

The Old Run

Journal of the Middleton Railway Preservation Society

No. 20

August 1961

Destination Middleton - An M. S. & L. 6-wheeler at Cliff Common



Editorial

Old Run comes but once a month but this, coupled with the many other things your editor happens to be engaged upon, could quite possibly be why new words are invented especially for it: I must apologise for the awful fri(e)ght (Ugh!) that I gave you last month, not forgetting a good measure of guage and pacafic! Still, I am glad to say that Mike Gilks has gallantly volunteered to edit the magazine for October and so next month's journal will be my last fling. A good deal of help would be appreciated in the distribution of O.R. and anyone with a little spare time would help us tremendously by contacting any member of the Committee.

This month's cover photo of the M.S. & L. coach was recently taken on a visit to Cliff Common, near Selby, where the coach resides. As will be seen the exterior condition of the coach is quite reasonable and a couple of coats of paint should soon make it a much more presentable museum piece. A little timber is missing at the foot of the Guard's compartment and also at the Guard's end of the coach but apart from this the coach is structurally sound. The underframe is quite good and clean and well preserved. Visible on the doors (there are three passenger compartments and a Guard's and luggage compartment) are two 2s and a 1 indicating, of course, first and second class accomodation. On one side of the underframe is visible the word 'Manchester' but it is difficult to say whether this dates back to the M.S. & L. period since the coach appears to have been overhauled and painted during the 1930s. Glass still exists in all the windows and is remarkably clean, perhaps because of efforts of R.P.S. members. The only bad point about the coach is the interior: the upholstery has been completely wrecked and torn to shreds - the interior needs, in fact, a complete refurnishing.

We are starting in this issue a new series of 'Middleton Personalities': obviously the one to start with is our Founder, Dr. Youell - a number of articles in the series are to appear monthly and if there is anyone you think should appear, please let us know. Also included in this issue is the second of our Tramway History series and a crossword of Railway flavour.

Trackwork on the railway is getting noticeably better and this is shown by the fact that no derailments through p.w. faults have occurred during the past few months. This is in no small way due to our P.W. Maintenance Engineer, Dr. Lawrence, who has put in many hours of his valuable time: we take this opportunity of expressing our gratitude to him for such a necessary but thankless job, expertly done.

The Society's brake van has just received an urgently required interior overhall - the interior walls have been finished in canary yellow with black, a white ceiling and black, white and lined-out in red brake handle. The desk lid has been lacquered, affording the van a finished look. It would be appreciated if members using the van would try and keep it as clean and tidy as possible.

MIDDLETON PERSONALITY No 1

Dr. R. F. Youell



Born on 24th May, 1925, within a stone's throw of Clapham Junction, Ronald Frederick Youell comes from a family which has had railway interests since before the end of the Broad Gauge in 1892. His father worked on the Post Office London Railway whilst one of his grandfathers once worked as a signaller on the South Eastern Railway.

Starting school at the age of six, RFX was often away with asthma but nevertheless he won a scholarship to Ilford County High School at the age of 11, thence obtaining a Higher School Certificate with honours in four subjects in 1943. Obtaining Essex County, State and Royal State scholarships to London University, RFX then studied at Imperial College, was Baker Prizeman in Analytical Chemistry for 1945 and graduated in Chemistry in 1946. Subsequent research in X-ray mineralogy obtained for RFX the degree of Ph.D. at Leeds in 1955. He was appointed Research Assistant in the Physics Dept. at Leeds University in 1948, Assistant Lecturer in 1951 and Lecturer in 1954. He is now engaged in further X-ray work and lectures in X-ray crystallography, Electricity and General Physics, in Leeds, London and abroad.

Railways have always been in the forefront of RFX's daily life -- a first clockwork railway at the age of 4 was followed by an electric train set, gauge 0, in 1937, with G.W.R. stock! He reflects that while still a youngster he spent one of his summer holidays at Sandown, Isle of Wight: finding that the landlady's husband was the local station-master he spent the holiday in the station signal-box instead of on the beach!

RFX jointly founded the Imperial College Railway Society (still going strong) and gave the first lecture (Dr. Beeching, who studied at the same college, left too early to be able to join or hear RFX). On arrival in Leeds he jointly founded the Leeds University Railway Society with J. Malliday in 1951 and M.R.P.S. in November, 1959. He found the work in getting M.R.P.S. going very exhausting but doesn't regret any of it and hopes that his work at the University keeps him in reach of Middleton for a long time to come.

As far as railways are concerned, RFX is certainly well-travelled while in Ilford he travelled daily to and from Liverpool Street (meeting such personalities as G.F.Fiennes and George Dow) doing some 5000 miles on the G.E. suburban annually, and then all round the Underground Inner Circle. He was on the last L.N.E.R. train into Liverpool

Street (11.55 p.m.) and the first A.R. (E.R.) train out (12.15 a.m.) on 1st January, 1948: on the first electric to Shenfield, on the last steam suburban train to Gidea Park in April 1953 and on the footplate of 69621 (ex-7999) on the Enfield and Chingford lines at the end of steam operation -- 69621 overtook an electric up the 1 in 70 to Bethnal Green Bank with the electric driver going flat out! He likes driving engines and the fastest run on the footplate has been 95 mph in a B12 (1500 class) on a Southend line train in pre-electrification times.

The fact that railway blood is in the family is indisputable but RFX has many other interests and has had considerable experience in other fields. He has been a Choir boy, Church Warden (at Emmanuel Church, Leeds, near the University) and Church Organist. In 1952 he completely re-wired the lighting at the University Church. Journalism has also been one of his occupations - he was a freelance reporter with the Ilford Recorder from 1945 to 1948. At present he is a Conference Organiser for the Mineralogical Society and the Institute of Physics.

RFX has indeed been fortunate to marry a railway enthusiast, Susan Atherley, who, while at the University of Leeds, was a member of the L.U.U.R.S. and can understand the railway mania and make due allowances for RFX's periodic disappearances to the railway (especially during the past two years)! A daughter, Harriet, was born in June, 1960, and has been duly enrolled in M.R.P.S. The family's house in Surley, Leeds, is painted Great Eastern Blue and is filled with railway relics including a genuine original 1892 photograph of the last Broad Gauge train, an 1851 Bradshaw map of the Railways of Britain and the whistle from a famous Great Eastern Locomotive.

RFX has, undoubtedly, a colourful and infectious personality and we wish him all the success he deserves in his future career and in his spare time pursuits, whether they be perhaps connected with railways, Middleton or elsewhere.

-x-x-x-x-x-

I am indebted to the Yorkshire Post for the generous loan of the block of the photo accompanying this article - Ed.

New blazer and cap badges have now arrived and are on sale: the price is now 2/6 and they are obtainable from J. Bailey, Esq., 12, Burton Crescent, Dewsbury Road, Leeds, 11, or on site at most weekends. Uniforms are also available from the same address and will be supplied at very reasonable rates.

New Members

We are pleased to welcome the following new members.

201.	Mr. C. E. Cutler	Malvern Link, Worcs.
205.	Mr. F. Youell	Ilford, Essex.
206.	Mr. J. D. Lomus	Cleckheaton, Yorks.
207.	Mr. J. B. Hobden	Doncaster, Yorks.
208.	Mr. H. Lowe	Leeds, ll.
209.	Mr. J. A. Ashton	Batley, Yorks.
210.	Mr. B. S. Page	Leeds, 6.

We are pleased to welcome into the Society Mr. F. Youell, father of our founder Dr. F. Youell, and who of course also bears the name 'Fred'. Mr. Youell Senior, now retired, was once on the Post Office railway as reported elsewhere. Thus we now have three generations of Youell in the Society - our past Chairman, his father and his daughter, not forgetting of course Susan his wife. May we wish longevity to the Youell family and hope that in time we shall have four generations in the Society at one instant.

Railways in Japan

It was with interest that we recently heard from Japan. Railways in that part of the world are certainly not becoming defunct - in fact, the reverse seems to be true. Vast crowds of people are moved daily and the railway system is extremely well organized. Steam engines are mainly relics and most lines are electrified or use diesels. Over an area of 50 miles radius, the services operate at three, five or eight minute intervals, exactly to time. With long distance trains, supplementary charges are refunded if the train is delayed more than one or two hours!

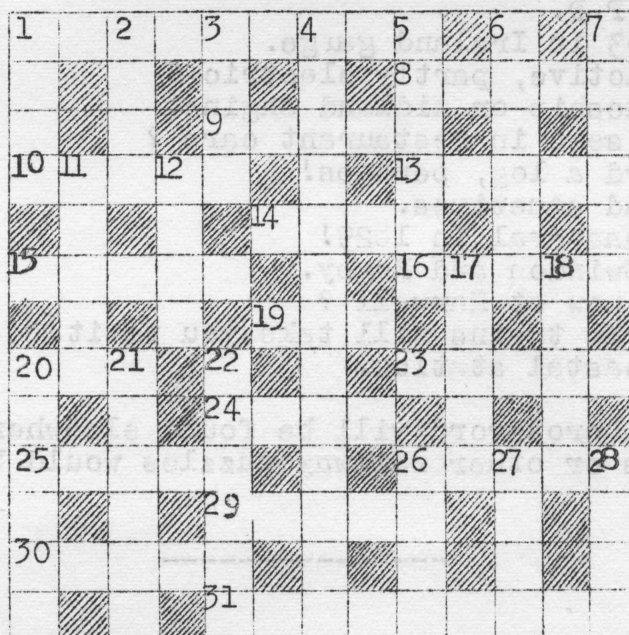
Car badges

We are informed that motor car badges (similar to those in use by the A.A. and R.A.C) of pre-grouping and post-grouping railway companies can be supplied by the Moorgate Stamp Co. Book Dept., Okehampton, Devon. They are guaranteed for three years and have various fixings. They are priced at 32/6d each but 10% discount is available to M.R.P.S. members who should write for further details if interested, quoting their M.R.P.S. membership number.

Old Run

We would be pleased to receive news, notes, information and articles for possible publication in Old Run and intending contributors are asked to contact the Acting Editor at 131, Sandringham Drive, Moortown, Leeds, 17, before 30th September if intended for the next issue.

MIDDLETON CROSSWORD No. 1



Clues Across

1. The first.
8. Trade and University have this in common.
9. A 2-6-0, 0-6-2, 2-8-0, 4-6-4 and another 0-6-2 are not unfamiliar.
10. Mostly 7.
13. -- up for greater speed.
14. With this, engines become almost human.
15. Required by driver on strange road.
16. A D11 rebuilt from parts of 60131 and then scrapped.
19. Irish Enterprise.
20. From Kings Cross or Belfast.
23. Stations fabricated from laths?
24. -- and void.
25. S.R. station famous for horseracing.
26. The 14 of a newly built Swindon locomotive.
29. Rust away.
30. Exploits.
31. Northern brewery branch.

Clues Down

1. Line for the express.
2. Ground signal in Addiscombe
3. District, but not the London Transport one.
4. Father of Civil Engineering (5,7).
5. G.W. Castle started by a priestess.

6. Mechanic at M.P.D.
7. 56½ here but 63 in Ireland gauge.
11. Historic locomotive, partly electric ?
12. Admiral, battleship or Midland engine.
17. Type of wagon seen in restaurant cars ?
18. Go in to record a log, perhaps!
20. Seen in England sometimes.
21. Not at Cape Canaveral in 1829!
22. Locos are at Swindon and Rugby.
26. Part of 62738 now at Harwell ?
27. Harwich or Dover trains will take you to it.
28. North Wales coastal station.

Answers to the crossword will be found elsewhere in this issue. Further crosswords or other railway puzzles would be welcomed for inclusion.

Freight traffic

Traffic has been continuing steadily over the last few weeks and despite the August holidays lasting two to three weeks we have been able to carry an unusually high tonnage.

R & B's : almost 400 tons outwards
 Clayton's: 170 tons inwards (incl. 5 tons out).
 This marks the end of a complete year of traffic operation for Messrs. Robinson and Birdsell's during which we have carried some 6200 tons made up as follows:

September	432	March	682
October	548	April	449
November	494	May	567
December	404	June	630
January	550	July	530
February	531	August	ca400

Total - ca 6200 tons

The total traffic now carried for both firms, Clayton's and R. & B's now amounts to some 12000 tons since we started last September. One should realise however that traffic did not start with Clayton's until the beginning of November, 1960.

Regular once-daily trains are still being maintained but grave shortage of train crews is imminent for October 1st - December. If any member can spare some time PLEASE contact the Duty Rota Officer, Norman Fearnley, 7, Crawshaw Road, Pudsey, so that he can duly arrange a rota to suit all concerned. This is extremely urgent.

Dates for your Diary

Society members and other interested persons are invited to attend any of the functions below, providing application is made where necessary.

Sunday, 17th September, 1961 R.C.T.S. trip to Crewe. Full details may be obtained from Mr. L. Feasby, 39, Highfield Close, Leeds, 12. Also: W.R.R.C. trip to Derbyshire, including Buxton, Rowsley, etc. Full details may be obtained from Mr. P. S. Wells, 34, West Lea Crescent, Baghill Road, West Ardsley, Wakefield. The fare for this latter trip is 15/-.

Saturday, 23rd September. W.R.R.C. trip to Doncaster Works and shed. Party travelling on the 7.42 a.m. train. Bookings, please to Mr. Wells at the above address.

Sunday, 24th September. W.R.R.C. trip to Manchester and North Wales. Full details and bookings to Mr. P. Styles, 16, Brian Crescent, Crossgates, Leeds, 14. The fare is 15/-.

Tuesday, 26th September. M.R.P.S. Official handing over ceremony of the Borrow's well-tank from Messrs. Pilkington's of St. Helens. This is in the nature of a dinner - the locomotive itself will probably be despatched some two weeks later.

Friday, 29th September. R.C.T.S. Talk by Mr. A. Cox of Retford on "The Manchester Ship Canal Railway System" (illustrated). The meeting begins at 7.30 p.m. and is to be held at the York Railway Institute.

Sunday, 1st October. 1. R.C.T.S. tour of Manchester area by coach. Full details etc from Mr. Feasby (address above).

2. W.R.R.C. trip to Derby Works and area. Full details from Mr. G. P. Styles (address above).

3. W.R.R.C. trip to the Leicester and Nottingham areas by coach. Full details from Mr. Styles or Mr. Wells (addresses above). The fares for the latter two trips are each 15/-.

Sunday, 8th October. R.C.T.S. trip to Doncaster Works and shed. Details from Mr. Feasby or Mr. B. G. Brooks (preferably), 27, Brown Lane, Leeds, 11.

Wednesday, 11th October. R.C.T.S. talk by Mr. A.S. Whiteley on "Railway Station Architecture" (Illustrated). The talk will be given at 7.00 p.m. in Room 5, Top Floor, Huddersfield Railway Station.

Monday, 23rd October. R.C.T.S. Annual General Meeting followed by a talk by G.H. Butland on "Lesser Known Aspects of B.R. signal design". The meeting, held at the Talbot Hotel, Bradford, begins at 7.00 p.m.

Informal R.C.T.S. branch meetings are held at the Town Hall Hotel, Leeds on the following dates: 19th Sept., 17th October at 7.30 pm. Informal meetings at the Druid Arms Hotel, Bradford at the same times are on 5th October and 2nd November.

TRAMCAR HISTORY

No. 2

ex - Glasgow 1055 - Liverpool 869

The tramways in Liverpool had followed the usual course of events -- horse trams, open-top electrics, top covered but open balcony and unvestibuled, and finally the all-enclosed car. In 1932 Liverpool Corporation decided on a tramway modernization programme and produced a batch of bogie cars which were painted in a striking olive and white livery from which they were nicknamed 'Green Goddesses'. A further type of tram was built, at a later date, and in Liverpool was known as a 'Streamliner', being incorrectly called a Goddess in Glasgow: 1055 is an example of this latter class. The bodies were built at Edge Lane works in Liverpool and were of an unusual design. The frontal appearance was similar to the Sheffield 'Roberts' Car (eg. 513) except that Liverpool believed in a very large destination number with the destination on blinds side by side beneath the number. The lower deck saloon was the full length of the car - i.e. there were no bulkheads or doors, an idea probably copied in principle from the London Felthams. Folding doors were fitted on the platforms and the driver had a seat which could be fixed in a socket in the floor at either end. Seating was 44 upper saloon and 34 lower saloon, on transverse reversible seats. The overall length was 36', width 7'4" and height 15'6". The weight was just under 16 tons. These 'Streamliners' were mounted on three types of bogies:- Haley & Taunton 'Swing Link' trucks and E.M.B. Heavyweight and Lightweight trucks. All had Metrovick electro-pneumatic control equipment and 4 G.E.C. 40 h.p. motors.

With a total horsepower of 160, they were very fast cars. In fact there is a story that a Liverpool tramdriver was taken to court for driving at an excessive speed along one of the City's many fine reservations. The police car trailing (and losing) the tram was doing 75 m.p.h.!

Eventually the day came when Liverpool wanted to sell the Streamliners, tramway abandonment being the order of the day. In 1953, Glasgow Corporation offered £12000 for 24 of the Haley & Taunton cars. This price included transport which was undertaken by Pickford's using a special trailer made for the purpose. The first tram to go was 927 in September of that year, leaving Liverpool on a Saturday morning and arriving at Caplawhill Works in Glasgow on the Monday. The remaining 23 were taken at weekly intervals thereafter, the same route being taken each time. In Caplawhill, certain modifications were made including replacement of the bumper bar by a Glasgow type towing coupling, installation of Coronation type lighting, fitting of bow collectors (instead of the former trolley poles) and of trafficators in the front panel.

The trucks were sent on ahead and were waiting to receive the bodies, having already been overhauled and regauged to 4' 7 $\frac{3}{4}$ ". The trams were repainted in green, cream and orange and numbered from 1006 to 1030 (with the exception of 1017, this number already being allotted to the school car), entering service between October 1953 and March 1954. They worked the 23 and 29 routes, being allocated to the Maryhill and Parkhead depots.

Glasgow Corporation must have liked the Streamliners (or Goddesses as they were now known) for they decided to have some more. In March 1954 they paid £12760 for a further 22. They were numbered in the Liverpool fleet between 869 and 904 and were an assortment of 15 Lightweight and 7 heavyweight bogies. They were given similar treatment to the first batch and were numbered from 1031 to 1056 (except for 1039/40/50/51, these being 'standard' cars still in service). As from July, 1954, further modifications were made as the cars became due for overhaul. The 'Coronation' lighting was converted to improved 'Cunarder' lighting and Glasgow hand-grips were fitted as replacements for the leather straps favoured by Liverpool. Also, for some odd reason, in most of the trams the original seating was replaced by that from scrapped 'standard' trams - a much inferior design. 1055 is the only one to escape this indignity, only two or three seats having been altered.

June, 1958, saw the first 'Goddess' scrapped and they gradually declined in numbers from then on. The last item of note in the history of these cars was the farewell tour on car 1055 organised by the Merseyside T.P.S. in the hope of raising sufficient money to purchase one. This they succeeded in doing and they were able to bring it to Leeds through the kindness of the Guinness (is good for you) brewery firm for storage at Middleton. What happened after that is another story, already reported in Old Run last year.

-X-X-X-X-X-X-X-

I remember....!

We are very pleased to have received a card from Mrs D. Langton, our first passenger on the re-opened Middleton line (June, 1960, a photo of which appeared in the March, 1961, Old Run) who, while on holiday in Swansea, reports that the "track is now all taken up and it isn't as nice going down to the Mumbles by bus". The picture postcard that Mrs. Langton sent depicts two of the electric double-deck cars by Mumbles Pier.

The M.R.P.S.

Full details of the Society will be gladly supplied by either of the two Secretaries, Mrs. S. M. Youell, 21, Burley Wood Crescent, Leeds, 4, and Mr. C. C. Thornburn, 25, Cavendish Road, Leeds, 1, or from the Publicity Officer, Mr. M. Gilks, 104, Sandringham Drive, Moortown, Leeds, 17.

Railway Preservation Society

A limited number of copies of the latest issue of the R.P.S. Newsletter has been received and will be distributed with this month's Old Run. For those unfortunate enough not to receive a copy a digest of its contents is as follows.

The West Midlands branch now has the Webb coal tank and in addition a L.N.W.R. TPO van and Maryport & Carlisle and Great Eastern Coaches, in various stages of restoration. A newly formed district in London is taking shape while the North-West branch members have been enlarging their collection of railway museum pieces, from books to complete signals. Also included in this, the first printed issue of the Newsletter, is a brief history of the Webb Coal Tanks of the L.N.W.R. and a profile of the Earl of Lanesborough, T.D., Patron of the Society.

We are hoping shortly to be receiving the M.S. & L.R. coach described elsewhere in this issue. Work on restoration will begin as soon as possible.

Further copies of the Newsletter may be obtained from the Editor, Terence Kirtland, 31, Old Croft Road, Walton on the Hill, Stafford. Please mention your Middleton membership number.

The R.P.S. is to hold its next general meeting in Leeds during October. Members of the R.P.S. Committee hope to be able to visit our line and have informal discussions with M.R.P.S. members.

Publicity

The Society is to man a stand at the Norbury Railway Transport and Model Railway Club on 16th December, in London. The Society's stand will probably consist of a number of photographs and Society publications. It is to be staffed by Society members.

Passes

Following the rather brutal and sharp way in which a number of visitors have been shown the way out at Clayton's (and rightly too, usually) we have now instituted a scheme where senior members may conduct visitors around the railway providing that they have a special permit, issued by the Operating Supt. at least 48 hours beforehand. No visitors are to be allowed to look around themselves and anyone found doing so is now likely to be prosecuted. This action follows a number of thefts etc which, besides being downright illegal and immoral are pretty annoying. We shall, in future, have no hesitation in taking further action if persons without permits or passes are found in Clayton's, R & B's or Kings' yards. An official Guide Pass is to be issued to all persons authorised to conduct visitors around the railway. This will supersede the present pink pass used by these members.

Developments on British Railways

Travellers from Leeds to London can now make use of the newly introduced express service between Leeds Central and Kings Cross. The new 'Deltic' hauled train leaves Leeds at 7.30 a.m. and is in London exactly three hours later, thus cutting the previous best schedule by some 36 minutes. The train is timed to average over 70 m.p.h. from start to stop and is now the country's fastest train. Named the White Rose, the new express is still slow compared with pre-war standards, when the 'West Riding Limited' took only 2 hours 44 minutes to cover the same trip, but with a much lighter loading however. No. D9002 Meld made the first up trip on 11th September and was some 5 minutes late into London due to station shunting: the return train was three minutes late, due to the Guard being taken ill and a signal failure at Bawtry, south of Doncaster.

Saturday, 9th September, saw the last day of steam power on the at-the-time longest non-stop steam hauled passenger train in the world, the Elizabethan, between Kings Cross and Edinburgh. Fittingly enough motive power was provided by the fastest steam locomotive in the world, Mallard, a locomotive to be eventually preserved in the Railway Museum at Clapham, London. The Elizabethan will, in future, be diesel-hauled.

Loco 1697 'John Alcock'

Following the notes in the May/June Old Run it was expected that our service loco 1697 would be treated properly and left alone: this was not to be however for some two weeks after the end of July, on arrival for normal freight traffic one Friday morning, the duty driver was greeted by the pretty sight of J.A. partially dismantled - various easily accessible nuts and bolts had been removed together with various belts! After hurried consultation with the Hunslet Engine Co. a new belt was dug out (being a non-stores-item) for the cooling fan and the loco was soon working. This obviously didn't deter the saboteurs, however, who some six or seven days later decided to remove the dynamo belt! Judging by the damage that was done on either of these occasions it would appear that outsiders are intent on finishing the Society - we are fortunate however that whoever the culprits are, they haven't (so far, at any rate) done irreparable damage.

Considering, however, that the loco was behind locked gates at the time and that the marauders must have climbed these to gain access to it, it would appear now that we shall have to obtain a building in which to lock J.A. up in nightly! If any members could help us in this direction we would be most grateful - please contact any committee member.

Membership

Applications for membership should be sent to Mr. T. G. Cawthray 1, Midland Terrace, Frizinghall, Bradford, 9. Membership is £1 per year and life membership is £20. Age limit is 16 though younger persons may join in special cases - the fee is then only 5/-.

Derailment

The word that often caused resigned sighs during the first months of operation was heard again on 19th August! Proceeding at a leisurely 8 m.p.h. towards Balm Road on this particular morning, and rounding the corner at Acme's, our first remark 'She's on the deck' signified that all was not well in the State of Denmark! What appeared at Acme's to be one of the 33 foot Tube wagons appeared upon getting nearer to be no more than an ordinary Common User, not just slightly off, but completely off and broadside on at the apex of the point nearest B.R., just some ten yards inside 'The Gate'.

Upon consultation with British Railways it seemed that local youths had, during the night, dropped the wagon doors, removed the brake and allowed the wagon to run down the IN road so that she blocked the OUT road. On pushing the next day's traffic up the following morning, on the OUT road, the leading vehicle fouled the wagon, catching the buffers and pushing it broadside on, the crew of the B.R. shunter at the far end being completely oblivious of exactly what was going on until it was too late!

After a short while jacks and packing appeared, disguising the engine that had carried them from Stourton Depot, the loco (44586) coming well into Middleton Territory - even under warnings that it might be confiscated - and the professional re-railers got to work. After getting one end of the wagon precariously perched on the track at one end after only a few minutes (The driver was heard to remark "Some gauge, this!") efforts were concentrated on moving the other end towards the rails, some three feet from the wheels! Nevertheless the whole operation was completed in no more than 20 minutes; the equipment was safely stowed on board 44586 which was then released from custody for a rapid retreat to Stourton, there to await some other urgent call -- "Come quick - we're off!"

Publications

The following publications are available at the prices stated, post free, from R. A. Bayliss, 74, Forest Road, Loughborough, Leics.

1. Pennine Journey by W. B. Stocks. 6/6
2. L.U.U.R.S. latest magazine, 1961. 1/9
3. Old Run back numbers. 1/-
4. Middleton Colliery Railway History (2nd Edition) 1/4
5. Third Century at Middleton (Rly. Mag. Reprint) 1/3
6. Swansea and Mumbles Railway History. Illustrated. 2/9
7. Letter Labels, in sheets of six. 2d.
8. Old numbers of Railway Magazines - 1920s/30s etc. 1/-, obtainable only from M.Crew, 131, Sandringham Drive, Moortown, Leeds 17.

Discount will be given on large orders for any or all of the above.

Duty Rotas: Please send completed rotas to N. Fearnley, 7, Crawshaw Road, Pudsey, Yorks.

Magazine edited and published on behalf of M.R.P.S. by M.D.Crew, 131, Sandringham Drive, Moortown, Leeds, 17.

Modified Duty Rota Form 2

Dear member,

I would be grateful if you would return this duty form, duly completed, as soon as possible so that I can try and fit you in at a convenient time for the coming month. If you can help with freight traffic, then the minimum period is about one to one and a half hours. I am trying to arrange for the freight trains to be run during lunch hour, sometime between 12 and 2pm but, failing this the trains could be worked any time between 2 and dusk, providing both guard and driver know exactly when they propose to work the train. One freight train in either direction is worked daily, Mondays to Saturdays inclusive: there is no service on Sundays.

If you are free at times other than those above, you will be invaluable for permanent way duties. These consist of, for example, walking the line and re-keying where necessary, tightening fishplates, small packing jobs and many other small jobs. All of these duties can easily be performed by one person alone and can therefore be done at any time when there is no-one else about.

As you already know, major permanent way repairs and constructions are carried out at weekends, on Saturday afternoons and all day on Sundays, when there is no traffic on the line. If you can find the time to come then, even if it is only an hour or two, we shall be very pleased to see you.

Please state below what duties you would like (e.g. driving, guard, shunter, keying, digging, etc) and the dates and times when you will be available. The form on the reverse will then be completed by me and sent to you with the appropriate duties allocated for the month.

Yours sincerely,

Duty Rota Officer

Name

Address

I am available for duties in _____ (month) as follows:

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

SUNDAY

Type of duty _____

Modified duty rota form 2

Date _____

Dear

I have allocated you the following duties for the month/s of . If, for some reason, you are unable to attend on site at the given times, whether through illness or other reason, please let me know IMMEDIATELY. Many times in the past we have been let down by drivers or guards not turning up with the result that we haven't been able to provide such an efficient service to our customers as we should like. I am sure you appreciate our position and will do what you can.

Yours sincerely,

Duty Rota Officer.

N.B. The address to write to is given in the last edition of Old Run
if you have to default duties.

Date	Day	Time	Duty
			Your guard/driver/ shunter/mate is:

Name		Address	
MONDAY		I am available for duties in _____ (month) as follows:	
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			
SUNDAY			

G.E.R.

Dr. Youell offers a dozen FREE
Photos of G.E.R. N7s 1915-60
To anyone donating at least 5s.
to the MRPS N7 fund announced
in last issue of OLD RUN