collection. |

Matthew Murray

Although the name of Matthew Murray is often absent from literature films etc. regarding the development of railways and Steam in the 19th. Century he is not forgotten by the Education Authorities in Leeds. A comprehensive school opened in 1960 was named after him and the magazine run by the pupils is called 'the Salamancan'. The following is a contribution to it by a 12 year-old boy. I thought that M.R.T. members might be interested to read it. Any poetic readers like to submit further verse ?

Salamanca hauled the coal,
Away from the satanic hole.
Leeds acclaimed and honoured there,
And proud, this school; his name to bear,
Matthew Murray of northern birth,
Assisted by Leeds men of worth.
None before had had his dream-
Coal trucks moved along, by steam !
Ahead they were of all the rest ;
Now we proudly bear his crest.

Our two visits

The first on Saturday, September 10th., was the rail trip to the Ravensglass and Eskdale Railway. The train was hauled by the Great Marquess to Carnforth and then a FILTHY but very sound Black 5 to Ravensglass. The weather was poor unfortunately but it didn't dampen the spirits, only the clothes, of the passengers.

The train left promptly at 9.45 am. (but only two thirds full) and drew out at the same time and parallel to a train hauled by one of the few remaining Jubilees—causing great excitement to one and all. Our train ran before time into deteriorating weather and at Carnforth not only the Great Marquess but our President and Chairman were left in a steady downpour. The rest of us ate lunch in the comfort and warmth of the carriages and at the same time regretting that we couldn't see the wonderful scenery of the Cumberland and Lancashire coast. The Black 5 made excellent progress and even with an unexpected stop at Millom to turn the engine we still arrived at Ravenglass on time.

The rain have ceased we were able to look round the Ravenglass terminus of the R and E and inspect the locos. which were very smartly turned out. Our passengers were carried into two trains of open stock hauled by the River Irt and the River Esk. As we travelled up the valley we were tempted to put out our hands and pick the blackberries which grew in abundance along the line-side! At Irton Road we passed a train of closed and first class stock hauled by a stink-pot dressed up as a steam loco! We were able to compare the wonderful smell of a steam loco. in steam with the pungent/toxic/choking/revolting? smell of a stink-pot in diesel so to speak. (before I get any letters protesting, I fully realise that the M.R.T. wouldn't be in existence today without our own s.p.)

After 10 minutes at Dalegarth we returned to Ravenglass. The river, already in full spate was augmented by further rain at this time. I had the foresight to sit with my back to the engine! As we entered Ravenglass station, our train drew in from the North—I still haven't found out where it went!

The journey home was the reverse of that outwards—weatherwise that is. We were able to see the glorious stretches of sands of Morecambe Bay and at least the lower parts of the hills and mountains of Lakeland. To the east of the Pennines drizzle set in but we found plenty to do—chatting to the many friends and acquaintances on the train. We were happy to see representatives of our friends from the Worth Valley Line and the Ravenglass and Eskdale Preservation Society.

We arrived back at Leeds City before time!

On the train we sold itineraries which contained a description of the route, historical notes, a map, a timetable, a photo of the Great Marquess and also a rather fine line drawing of the Marquess on L. N.E.R. Green. Some of these itineraries remained unsold and are obtainable from 5 North Grange Mount, Leeds 6 price 2/6d, plus 6d. postage. The line drawing alone can be supplied at 2/- plus 4d. postage

It was a great pity that due to lack of support, receipts were down. Nevertheless it is hoped that we might run another trip in the Spring of 1967 to perhaps another preservation site. This depends on B.R. and the support we receive.

Our second excursion, this time by road, was to the narrow gauge Festiniog Railway where a meeting of the Association of Railway Preservation Societies was held.

After starting at 5am. and travelling through what was left of the night, and fog, we arrived at Portmadoc at 10am in sunshine. The members of the Festiniog Railway Society Ltd. gave us a very warm welcome and a splendid day on their railway.

Blanche hauled a special train of their ultra modern stock (including a loco!) for us. We stopped at Boston Lodge for a tour round the sheds and works. This was most interesting. We saw the 'Fairlie' Taliesin in bits; (having a fairly extensive overhaul?) the old forge and a lot of the original materials and tools used in the early days of the railway. After travelling up the line we were honoured to be taken over part of the line not yet in use and then allowed to walk through the tunnel. We stood in the warm sunshine on the hillside admiring the wonderful view while the Vice Chairman of the F.R.S. welcomed us.

After returning to the train we were served a most enjoyable lunch by the wives of some of the members. Time soon passed though and we had to return to Portmadoc for the meeting. At Minfford we were joined by the other Fairlie to double-head us back to the terminus.

The most pleasant part of the day being over we had to get down to work at 2.30 pm and concentrate on the meeting. This was somewhat difficult as we still replete from the lunch and still awed by the beautifully turned out stock and locos. Anyhow, the most serious discussion of the afternoon was on the topic of what help could be given by the affiliated Societies to ensure that any locos or stock already preserved by B.R. would not at a future date be sold for scrap. As covered vandal proof accomodation would be necessary the M.R.T. Committee were regretful that none could be given from Middleton.

Another long discussion was on 'Forum', the magazine of the A.R. P.S. Several representatives felt that things were not very satisfactory. M.R.T. for instance has not received sufficient copies of the Summer issue and as this was now out of print yet another apology would have to be sent to subscribing members. One of the editorial committee explained that the entire production had been put in the hands of a printer in Oxford. This had proved disastrous as they had been very unorganised in every respect. From the next issue, the entire production would be in the hands of members of the A.R.P.S. and the printing done by a more reliable firm.

The meeting ended at 6.45 pm. After farewells to our friends we headed back to Leeds via Manchester where we dropped Mr. R. Doust, of the Kent and East Sussex Railway, to catch a train to London.

Members of M.R.T. might be interested to know which Societies are affiliated to the A.R.P.S. so I will list them below :-

Cadeby Light Railway; Dowty R.P.S.; Festiniog Rly. Soc. Ltd.; Great Eastern Group; Great Western Society; H Class Trust; Irish R.P.S.; Keighley and Worth Valley R.P.S.; Kent and East Sussex Assoc.; L and Y Saddle Tank Fund; London R.P.S.; Midland LF Fund; Midland R.P.S.; Midland and Great Northern R.P.S.; M.R.T.; Princess Elizabeth P.S.; Ravensglass and Eskdale R.P.S.; Scottish R.P.S.; Southern Locomotive Pres. Co. Ltd.; Steam Power Trust 65; 1338 Preservation Fund; Vintage Carriage Trust; Wainwright Preservation Soc.; Yieldingtree Rly Museum Trust; Hull Preservation Syndicate.

This newsletter has been edited and typed by the Secretary who apologises for the typing errors- these are beyond her control.