
OLD RUN NEWS

Newsletter of the Middleton Railway Trust
Number 8, October 1965

Open Day, 11th September, 1965.

Thanks to the many members and friends who helped in the preparations and on the day itself, Open Day was a great success. Over three hundred people attended, and Clayton's Yard was absolutely choc-a-bloc with cars.

Although the forecast was not too good, the weather was fairly kind apart from determined attempts to wash away the stall during its setting up and taking down.

The day itself was preceded by evenings of intensive 'letrasetting', stapling, labelling, poster-making and wearing-out of those responsible for this side of affairs, but eventually all was complete and the focal point of activity became the railway. Here the morning was spent in cleaning the engines and shunting the yard, as well as clearing some of the traffic. In this we were very pleased to have the help of a party of boys from John Bushell's school who did sterling work on "Windle", "J.A." and the steam crane.

Came 1.30 pm, and so did posters on lamp-standards to direct the hordes to The Railway, where there was a surprise for almost everyone in that the Y7 was in steam, in addition to the steam crane. The afternoon proceeded with crowds swarming round the engines and onto footplates, and watching the steam crane at work lifting tram motors and p.w. materials, as well as distinguishing itself by shearing a pin on its right hand eccentric - a mishap soon remedied by our engineers. Then, at 4 o'clock, with a preromptory hoot the Y7 left and worked a train. All the way to Balm Road the crowds followed the train, and the photographers and solitary tape-recorder enthusiast were rewarded with the stirring sight and sound of her starting a heavy train out of Moor End branch on a slightly greasy rail.

The day ended towards six o'clock with a few spectators and late-comers watching the diesel and 1310 at work returning the yard to its normal state before the MRT and Steam Power Trust contingent went their various ways after a very successful and pleasant day.

Locomotives

"1310" As recorded above the Y7 contributed in no small way to the success of the Open Day, even though it was an almost completely unexpected "star attraction". Members may be interested to know of the work that has been carried out on her so far.

On arrival at Middleton 1310 had been out of use for six months at Watergate Colliery, and the first task was to grease the requisite parts before starting work on preparing the boiler for its hydraulic test. This test was successfully completed on the Thursday before Open Day, and the locomotive was steamed at Middleton for the first time later that day.

Meanwhile more apparent changes had been wrought. The old cab roof had been completely stripped off and replaced by one made of brand new timber; the 'N.C.B.' on the tanks had been neatly altered to read 'N.E.', and the front end had been given a new coat of paint, so that when viewed from there the loco had an 'ex-works' appearance! Of course there is much more to be done to bring 1310 to original condition. The present chimney is to be replaced by a taller one, the original having been cut down by the colliery company to allow the loco to pass under screens; the safety valve cover is to be replaced by one of original style; and the cab may revert to 'half-back' style. Overall, of course, will be a coat of N.E. apple green, and the locomotive will be lettered accordingly. The motion will be thoroughly overhauled to bring the loco into tip-top form.

1310 was in traffic on September 18th, "J.A." being temporarily out of use, and she acquitted herself very well, handling substantial loads in and out. Thanks are due to the Steam Power Trust for putting such a fine engine at the MRT's disposal.

"54" We were very pleased to hear that the Sentinel has passed her preliminary boiler test, and hope she will soon be fully restored to I.N.E.R. condition. Incidentally it is interesting to reflect that we now have examples of two generations of N.E.R. and I.N.E.R. departmental locomotives on the line, as some of the Y7s spent their later years in such employment at Darlington, and no fewer than nine of the Y1 and Y3 Sentinels, including our own 54 (previously 59,8153, and 68153), were specifically bought for such duties.

"John Alcock" Thanks to the perseverance of Norman Fearnley a pulley has at last been found to fit the compressor, though even this needed grinding, so J.A. will soon be air-braked again.

Visitors A party from the Railway & Canal Historical Society visited the line on September 8th in very poor conditions, and were treated to a brake-van trip and tour of the original line. Many thanks to those MRT stalwarts who dragged themselves from a well deserved Sunday morning rest to act as train crew and guides.

Middleton International! No, I don't mean the New Zealanders are playing at Parkside! Member Derek Plummer visited the Vienna Museum in the course of his holiday and was astonished to find a two inch gauge model of 'Salamanca' in the transport section. If anyone knows anything of the history of this model it would make an interesting story for the 'Old Run'.

Museum of British Transport, Clapham For the third time Clapham Museum will be holding a special Sunday Open Day on October 10th from 10.00 to 17.30. Over four thousand attended the last such opening and it is hoped even more will take advantage of the special facilities, including entry to some of the relics, a continuous film show, a "sale of surplus relics," and "Any Questions" answered by a panel of well-known personalities. Refreshments will be available. Admission prices are:- Adults 5/-, Children 2/6.

Coming events In November and December there will be exhibitions at Leeds Corn Exchange and Wakefield. Details will be announced as received, but YOU can help in preparing materials.
