

## 1. OLD RUN - THE FUTURE

At the recent AGM our Treasurer pointed out that to produce Old Run four times a year as planned would cost the Trust more per member than the annual membership fee. After some discussion, the meeting reluctantly agreed to continue with three issues a year until such time as finances will allow the resumption of four copies a year. It was also decided that members should receive some form of information at three monthly intervals, hence this newsletter. The proposed "Old Run" publication dates of 1st April, 1st July, 1st October, and 1st January will still be met each year, but one issue will be a newsletter to save costs.

It is hoped that this step will only be temporary but this depends on the level of support the society gets. With only 150 members, as at present, production costs of Old Run escalate quite considerably. With more members, we can cut the unit costs of the magazine, and so return to quarterly issues. The other way of ensuring four copies of the magazine is of course to raise the membership fees. The Council are reluctant to do this as it is felt that £3.00 a year (£1.50p MRA) is a realistic figure, and any more would not give 'value for money'.

Having said that it is YOU the member who has the final say. If you have any views on the subject either write to me at the address given at the end of the newsletter, or write to the Trust Committee Secretary, Joyce Bell, c/o Dartmouth Yard Leeds LS11 5JY.

## 2. OPERATION CLEAN-UP

As always, the line becomes a little tatty in between seasons, and it has been decided to hold a clean up campaign on the weekend of 3rd and 4th April, immediately prior to operating the following weekend. Sunday 4th April is the day when the most concentrated effort will be made, commencing at around 10am. All help will be much appreciated.

## 3. MECHANICAL ENGINEERING NOTES

A full run down of the locostud will be given in the next Old Run, but a number of items are of interest.

P2003 passed a steam test on Wednesday 17th March and is available for traffic. EB53 "WINDLE" passed a hydraulic test on the same day and will be steam tested at a later date to provide a spare loco. Also on the same day, the boiler inspector examined our veteran Hudswell Clarke loco "HENRY DE LACY II" and a decision is expected on the loco in the near future. It may be possible for "HENRY" to re-enter service for a short period either this year or next, but it should be emphasised that this would only be a temporary return, and a major repair will be needed before too long.

A loco absent from these pages for some time has been our Hunslet diesel "JOHN ALCOCK", for some time in store at the NRM annexe.

The loco is set to emerge from the shadows with a vengeance this year as the star of our "50 years of the diesel" year. The loco is to be exhibited at the NRM from June to the end of July following some cleaning work by society members.

A subject rarely mentioned is that of plant and machinery. In the past year a large amount of redundant equipment was acquired from Walton Colliery for a nominal sum and thanks are due to the NCB for their help in this respect. Other acquisitions include a machine hacksaw, air drills, rivetting tools, tube expanders, air chisels and paint spraying equipment, to name just a few.

All this air driven equipment has increased our need for a suitable air compressor as the loco compressors are far from suitable- any offers? We are also in need of single phase 1hp and 2-3hp motors. Again, can you help?

The diesel crane continues in regular use, and recently passed its annual inspection with no problem. It is a most useful asset and is arguably one of the best buys ever made - thanks Mark!

On the rolling stock side, the tool van has been tidied up and a 1 KVA generator set obtained from Rothwell Colliery has been installed. We now have a mobile power supply for lighting and hand tools which should prove very useful. As already reported, one CCT is being rebuilt as a coach, whilst the other is providing sterling service as a much needed store. The LaPorte acid tanker was dismantled at the end of last season with a view to repairs, but the damaged frame was found to be completely rotten and so will be broken up for spares. The tank will eventually be mounted on a plinth at Tunstall Road to provide the necessary water supply for the locomotives.

Finally, another appeal, this time for assistance with train operating.

On 15th and 16th June, the railway is operating "School Specials". We need locomotive crews, a guard and assistance in the shop on both days so if you think you can help, please contact me at the line or by ringing Leeds 861092, and for the shop contact the shop staff.

#### 4. TRANSPORT GATHERING

This event, organised by Tony Bell, is to take place on 4th July and will feature all forms of road transport, some on display at Tunstall Road, and others at the Middleton end of the line, with the steam train linking the two sites. It should be quite an event so please try to come along.

Another event planned is our Civil Weekend, on Spring Bank Holiday 1st to 3rd May when it is intended to relay into our proposed new depot site.

#### 5. OLD RUN, NEXT ISSUE

This is due on 1st July, and all contributions should reach me c/o RNH HASLAR, Gosport, Hants PO12 2AA.

Ian Smith  
Editor  
23rd March 1982