

THE OLD RUN

Journal of the Middleton Railway Preservation Society

January 1961

No. 13

(Reprinted Edition)

Editorial

As promised last month, Old Run for this year has taken its new form, on quarto size paper and on the lines of a magazine rather than a newsletter. Inside you will find several items of interest to M.R.P.S. members. We hope to produce a similar magazine every month but in order to do this it is essential for YOU, the members, to supply articles and other items pertaining to the Society, its operation and the museum pieces which it owns. From time to time we will be including photographic supplements and any blocks suitable for reproduction herein will be welcomed. Articles with photos will also be considered for possible publication. Please send any items you have to the Editor, Mike Crew, 131, Sandringham Drive, Moortown, Leeds, 17, by 28th February if intended for the next issue.

The Society has now completed its first year and we may well look back on a year which has been crammed full of immense activity, both on site and by our 'back room boys'. Special mention is made here of the gargantuan and persistent efforts made by our Chairman Dr. R. F. Youell, affectionately known to many as plain Fred, without whom we could never have achieved what we have in such a short space of time. I am sure that all members will join with me here in thanking Dr. Youell for his great work with the Society. Also worthy of mention at this point are the many helpers without whom we could surely not have flourished. Not least among these are members of the staff of British Railways, Messrs. Robinson & Birdsell's, Messrs. Clayton's and sundry other firms and last but not least the many volunteers who have spent many hours working on site in some of the most appalling weather conditions. Their efforts are plainly visible.

We are particularly indebted to Mr. John Alcock and the Hunslet Engine Company, without whom we would have had great difficulty in operating freight traffic and performing many of the arduous tasks so frequently carried out.

Freight traffic report

Another record month was recorded during January when we carried a total of 1250 tons, compared with 1200 for the previous month. Robinson & Birdsell's supplied us with a record 550 tons while Messrs. Clayton's a handsome 700. Included in this 700 tons were shipping contracts to New Zealand totalling some 170 tons.

Most of the traffic is now handled during the afternoon shifts and in March there is to be a reduction in the number of early morning turns. Those to be cancelled are the Monday, Wednesday and Friday morning turns.

Following arrangements with the Hunslet Lane Goods Agent we no longer have to order wagons at the Hunslet North End Inspector's office, excepting in emergency, and approximately 16 - 20 wagons are ordered weekly.

Naming Ceremony & Handing Over of the Brake Van

After a number of phone calls and letters, Friday, 27th January was finally chosen as the day when Mr. John Alcock would name our loco, 1697, and Mr. Cowell, the Traffic Manager of the West Riding division of British Railways, officiate at the handing over ceremony of the brake van, kindly donated by B.R. (more of which elsewhere!).

Miserable, rainy weather did not deter our ardent, enthusiastic members and a sizeable gathering was present at Burton Road to hear Mr. Taylor, the District Motive Power Supt., perform the naming ceremony. Lord Garnock was unfortunately called away at the last moment and Mr. Taylor very kindly agreed to fill the breach. After unveiling one of the nameplates he handed over to Mr. Alcock who, in his speech, said he was indeed honoured that this locomotive, designed and built by him some 28 years earlier, should be named after him. He then took over the controls and drove "John Alcock" down towards British Railways at Hunslet North End where a 350 h.p. B.R. diesel was already awaiting with the latest of our acquisitions, brake van No. M158760. After speeches by Mr. Cowell and a vote of thanks on behalf of the Society by Mr. Alcock we coupled up and, after ensuring that all were on board for the run up to Burton Road and the awaiting cars, a parting whistle and hoot from our and the B.R. diesel signalled that the brake was off to begin its new life on the World's oldest railway.

Present at the dinner which followed were Mr. Cowell, Mr. Alcock Mr. Melling (also of the Hunslet Engine Co.), Mr. Taylor, Mr. Bon-sell (representing the Carriage & Wagon Dept.), Mr. Baxter (representing the Goods Dept.) and Mr. Charnock (Operating Dept.). The Society was represented by Professor Carter, Mr. McDougall, Dr. You-ell, Messrs. Thornburn, Worsfold and Crew.

Open Day

Saturday, 28th January, was perhaps a fitting day for the Society's first 'open day' in that the previous day the loco had been formally named and a new brake van presented to us. The weather was quite grim - snow - but it did stop sufficiently long enough for our visitors to inspect the line and our tram and railway relics and have a trip on the railway in open wagons and the two brakes. Only the more hardened types however braved the biting cold and travelled second class (first class in the brakes!) - the warmth of the first class accomodation was far more alluring.

The trip commenced at 1.45; members were conveyed first of all to see our museum pieces and there followed a complete tour of the line. A number of donations made the afternoon quite worthwhile though it is hoped the weather will be a little more favourable for the next open day in two months' time.

Uniforms.

A number of ex-B.R. uniforms and overalls etc have been kindly donated by British Railways and are being distributed to those members who seem to have to be down on the Middleton scene the most. They are being issued for a modest 5/- to 10/-. Applications please to M. Crew. A number of uniforms have also been kindly donated by Mr. C. C. Thornburn and these are also to be distributed.

Tarpaulins

The Society has purchased another set of tarpaulins, mainly for the protection of the new Sheffield Tramcar, 513. One is being used however for the protection of the diesel fuel oil which we have been allowed to have at a specially reduced rate on condition that the oil drums are kept in a clean condition.

Badges

We have now been given permission to use the school badge of Hunslet Moor School (inscribed with a replica of Salamanca and the motto 'Forward' and the letters H & M.) With only slight modification these badges are ideally suited for the Middleton Railway. Members interested in them (for use with the new uniforms etc) are asked to see Mr. Crew as soon as possible. The cost is not likely to be more than 1/6 to 2/- each if we can order in bulk.

Errata

We very much regret the errors which crept into the last issue. The ones in question were the references to the arrival of the brake van and the M. R. crane. In actual fact the B.R. C. & W. examiner did not pass the crane for its move across the main line due to very poor springs which are to be replaced before it does, in fact, move.

Hunslet Station

Our one-time Secretary, Mr. P. King, obtained two of the platform nameboards from Hunslet Station for the Society (Old Run, July, 1960) but unfortunately these were lost or stolen round about 5th November. However, any self-respecting station has at least four name boards (or should have) and so it was with Hunslet. We are now pleased to be able to report that the other two name boards have been obtained, together with the large sign above the station entrance. They were removed from the station, via a B.R. Engineers' Department lorry on the morning of January 31st.

International relations!

Our Chairman has recently been approached by a representative of the Nord deutsche Rundfunk Hamburg (a German Television Company) with a view to showing a film of the Middleton Railway on German Television in a programme entitled "London Letter", a monthly programme. In his reply Dr. Youell has expressed great enthusiasm on behalf of 'Die Seitung der Middletonscheprivateseisenbahnmuseum A.G.' In all probability a recorded interview would be included - would any German speaking member thus please get in touch with Dr. Youell.

Mr. C. D. Robinson has kindly supplied me with a cutting from the Victoria, British Columbia (Canada) newspaper 'Daily Colonist' entitled "Fans demand Puffing Billys". Under this heading is an account of various British Preservation Societies (R.P.S, Bluebell R.P.S) including our own M.R.P.S:-!The M.R.P.S. (in full) in Yorkshire has negotiated a lease of the Middleton line, the oldest surviving railroad in the world and the first on which steam locomotives were used commercially. Most of this line became dis-used in 1958, and the destruction of the rest seemed inevitable. Members of the society have now started to restore the track. The usable part has already been taken over and is in service. The line runs from the centre of Leeds to Middleton Woods'.

Although not quite accurate with the facts this is a piece of excellent publicity and shows that we are certainly becoming well-known, in Canada AND Germany. The Canadian newspaper article appeared in the paper dated Sunday, 1st January, 1961, exactly a year after the Society's formation!

Subscription renewals

Many members have yet to renew their subscriptions to the Society. Please do this immediately if you haven't already done so. No further Old Runs will be despatched if renewals are not received by the end of the month. Please send to the membership Secretary, T. G. Cawthray, 1, Midland Terrace, Frizinghall, Bradford, 9. All other membership queries should also be sent to Mr. Cawthray.

New appointments

Mr. G. H. King has now handed over the job of Publicity Officer to Mr. Mike Gilks who also handles the photographs and relics dept. Mr. B. Hallas has undertaken to be responsible for C & W duties and Mr. Bayliss of Loughborough has kindly agreed to act as a Publications officer, responsible for the monthly distribution of the Old Run and other Society Publications that are available.

New members

We are pleased to announce the following new members:

133	Mr. M. A. Town	23, Colwyn View, Beeston, Leeds, 11.
147	Mr. J. M. Hindes	50, Langdale Terrace, Headingley, Leeds, 6.
148	Miss M. Steel	15, Brookside Drive, Godley, Hyde,
149	Mr. K. R. Peacock	13, Kearsley Terrace, Leeds, 10 (Cheshire).
150	Mr. P. M. Jones	109, Maycross Avenue, Morden, Surrey.
151	Mr. A. S. Whiteley	2, Victoria Walk, Horsforth, Leeds.
152	Mr. C. J. Hughes	72, Marriot Road, Millhouses, Sheffield, 7, Yorks.
153	Mr. J. J. Hill	} 67, Oakridge Road, Basingstoke, Hants.
154	Mr. H. J. Hill	

Histories

Copies of the second edition of the histories of the Middleton Railway are now available, 1/3d post free from the Membership Secretary. Copies of the lavishly illustrated Swansea and Mumbles Railway History are also available, price 2/9 post free. Bulk orders at reduced rates.

Donations

It is some time now since we have made an appeal for help! Please send, therefore, every little you can. For a Society like ours to continue to prosper and grow it is essential to have funds. Without them we are lost so please send as much as you can to the Hon. Asst. Treasurer, Mr. P. Worsfold, c/o Leeds University Union, Leeds, 2.

Bits and Pieces

An article on the Middleton Railway is shortly to appear in the Railway Magazine. Written by Mrs S. M. Youell it totals some 2900 words and is illustrated by official Society photos which will be available, postcard size, at 6d each. A list of other Society photos appears elsewhere in this issue.

A tramway sub-committee has been formed to the main committee and comprises Messrs G. King (Chairman), Terry, Gilks, Thornburn and Rhodes.

The Brake Van

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We had grown rather attached to 357620. She had first appeared one cold November day, en-route for Stourton Shops for repairs, these repairs consisting of one door light to be replaced, hardly a big enough defect to prevent her being used on our railway: a bit of plywood and voilà! repairs done!

It was a wonderful experience that first morning that we found her. For the first time we looked like a proper goods train rather than an engine doing a bit of shunting and we rolled steadily down Clayton's curve signalling to each other - "Brake on --- ease off --- on --- off ---", rather like kids with a new toy, maybe, but at least a practical and sensible and useful toy to improve the safety of our working! Far less now of that sickening feeling of sliding on a greasy rail, wheels locked, while Moor Road crossing loomed nearer and nearer.....a signal to the guard and another twenty tons of brake power was added at once.

There was only one snag, though, with looking like a proper train --- the new loop and point being as yet incomplete, we had to fly-shunt the van into Acme's siding (quite safe if done properly.....!) and take the wagons down to Hunslet Down Yard on their own, which was only what we had been doing before we got the van. Nonetheless this was a little unsatisfying; having a van, one likes to use it as much as possible and it doesn't seem right to leave it halfway! The alternative was to leave the brake van "inside" the engine, ie loco, van, wagons, which didn't look half as good but still provided the extra brake power and at least cut out the fly-shunt and reversal on the way back.

We sounded like a proper train, as well as looking like one: the "dum - - - - dum - dum ---- dum" of the wagons (or "dum -- dum -- dum -- dum --" as the case might be, depending on whether they were plate or ordinary mineral wagons) was finished off to perfection by the "boing ---- boing" of the brake van.

The engine was much tidier now; all the tools, fishplates, keys and other impediments having been removed onto the van. Not only that, but more tools and equipment could be carried without getting in the way and being (potentially) dangerous. And more people, too, so that the rule of "three only on the engine" could be observed fully.

A particularly endearing feature of 357620 was the fact that she was Clayton's built! Not 'our' Clayton's though but Clayton's of Abbey Works, Lincoln, 1925, so the plate proclaimed. Perhaps the best feature, of course, was the fact that she had a stove (as all the best brake vans do), so that work on the bitter cold days (and there were many) was not half as much of an ordeal. One could work for a spell till the cold seeped in so far as to be unpleasant, then retire inside to warm up for another spell of work.

At length, our own brake van, long promised and often reported as having been seen here, there and everywhere, finally arrived and it was obvious that 357620 would have to go back for her long-awaited repairs. Speculation had been rife as to what our new van would be like - would it be one of those with an open platform at each end, would it have a guard's look-out in the side, how old would it be, what was its number, and so on. Doubts were settled finally on 27th January when we had M158760 formally handed over to us. Just to make sure that it didn't escape till the proper time, it was sandwiched between two engines (B.R. diesel shunter one side, John Alcock the other). Then, a little later, to make sure that HE didn't escape, John Alcock found himself sandwiched between two brake vans!

158760 is, in fact, similar to 357620, the only real differences being in the builder - very ordinary and prosaic, 'Derby - LMS - 1926' - and the stove being in a somewhat different position. She didn't really seem sure of her number - one side said 158786 and the other had a painted-over 158760, while there was no number at all on the outside except a chalked 158760, the numberplates having been removed. However, letters from B.R. refer to the number 158760.

So, for a brief spell we had two brake vans on the railway, though the only train to use both of them was the special for the visitors who braved the weather on 28th January. Immediately after this our old stalwart 357620 was shunted (fly- of course) down to Hunslet Down Sidings and perhaps making her fastest run over M.R. metals. She was safely stopped by an expert brakesman (hardly 'motorman' in this instance) and coupled up to the outgoing wagons, finally departing sometime on the morning of the 30th.

It is certain that those who had any attachment to 357620 will keep an eye open in the future and look at any brake van that goes by, in case it should by chance happen to be the van that once was "ours".

C.C.Thornburn

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A date for your diary

A joint dinner is being arranged with the Leeds University Railway Society for sometime in March or April. As far as is known at present the likely cost will be between 7/6d and 10/-. Will those interested please notify any committee member AS SOON AS POSSIBLE so that arrangements can be completed. The dinner may possibly be held in University House, adjoining the University Union building.

It is hoped that the Society President, Lord Garnock, together with a number of other well-known railway personalities will be present. Avoid disappointment by booking now, without delay!

The Steam Era on the Mumbles
Railway.

The Middleton Railway has just missed acquiring the last Mumbles Railway steam locomotive! We cannot, of course, expect luck always to favour us, although it is galling to miss such a prize specimen by only a few hours.

The locomotive in question was Tirdonkin No. 2, built in 1922 by the Yorkshire Engine Company at Meadow Hall, Sheffield (Works no. 1788). She was an 0-6-0 saddle tank for use at the Tirdonkin Colliery, near Swansea. However, owing to the coal crises in the late 1920s she became redundant and was sold to the Mumbles Railway where she worked on passenger trains. On electrification of the Mumbles Railway she became redundant again and went to the Grovesend Steelworks at Gorseinon, near Swansea and Llanelli. This works has now closed down and yet again Tirdonkin became redundant and was to be cut up with the rest of the works for scrap. Both the General Manager of the South Wales Transport and our local member Mrs. Barrington sent us newspaper cuttings about the loco, and the existence of a Mumbles loco surprised everyone.

We wrote, telegraphed and trunk-called all the people we knew in Swansea and the South Wales Post also lent a hand. But it was too late. The oxy-acetylene cutters had already got to work before our wire arrived. The operations ceased however on receipt of our cable and The Yorkshire Engine Company is investigating to see whether the damage is repairable - the prospects are not too bright.

A local Swansea enthusiast who had already bought up Tirdonkin's maker's nameplate has informed us that Mumbles Railway loco 'Swansea', built by Avonside in 1910, was still running at Bynea Steelworks, Llanelli. This loco has lost its nameplates but retains the bell, characteristic of Mumbles practice. It worked first on the Mumbles Railway and then appears to have gone to Tirdonkin Colliery before going to Bynea. She is Avonside no. 1569: Avonside is now looked after by our friends the Hunslet Engine Company, and Mr. Melling of that Company is checking up to verify that this really is S. & M. loco 'Swansea'. If it is, we may expect an option on her when she is withdrawn.

R.F.Youell

Ed: The Society will be glad to hear of any other locos of historic interest that could be obtained cheaply: a very short wheelbase is essential.

Photographs

It is intended to publish lists of photographs pertaining to the Middleton Railway from time to time, these being available to members at 6d each. If you know of a scene that might make a good saleable print then let the Photographic Dept. know of it now. List No. 1 is given below. All photos are postcard size and glazed; please add 3d onto your remittance for small orders to help cover postage costs - remittance to be sent with order. It is hoped to supply all orders within 10 days but do not get impatient if you have to wait a little longer. Orders stating membership number, please, to M.R.P.S. Photo Dept., c/o 104, Sandringham Drive, Moortown, Leeds, 17

LIST 1

<u>Number</u>	<u>Description</u>	<u>Date</u>
6-1	Tram 1055, Parkside spur, $\frac{3}{4}$ view	11/6/60
6-2	Tram 1055, End view	11/6/60
6-3	Tram 1055, Parkside Spur, $\frac{3}{4}$ view	11/6/60
6-4	Tram 1055, Parkside Spur, $\frac{3}{4}$ view	12/6/60
1-1	Tram 202, Parkside Spur	18/6/60
7-1	Swansea & Mumbles, Hunslet Down Sidings, in tow by John Alcock	18/6/60
7-2	S & M no. 2, looking down from footbridge	18/6/60
7-3	S & M no. 2, looking up from footbridge	18/6/60
7-4	S & M no. 2, arrival at Parkside	18/6/60
MS-1	Tramcar fleet at Clayton's, Kings Side.	10/9/60
8-2	Loco 1697 crossing Moor Road, showing red flag	10/9/60
MS-14	Loco 1697 crossing Moor Road, showing STOP sign	27/11/60
MS-3	Loco 1697 and wooden wagon crossing Moor Road	24/9/60
9-14	Tram 513, near Dewsbury bus station, en-route Leeds	4/12/60
9-15	Tram 513, side view at Dewsbury	4/12/60
9-16	Tram 513, Tramway crossing, Parkside	4/12/60
9-17	Tram 513, Tramway crossing, Parkside	4/12/60
8-6	Loco 1697 with steel wagon, by pit heaps	27/11/60
8-7	Loco 1697 by pit heaps	27/11/60
8-8	Loco 1697 and steel wagons, seen from pit heaps	27/11/60
MS-15	Members working on new point, 1697 in background	27/11/60
MS-16	Shunting work in Clayton's yard showing brake van in train	8/1/61
MS-17	Shunting work in Clayton's yard showing diesel crane jib behind 1697	8/1/61
MS-18	Shunting work in Clayton's yard showing 1697 & S & M no. 2	8/1/61
MS-19	Looking down from Kings point, showing train passing loading gauge.	8/1/61

MS-20 Train leaving bottom of Clayton's curve, showing 8/1/61
1697
MS-21 Train including 1697 & brake van, on Parkside spur 8/1/61
MS-22 Train on Parkside spur, looking up the road 8/1/61
MS-23 Train passing Moor End Works, seen from footbridge 8/1/61

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THE 513 STORY

As soon as it was known that 513 was definitely coming to Leeds from Sheffield, preparations for its removal were started. 513 was one of two handsome cars decorated for the final procession of Sheffield trams, having been built only eight years earlier by Charles Roberts of Wakefield. It was felt that it would be possible to move it without separating the body and truck, as these cars did not have much ground clearance, having a low overall height.

The route to be taken, of course, would have to be carefully chosen and this is where the fun started. Imagine finding a route from Sheffield to Leeds without overhead obstructions. The R.A.C. suggested going via Huddersfield - the West Riding Police via somewhere over-the-border-in-Lancashire but our Tramway Engineer was convinced that there was a more direct route. Armed with two 1" Ordnance Survey maps, therefore, with sundry notepaper and an assistant, he set about finding it by assuming that every bridge was too low and an alternative route round it had to be found: the job was completed after about three days!

Having found a likely looking route the next stage was to journey along it and observe the various details not shown on the maps - telephone wires, steep hills & sharp corners and road surfaces, etc. The early hours of Sunday, 27th November, saw one motor cycle with crew of two leaving Leeds at high speed. Every so often, the two figures would dismount, erect one and a half collapsible clothes props and a length of bamboo cane and reach up towards any convenient overhead wires. It was in this way that M.R.P.S. Chairman R.F.Y. and Tramway Engineer Granville King came to the conclusion that there was indeed a good possibility of getting 513 to Leeds. One can imagine the surprise of the country yokel, taking his Sunday morning stroll through the village, on suddenly being quizzed of the whereabouts of low bridges - by a pair of motor cyclists! Or to quote a Sherlock Holmes adventure, "You might as well expect a tram on a narrow country lane."

The route chosen did, in fact, involve some of everything: steep hills (both up and down), narrow lanes, old bridges where 'ponderous vehicles not allowed' was the rule and every road obstacle except low bridges or wires, the governing factor. After two visits to York to see the hauliers, Messrs. Elliots, all was set for the day

of the move, until Sheffield Transport Dept. told us that they did not have the facilities for moving the tram in one piece; the body would have to come as a separate entity after all (and probably to the relief of Elliots, if not ours!)

So it was that our Tramway engineer arrived at Sheffield early on Saturday, 3rd December, to pilot the body to Leeds. The truck, to everyone's amazement, had arrived at 5.30 the previous evening. Back at the Sheffield end, 513 had departed and things went quite smoothly for a time (or as smoothly as the roads would allow) until, at midday, while ascending a 1 in 5 hill, the transmission shaft broke! By the time this was repaired dusk was falling and it was decided to press on only until a suitable parking place could be found. But in the dark it was inevitable that a wrong turning should be taken, and so it was that a tram came to be parked in someone's farmyard entrance!

Meanwhile the truck had been unloaded at the Leeds end on the tramway crossing (in heavy rain most of the time) and by 7 p.m. it was being pushed into Clayton's yard for storage overnight. Just as one of our optimistic helpers had said "This is the first 'tram' not to be derailed on the curve", there was a Bump! Crash! Bang! The truck was rerailed however by 8 p.m. Shortly after this Mr. King arrived to tell us why the tram hadn't and said that it should arrive between 11 and 12 the next day.

By 10 a.m. on Sunday, 4th December, the truck and body jacks were in position at the tramway crossing in readiness for the arrival of the body which duly made its appearance on time at 11.30. With the lorry in position over the truck and the driver and his mate drinking a sort of coffee-brew provided by our 'kitchen-staff', the body was lifted ready for the lorry to be driven away.

Eight and a half hours later the body, resting precariously on the truck, was being propelled Clayton-wards, reaching the yard by 1.30 a.m. Monday morning. At 2.00 a.m. it was derailed and as all but two had gone home, it was decided to leave it, despite the fact that the engine, wanted for Monday's traffic, was imprisoned in Clayton's yard. After dawn, however, Dr. Youell arrived on the scene and saw to his horror and dismay the derailed tram. Realizing that it had to be rerailed before the loco could be moved he set to immediately to put 513 back on the lines, completing his task before the morning crew turned up.

Our heartiest thanks are due to Dr. Youell for this action, as it enabled our daily train to be operated - a condition on which depends the Society's survival. Thanks must also be given to all those too few members who helped in the unloading operation which took place on two miserable, wet days - a total of 30 hours of really hard work over the weekend. The efforts of all concerned can now be seen behind No. 2 at Claytons, having suffered only very slight damage throughout its ordeal.

M.R.Gilks

Extracts from the Treasurer's Report
for 1960

At the end of its first year the Preservation Society's financial position is almost entirely satisfactory. Final receipts for the year are expected to exceed £800 of which donations have provided the sum of £440. Members' subscriptions and Traffic Receipts form the major part of the balance of income and the indications are that the last named item will, in 1961, assume its rightful place as the principal source of revenue.

Working costs of the Railway are booked at £54 but the Tramway Sub-Committee has spent over 10 times that amount - mainly in collecting valuable vehicles - from which it can be assumed a steady income will flow as soon as rehabilitation enables them to be exhibited and operated.

The administration is in capable and enthusiastic hands and the technical guidance is first class. The prospects for 1961 are indeed good and whilst redemption of the Main Debt appears to have been overlooked in the rush of business during 1960, it is understood that this is to be corrected early in 1961 to the extent of 20% of the total amount owing. This is a most healthy sign of which members may well feel proud and the public may find encouraging. Certain other small loans fall due for repayment during 1961 and the Hon. Assistant Treasurer (whose services and endeavour are hereby acknowledged with thanks) has already made provision to discharge these obligations. The Society will always be indebted to the gentlemen who furnished these temporary funds.

(Signed) T.H.Crowther
Hon. Treasurer

6th February, 1961

Pinewood Studios

Representatives of these studios have contacted the Society with a view to making a film involving the use of trams. Although no definite decision has yet been made it is thought that the Society may benefit considerably if such a project were to be realised. Members will be kept posted of events.

Duty Rotas

Will all members who are conveniently able to do one or two duties with freight train operations or permanent way maintenance PLEASE fill in the attached duty rota forms (including the new Plate-laying Duty form) and send them in as soon as you can. We are extremely short of train staff for most days of the week!