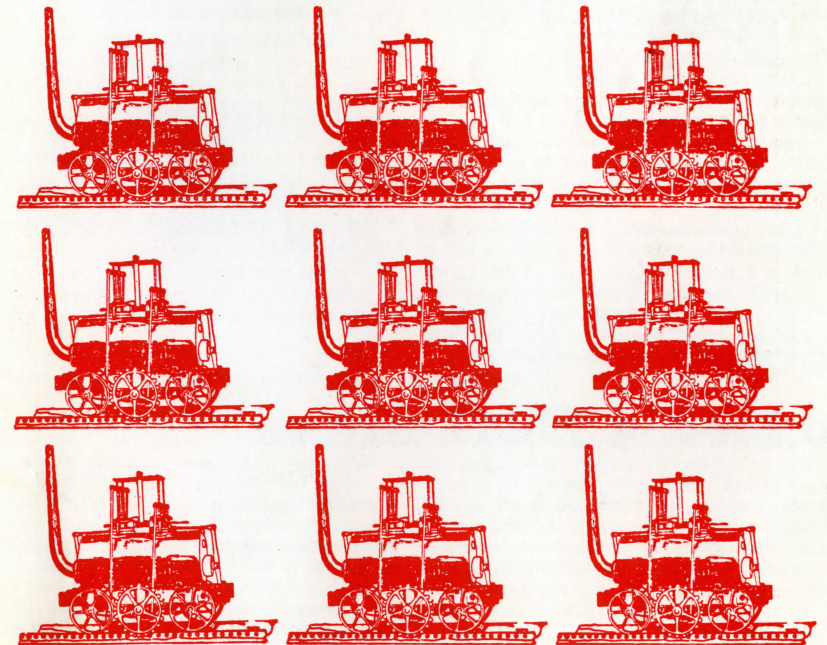


# THE OLD RUN

SUMMER 71  
12p



JOURNAL OF  
THE 1758 MIDDLETON RAILWAY TRUST  
LEEDS

# THE OLD RUN

Volume 10 Number 2

Summer 71

Editor: Mervyn Leah, 13 Arden Court, Court Leet,  
Binley Woods, Coventry CV3 2NA

The Editor invites all readers to contribute articles, news items, letters, photographs and drawings. All contributions should include the reader's name and address.

Drawings and maps should be on plain white paper, and should not exceed 6" x 9" in size. The same dimensional restrictions apply to photographs, which should ideally be on single-weight white glossy paper, and should have good contrast. It is regretted that, because of the printing process used, photographs and other pictorial matter cannot be returned after use in the magazine.

The Old Run is published in March, June, September and December, and all contri-

butions should be sent to the Editor before the 15th of the preceding month.

Opinions expressed by contributors and correspondents do not necessarily reflect those of the Middleton Railway Trust, or of the Editor.

Officials of the Trust may, at the Editor's discretion, insert departmental announcements in display advertisement form at free of charge. For advertisements not connected with the Trust's activities, details of rates and conditions are available from the Editor.

## EDITORIAL

### Domestic Difficulties

Members who heard or read my report to the AGM will doubtless be wondering why, as the postal strike ended at the beginning of March, the Spring issue of The Old Run did not appear reasonable soon afterwards, as promised.

The situation is that the master layouts were sent by post, three days after the strike ended, to the member who had volunteered to liaise with the printers. There was, however, some minor damage to the masters in transit, and this needed to be rectified before printing could commence.

At the time of writing, some nine weeks later, printing has still not commenced, and the member concerned has offered no explan-

ation for the continuing delay, in spite of requests. Needless to say, steps have been taken in the meantime to avoid this kind of bottleneck in the future, and more direct lines of communication have been established with the printers. It is to be hoped that the punctuality and reliability promised for The Old Run at last Autumn's SGM will now, under new management, be achieved.

Meanwhile, I should like to offer my sincere apologies for the delay to all readers, contributors and advertisers, and especially to society officials whose announcements have not appeared at the time they expected.

MERVYN LEAH

## LET'S BUILD A HOME FOR MIDDLETON! JOHN CARR

In 1968, the Committee of the Middleton Railway Trust launched an appeal, the objectives of which were to purchase the line into the Middleton Colliery site, and to establish a permanent home for the Middleton Railway Trust, in the form of locomotive sheds, workshops, offices, a museum and other facilities, in the colliery buildings.

Unfortunately, vandalism prevailed, and following a serious reappraisal the project was abandoned in June 1970. However, the aims of the appeal were partly realised by the purchase from the NCB of the track up to Middleton Park Gates, thus ensuring the continuation of our visitors' service.

Since the colliery site was abandoned, there has been much discussion of the future role of the Middleton Railway, especially in view of the developments in connection with the South-East Leeds Urban Motorway now under construction.

The line's future could well be assured by the motorway, which will considerably improve the appearance of the environment, and hopefully attract large numbers of visitors seeing the line as they roar into Leeds from south of Watford (ie the South) on their way to a well-known line a little further north than ourselves.

However, to keep attracting visitors we have got to considerably improve our own image. At the moment we present the depressing picture of a line of near-derelect steam and diesel locomotives in a grubby industrial yard, and a few hundred yards of track that disappears into equally unsightly locations. Of course, we can't help our present environment, but can't we do something to improve it?

Well, take the locomotives for a start. Our acquisition policy has not been all it might have been in the past, and we now possess several locomotives which, quite frankly, are unwanted encumbrances. The locomotive department has performed miracles with some of the material they have been given, but to do this they must give priority to keeping one or two of the locomotives in service condition, and thus have to leave the "relics" in various states of disrepair for considerable periods of time whilst the more urgent jobs are tackled.

Talk nicely to Jim Lodge and you might persuade him to give a printable answer to how many extra pairs of hands he could use! So we need more members, and in this department more engineering-minded members able to learn the intricacies of which bits to kick when things aren't going right!

Permanent Way is not quite a misnomer at Middleton. We hesitate to estimate how much earth and weeds would have to be removed to reveal all the sleepers and chairs that the railway possesses, but it would probably take even the motorway builders some time. Here again, too few hands perform very heavy work, but where the permanent-way team has been is certainly noticeable and does us great credit.

From the permanent-way department the cry would be for as much help as possible of any type. Once the track has been brought up to standard it must be maintained at that level, remember — and the weeds do keep a-comeing!

The indoor boys — sales, publicity and administration — are also short-staffed but, considering the size of the active membership, tend to do prodigious amounts of work, often against difficulties brought about through ten years of people failing to realise that Middleton is actually in the business of running a railway, safely, effectively and economically.

Considerable time and care must be devoted to determining the exact legal and insurance requirements governing the operation of a railway such as ours, and to such details as maintaining good relations with our neighbours — Claytons, Robinsons & Birdsell, British Rail, the residents of Hunslet, and the City authorities. Sales and Publicity need no further explanation, and it is they who must do the initial work to attract people to the line, as well as persuading them (gently, we hope!) to part with their money.

So Middleton is short-staffed. That truth has been apparent for ten years, but there has been a noticeable lack of success in rectifying the situation. Surprisingly, Middleton is not exactly short of money at the moment. Our finances are too dependent on goods traffic for the Treasurer to be completely optimistic about the future, but an



increase in membership, as well as bringing workers, will bring more subscriptions and should bring more visitors. So again we come back to the membership shortage problem.

Why doesn't Middleton attract more active members? In my view (and I must stress that these thoughts are written by me as an individual and not in my capacity of MRT Treasurer), the principal reasons are twofold. First, we don't give ourselves enough publicity — but then we have a depressingly high incidence of short-lived Publicity Officers moving on to better (?) things — and second, and more important, our facilities and service to members are atrocious.

On the service side we try. The Old Run and the newsletter face severe production problems, but when they appear they tend to do us credit. Also our membership rates are still comparatively low, and we hope that existing members get value for money. At least, a high percentage do renew their subscriptions! As time goes on we are confident that members will find themselves getting even better value for their subscriptions.

It is on the facilities side that we have got to improve most of all. Other societies preserving ex-BR branches have the advantage of station buildings and so forth, in which they can provide what I regard as the bare minimum of facilities — ladies' and gents' toilets, washing facilities, and covered eating and working accommodation. They are also able to keep at least some of their locomotives under cover.

We provide none of these, and we are unusual among preservation groups in that the bulk of our active membership lives very close to the line. The conclusion is obvious, that people will not come from a distance to work on the line unless they can go home afterwards in a reasonably civilised state. The preservation-minded enthusiast population of Leeds is not so large that we can afford to rest on our laurels, assured of getting the manpower required locally. In any case, there are other well-known groups not so far away, and they do provide the very facilities, plus accommodation, of which I am talking.

Having got this far, I hope I shan't fall into the usual MRT trap of complaining bitterly about problems without proposing remedies. The remedy I propose is to make use of the existing Appeal to fulfil the second of its objectives, that of acquiring suitable covered accommodation for the MRT. This accommodation should include sanitary and washing facilities, mess room, stores, work-

shop and loco-shed, and also possibly a museum, and on first sight the proposals would appear to cost the proverbial earth!

However, following developments at the Worth Valley, the North Yorkshire Moors and elsewhere, it appears to me that we could probably make the development in stages, at an overall cost of between £5,000 and £10,000. At present the problems lie as much in the choice of site as in the design and financing of the building, but I am confident that this question can be favourably resolved very quickly, provided that the public image of the Middleton Railway continues to improve as well as it is at the present time. We have to convince the general public, and the authorities, that we can operate a safe, efficient and courteous service for both visitors and goods.

Obviously, my principal concern is with the financial aspect, and the way in which the appeal is developed. Money comes to the appeal from three sources: receipts from MRT activities, such as the Dartmouth Dawdler, and proceeds from visitors' trains; members' contributions; and public contribution. The first is principally the concern of the Committee in the way funds are allocated, but you, the member at large, must assist with the second and third if you agree that our objectives are worthwhile.

At present only the Committee contribution is effectively organised, but then there would be grave cause for concern if this were not so. One of my primary tasks at present is to get the other two areas adequately covered.

To deal with members' contributions first, the following ways of assisting the appeal exist at the moment:

- (i) Sending your cheques, postal orders, money orders or what-have-you (but not cash unless it is in a registered envelope, please!) direct to me: John Carr, 2 Hollin Drive, Leeds LS16 5NE.
- (ii) Collecting used postage stamps, especially special issues and unusual items (but even the normal 2½p and 3p will do), and sending them to: Roger Bareham, 1 Hillcrest, Harrogate Road, Bramhope, Leeds LS16 9HX. Roger has raised some very useful sums of money by selling stamps in bulk to stamp dealers, but he has not had as much support as we had hoped from members. If all members were to save their used stamps and send them to Roger, we could increase several times over the revenue from this easy-to-administer activity.

(iii) Collecting old (ie yesterday vintage!) newspapers, and arranging for them to be sent to or collected by: Mrs. Susan Youell, 5 North Grange Mount, Leeds, LS6 2BY. Especially applicable to Leeds members, this scheme brings us 75p per hundredweight. A hundredweight sounds a lot, but it's surprising how quickly it accumulates. The paper is actually used for repulping to make new newsprint.

(iv) Collecting trading stamps and gift coupons, and sending them to: John Edwards, 11 Drummond Court, Leeds LS16 5QE. I guess everybody has heard of the money-raising feats achieved by this method, so why not repeat it at Middleton?

All the above are active. However, there are more, notably the revitalisation of the round-robin scheme conducted so successfully in the initial stages of the appeal by Dunstan Harrington. In this scheme members promise to contribute a small amount each week or each month — in fact, as much as they can afford when they can afford it — and give it to a collector. A refinement for fairly large amounts would be to make out a standing order to your bank, who would then transfer the money to the MRT automatically.

I should be very pleased to hear from anybody interested in contributing to a round-robin scheme, pooling the landscape. At least it was OUR and especially from those who could be collectors. Loco and not one of Stephenson's Rocket.

When the registration of the Trust as a charity finally goes through, we shall also apply the tax rebate from covenanted subscriptions to the appeal fund, so if you pay income tax and haven't made out a Deed of Covenant for your membership subscription, please do so. I shall be glad to assist members with any queries they may have about this method of supplementing the appeal income.

There are other ideas you may have that could well be useful. It is surprising how much money can be made for quite small amounts of effort, so if you know of any fund-raising methods of this kind that do or could work, please let me know.

In the field of public contributions, our resident trumpet-blower-in-chief does sterling work in addressing meetings and "passing the hat", and selling things afterwards. If you fancy yourself as an orator, why not offer a talk to some local societies? Even our Permanent-Way Advisor can't be everywhere! Then later on, when plans have crystallised, there will be a large-scale leaflet "Blitz" to appeal for public contributions, and members can be of great assistance in ensuring

maximum coverage of commercial premises and private houses in selected areas.

These, then, are some ideas as to the future of Middleton, and the way in which the Appeal will provide funds for the developments that I see as essential. I hope this article will provoke discussion, offers of help and new ideas. It's our Society, and it's up to us to keep it alive.

## Fame at last

In an exhibition at The University Parkinson Court, the theme was Conservation. The number of acres and even square miles affected by the hangover of the Industrial Revolution was alarmingly well displayed.

To our surprise we found a reproduction of the famous Middleton Illustration showing the miner walking in front of a Murray locomotive and train, "The Collier". This was one of the illustrations of the effect of industry on the scenery.

Regrettably the context was such that in effect railways were blamed for a share of despoiling the landscape. At least it was OUR and especially from those who could be collectors. Loco and not one of Stephenson's Rocket.

RFY

## Any change?

The following extract is taken from the proceedings of the Cleveland Institution of Engineers in 1885-6:

"Blenkinsop brought out an engine in 1811—1812 made by Matthew Murray of Leeds. Murray invented the double cylinder and the right-angled crank axle, the D slide-valve and other improvements. This engine ran on four smooth wheels, but worked by a cog-wheel gearing into teeth cast on one side of the rails. One of these engines worked on the Middleton Coal Railway near Leeds; we well remember it, Leeds being our native place, and as a boy we sometimes stole a ride on the tail wagon, but the pace was so slow, and the jerks and bumps so rough, that, except for the boyish pleasure of a stolen ride, walking was preferable."

# OLD RUN NEWS

## Dawdling to success

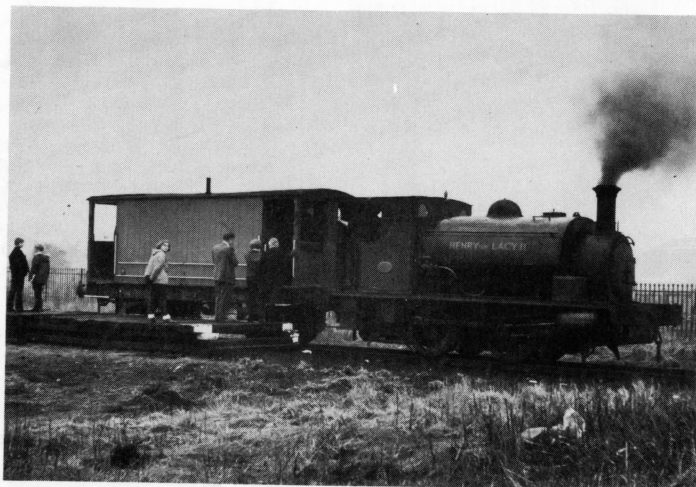
March 6th saw the latest of the Middleton enterprises, the Dartmouth Dawdler rail and bus trip. In spite of the postal strike, which was at that time just drawing to a close, around 170 people had booked, some of them making special journeys from distant parts of the country. The event had also obviously generated a considerable local interest, to judge by the numbers of Leeds folk who came along, quite apart from the usual enthusiast population.

The day started off fine, but clouded over for the afternoon and, although there was no rain, it was definitely overcoat weather, especially as the special train over the Middleton Railway consisted of open wagons.

The proceedings started with a bus tour, starting at City Square, of historic (in the railway sense) sites in the city. Actually, there were three runs over this itinerary, in order to cope with the numbers who had booked, and two trips over the railway.

The special train was powered by Henry de Lacey at one end, and the Sentinel at the other, and, needless to say, the sight of two well-groomed little engines in steam at the same time caused more than one heart to flutter! There was plenty of smoke and steam

especially as the special train over the Middleton Railway consisted of open wagons.



*Henry de Lacey II was taken out of service in March for repairs to a cracked firebox. This view of Moor Road platform shows the locomotive on a visitors' train during last summer.*

## THE OLD RUN

about, as befitted the cold climate that day, and plenty of photographers to take advantage of it, especially on the colliery section.

The train covered all of the usable sections of the line, and finished its journeys at Whittakers platform. Then, after due attention had been paid to the engines and the sales stand, most of the participants moved on to the YMCA, where Professor O'Flaherty was to give a talk.

The professor was, however, detained en route, and to fill in time an impromptu Brains (?) Trust of Committee members was formed, giving members and friends the chance to put their own favourite awkward questions about the railway and the Trust. When Professor O'Flaherty arrived, he gave a most illuminating look into the future with his talk on the theme of Trends in Transportation.

But then it was firmly back to nostalgia, as Terry Robinson finished off the evening with some more of his amazing collection of steam-railway films. First there was a look at the past glories of steam expresses in New Zealand, then a Bassett-Lowke advertising film of the 1920's, shot around the London termini, with some rare sights, such as the booster-fitted GN Atlantic. And finally Flying Scotsman, seen before and during its seemingly indefinite visit to the USA. Some of the photography in this film was quite magnificent and, as well as our own 4472, there were interesting shots of preserved American steam power on special trains, and also of recent developments, such as the Turbo-train.

In all, then, a successful and enjoyable day for all. When we get our line back, perhaps we can do it all over again!

JDC/MJL

## Henry trouble

The information on Henry de Lacey II appearing in the May newsletter was unfortunately inaccurate. The locomotive is still under repair, and has been since the Dartmouth Dawdler trip. Leaks around the firebox are being attended to, and a spring has been changed.

The last operation has been rendered much easier by the acquisition of a 25-ton hydraulic jack, capable of being carried and operated by one man — a far cry from four-man struggles with the screw-jacks.

JAL

## Hut on the line

The permanent-way gang turned up for work as usual one Wednesday afternoon, and noticed that the motorway contractors were building a hut alongside the colliery line. Unfortunately, they had built it so close to the line that a flat wagon couldn't have got past, let alone a passenger train. Our labourers had a word with their labourers, who were building it, and they said they would have a word with their 'gaffers'.

Ten minutes later, two of their gaffers were seen approaching, and Permanent-Way Adviser Fred Youell went to meet them. He treated them to a brief lecture on the history of the Middleton Railway, the Acts of Parliament pertaining to railways, and the Ministry of Transport Regulations. Suitably impressed by our claim of never having demolished a hut in 213 years, they went away, and soon the hut was being taken down again. Our proud record in this respect stands untarnished!

RHR

## Spares, please!

Over a number of years, several members of the society have taken home locomotive components — spares, nameplates, workplates, etc. — with the praiseworthy object of preventing theft. Now that we have acceptable security at the line, it is essential that all such items are returned to the hut in Claytons yard. Members should bring them down as soon as possible any Saturday or Sunday, or else make alternative arrangements for their collection with: Jim Lodge, 8 Hayleigh Mount, Leeds, LS13 3NR.

We have lost track of a number of important components, spares, workplates and nameplates, and ALL such items except those held by J Lodge, P Nettleton and J Foster should be returned AT ONCE to enable maintenance, repair and restoration work to progress efficiently and quickly.

JAL



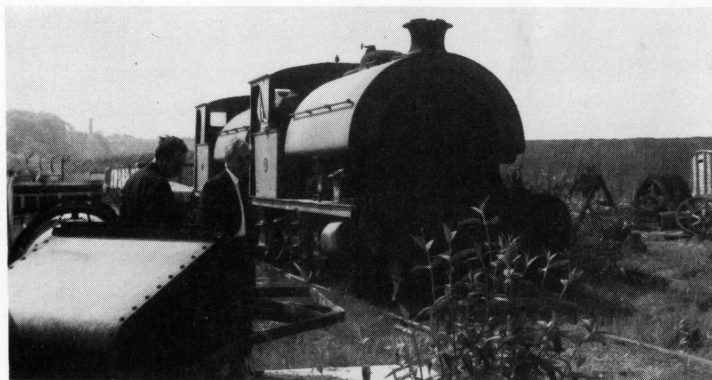
# SWANSCOMBE NO 6



Scenes at Swanscombe on May 20th 1971:

*No 3 and No 6 pose with some of their diesel successors.*

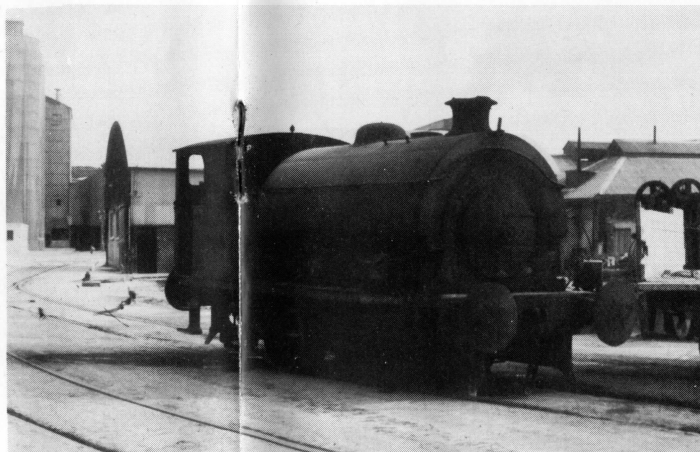
*Roy Miller and Ian MacDougall contemplate the sorry sight of No 1 and No 2 dumped out of use, awaiting the attentions of the scrap torch.*



## MRT's latest acquisition part of joint preservation deal

STORY & PHOTOS

BY JOHN CARR



*No 4 simmers outside the shed after a day's work deputising for a failed diesel.*

By some happy coincidence, the Middleton Railway has a long tradition of associations with "firsts". It was no surprise, therefore, to find that our latest acquisition, Hawthorn Leslie O-4-OST No 6, from the Swanscombe Works of the Associated Portland Cement Manufacturers Ltd, was coming from the works where J.B. White made the first commercially available Portland Cement. However, interesting as the history of Portland Cement may be, the purpose of this article is to introduce No 6.

Built in 1935 as Works Number 3860, No 6 was the newest of six identical locomotives at Swanscombe, five being delivered in 1928/9, and the last, No 6, in 1935. These locomotives replaced an interesting clutch of earlier engines, comprising three Falcon Engine & Car Works (later absorbed by Brush Traction) O-4-O's, a Chapman & Furneaux O-4-0 and a Manning Wardle O-4-0. A 3'6" gauge system was abandoned also at about this time. In 1948, No 7, a similar, although slightly larger locomotive from Hawthorn Leslie's successors, Robert Stephenson & Hawthorns, appeared to complete the stud. This fleet worked trains of chalk from the nearby quarries to the works through two single line tunnels worked, unusually for a purely industrial line, on the token system.

By the summer of 1970, diesels had appeared on the scene, and, although the original intention had been to retain one steam loco. as spare, the entire steam fleet was made redundant. Thus it appeared that the all too typical story of the elimination of steam from a picturesque industrial system was to be repeated. However, at Swanscombe the timely intervention of the Association of Railway Preservation Societies ensured that at least two of the locomotives have escaped the breaker's torch.

Hearing that the Swanscombe fleet was to be disposed of, the ARPS included an announcement in one of its regular newsletters that APCM were willing to consider offers for the purchase of the locomotives for preservation, and invited Societies to make their interest known to ARPS who would act as a "clearing house" in the negotiations. Meanwhile, the ARPS had asked Mr V.J. Dallimore of the Sittingbourne and Kemsley Light Railway to give the locomotives a thorough inspection, so that detailed reports were available for circulation to all the nine Societies originally expressing interest. Having considered the reports, the MRT Committee decided that if one of these locomotives were to come to Middleton it would be a very useful supplement to Henry de Lacy II, being slightly larger and more powerful. An interim offer was therefore made, and everyone sat back to await the outcome.

A week or two later, Captain Peter Manisty, Chairman of the ARPS, contacted John Carr, MRT Treasurer with the news that only two Societies were seriously interested in the locomotives, the MRT and the Quainton Railway Society. He also invited the MRT to lead the negotiations on behalf of the ARPS. Obviously the next step was to make a thorough inspection and discuss which locomotives best suited the Societies' respective needs, and so Jim Lodge, Middleton's CME, and Roy Miller, Secretary of Quainton, went to inspect the fleet. Their report confirmed Mr. Dallimore's impressions, and it was decided that Middleton would make an offer for No 6 and Quainton an offer for No 3.

Normally steam locomotives are purchased at or near scrap prices, which, because of the quantity of brass and copper involved, tend to be very high. With the Swanscombe locomotives there were problems: transport costs would be high, both Societies were far from rich, and we knew that the scrap merchants beady eyes had already gleamed covetously over the locomotives. Reluctantly we committed our best offers to paper, and very nominal they looked too! However, we had not reckoned with the generosity of APCM who were very keen to see the locomotives preserved, and took the extremely generous course of presenting us with locomotive No 6 free of charge and accepting our offer for No 3. As the negotiations had been conducted from start to finish in a spirit of inter-Society cooperation, both Societies agreed to share the acquisition costs and to acquire from APCM stocks of spares and patterns which either Society will be able to draw from as and when the necessity arises.

Thursday May 20 was a bright, sunny day, and provided a perfect setting for the presentation of a splendidly turned out No 6 to the Societies. The preservation movement was represented by Mr Ian MacDougall, an MRT Trustee, Captain Peter Manisty, Roy Miller and John Carr, and APCM officials present included Mr Bryant, Southern Area Manager, Mr Workman, Mr Brown and Mr Palmer, Works Manager, Deputy Works Manager and Engineer at Swanscombe, and Mr Greer from the Publicity Department. Mr MacDougall formally accepted the locomotive on behalf of the MRT from Mr Bryant, following which the usual assortment of group photographs were taken by press and APCM cameramen whilst the party admired No 6 as she stood glinting in her fresh green livery. After the ceremony the party adjourned for a magnificent lunch laid on by the APCM canteen,

at which some of the history of the Swanscombe Cement Works and the Portland Cement Industry initiated by John Bazley White was unfolded.

The afternoon was devoted to sorting out much needed spares from the loco. shed with the enthusiastic help of the APCM locomotive foreman, who provided a mine of useful information and ensured that the MRT Treasurer came away knowing considerably more about the intricacies of steam locomotives than when he arrived.

No 6 having been safely tucked away to await transport to Middleton on June 3, No 3 was undergoing a thorough steam clean outside. However, this is not quite the end of steam at Swanscombe. The fine cement dust does not agree with the finer senses of Rolls-Royce diesel engines, and on the very day of the handover, it was pleasing to find an externally dilapidated, but still very capable No 4 coping with rail traffic in place of a troublesome Sentinel diesel. Spurred by the interest shown in their system, APCM hope to arrange a final steam tour over the Swanscombe line behind either No 7 or No 4, before the fire drops for the last time and diesels rule on this picturesque little system. Even then, it may be that the last steam loco. to work at Swanscombe will be preserved by APCM as a static reminder of days of steam from 3'6" gauge through steam lorries to the seven Hawthorns.

We must be very grateful to all who have helped to make this joint preservation project such a success, especially Mr Workman, Mr Palmer and their staff at Swanscombe for their helpfulness throughout the negotiations and inspections, to APCM as a whole for their extreme generosity, and to Captain Manisty and Mr Dallimore for starting the ball rolling. We hope that, with our assistance, No 6 will reward them all with many years of continued activity at Middleton.

#### Technical details of No 6

Builder: Hawthorn Leslie & Co Ltd, Newcastle

Works Number and Date: 3860/1935

Wheelbase: 6'0" Length: 18'9"

Working Pressure: 160 p.s.i.

Weight in working order: 33 tons

Tractive effort: 15,000 lbs



(Photos by Brian Ashurst)

RICHARD ROBERTS

## WHITTAKERS MARATHON



Most railway enthusiasts know well the old cliché that the 'permanent way' is the least permanent part of any railway. Regrettably, however, far fewer of them appreciate the even more true fact that railway track does not lay itself. Very few of the passengers on the Dartmouth Dawdler steam special had any idea of the Herculean labours of a small band of volunteers at Whittaker's junction that had enabled the train to run at all.

The story begins some twenty years ago, when the Fireclay Company engineer relaid the junction with an atrocity of a turnout. It had very short switches, was laid sloping to one side, and even the 'straight' line was a nasty jolt to the left. Instead of special point chairs, ordinary non-standard chairs were used, with the corners broken off to make them fit between the converging rails.

Over the years it deteriorated steadily until, by the end of 1970, it was becoming unsafe to use, with many of the timbers split, broken

and rotten, and the common-crossing badly worn. All this resulted in very rough riding, which visitors complained about, and even in derailments. Whittaker's siding was in similarly poor condition, with many short rail lengths and bad joints.

Plans had existed for some time to replace this junction with a new turnout in standard 95lb/yd bullhead rail. The permanent-way gang met in January and decided to make this job its next priority, and then found out that they had only just over a month to complete it, as the Dawdler was being advertised for March 6th.

Fortunately, the Permanent Way Adviser, Dr Youell, had already surveyed the site and knew exactly what had to be done, so work was able to start immediately. The first phase of the reconstruction was to relay Whittaker's siding from Burton Road level-crossing with good 45-foot lengths of rail. The connection with the old junction was severed, and the track slewed over to link up with the new one.

The next major job was to lay out and assemble the new turnout on the newly relaid siding. All the timbers were laid in their places, the appropriate chairs screwed down and the rails put in position and keyed up. This task was completed in only six days, leaving just four days in which to finish the whole operation. Close co-operation between the permanent-way gang and the traffic squad - actually the same band of people - ensured that



both Robinson & Birdsell's and British Rail were informed that traffic would be interrupted for a couple of days. Everything was then ready for the final phase.

Traffic was worked on the Wednesday morning, and then the University squad moved in to attack the old turnout. After about half the junction had been dismantled, shovels appeared, and the 'ballast', a mixture of mud, ash and coal, was rapidly cleared to one side. Between filming the operations and lending a hand, Traffic Manager Gordon Crapper managed to brew some tea, and work was hastily adjourned for five minutes to consume it. Also much appreciated were the frequent visits of Chairman Joe Lee to view progress, accompanied by his attractive secretary.

The two diesel locomotives, Carroll and John Courage, were brought up and tied to the first section of the new turnout with wire rope. This section was towed up to the end of the rails, and the second one was towed up behind it. The third and largest section, however, proved more troublesome. The rope was too short to reach it, and another length had to be hurriedly found. Chief Knot-Tier Bill McArdle tied the two pieces together, and then the engines tried again. This time the rope broke, necessitating another delay while the end was tied to Carroll's coupling. The third attempt was successful, but only just, as the resistance on the load was almost too great for the combined efforts of both locomotives.

As it was by then getting late, work was concentrated on those jobs requiring a lot of people for lifting. The remaining section of the old turnout was dismantled, and the timbers were dug out and carried to the dump. One fishplate was so stiff, in spite of prior oiling, that it was almost too hot to hold when eventually unscrewed.

Work continued on the Thursday, the first job being to clear the remaining ballast from the site. Temporary rails were laid, and then the sections of the new turnout were towed into position. Whilst this sounds easy, the operation actually took several hours and some skilled locomotive handling. A timber on the switch section caught on one of the temporary rails and was split too badly to use. By luck, one of the very few serviceable timbers from the old turnout was the right length, so the exchange was made there and then.

Light snow fell on the Thursday night and at intervals during Friday. But never heavily enough to delay the work. Operations recommenced at 8am on the Friday with the arrival of a mobile crane and driver, 'borrowed' from some good friends of ours. They were used to align

the three sections correctly, with each other and with the existing track, work that would have taken days to do with jacks. There remained only to connect up the sections with the existing track.....

Several rails had to be cut to length — each of them taking nearly an hour with a hacksaw. Two extra sleepers had to be found to put in the gap between the old track and the new, then chairs for them, then the closure rails. These few small jobs took all afternoon, being finally completed at about 6.30 pm. By this time the gang had dwindled to four members, so two went off for a meal while the others tidied up, collected the tools and went home.

When the two remaining men came back from their meal, each armed with a powerful torch, they set about packing the new junction, forcing ballast under each timber and sleeper. When they were satisfied that the track was safe, they started Carroll and cautiously drove over the new line to test it.

The yardmaster at Hunslet Down seemed not at all surprised to have a loaded wagon arrive at 11pm, the yard being floodlit and quite busy. The empty wagons in our loop were shunted into order, and Carroll struggled back up the bank with all eleven of them. The empty stock for the Dawdler was shunted into the platform, a passing police patrolman was assured that the train was not being stolen, and then the remaining wagons were delivered to Birdsell's.

Just after midnight the weary crew shut down Carroll's engine, collected their belongings and made their way back to their car. One of them had been working for sixteen hours that day, the other for twelve. On their way home they stopped for a moment to perform one last job, that of ceremonially posting the single-line token for Whittaker's siding through Chairman Joe Lee's letterbox.

The whole operation was a masterpiece of planning and organisation, the goods service being interrupted for one day only. However, its completion in time for the Dawdler was more a matter of luck and sheer hard work rather than judgement. Heavy rain or snow, or a hard frost, would have been the end of any attempt to finish it in time. The fact that a lot of people had paid a lot of money to travel on the special would have been of no consequence in the face of bad weather. As it was, the small band of volunteers had to work long and hard. If six men can build and lay a turnout in a fortnight, how fast could sixty men do it, and with how much less effort? And how much more would their efforts have been appreciated and acknowledged?

## Crane repairs

Ex Chairman Mao and the present Chairman decided that our 19th Century Midland crane had lain unrepared for too long. It is one of our most useful relics, capable of fine adjustment without jerking, big enough to lift prefabricated track components, and not needing a boiler stoked to make it work.

The decision was that rather than veto its use because it hadn't been overhauled, it was better to repair it and bring it into use as a working crane.

Present Chairman tackled all the rotten or worn woodwork, and replaced it. Floors and wagons sides went together. The supports for the jib cradle were replaced.

Ex Chairman Mao got the bolts and cross bar made up for holding the balance weight tight, the pins for holding the jib firm in its operating position, and the vertical rods for holding the crane itself parallel to the track whilst in transit to and from the job. The worst single job was cutting and threading the 16 special rods to hold the jib support

down on to the waggon. We have even looked into the prospects of a jib more closely resembling the original. Wooden jibs are no longer allowed, but a steel tube replica is quite in order and can fit to the existing metal jib ends.

Inevitably a proportion of our equipment must always be dismantled for overhaul, but too high a proportion gives the wrong impression to visitors. We decided that as far as the crane went, the time for action had come. As an aid to engineering work, the crane will be invaluable. It is just as useful to our reputation with visiting parties that the crane will LOOK GOOD as well as work safely.

The lengthy part of this work has been the timber repair, and about 90% of the man hours spent on the crane was J K L's timber work.

RFY

## LETTER TO THE EDITOR

### Reassurance

Sir,

Some corrections of statements made at the last A G M might cheer members up a little. The errors are not due to any carelessness by Officers, but the change of Chairman, Secretary and Treasurer all at once produced a lack of continuity.

"The whole line is owned by Claytons". This is untrue. The tram crossing was never theirs, it was City Transport, then Parks Dept, and handed over to me in exchange for our taking the liability to maintain it in good condition. The Whittakers siding was never Claytons, it is our property on land allocated for our use by the City Engineer.

The tram siding was our property and not part of the line bought by Claytons, although it was on Clayton's land.

A substantial proportion of the track is ours, though as the line cannot be removed by reason of its historical nature, it stays put irrespective of who owns it.

The new branch into Robinson and Birdsell's constitutes a replacement of the Tram Siding, and that will be our property too on land allocated by the City, or approved for our use by the Agents of the Football Ground.

There is a possibility that we may get an equal length of the new diversion line (about 20 yards of it) in exchange for the tram crossing section.

"There is doubt as to whether the National Trust covers the line up to Parkside." There is in fact no doubt at all, as I drafted the original agreement and had a National Trust Covenant against demolition.

In my last visit to N.T. Headquarters, I was told that provided we could show that all or a large part of the extension to the Colliery which we were then buying from the N.C.B. is on the original route or within feet of it, the N.T. would be willing to extend the covenant to cover this. They were also prepared to consider covering Matthew Murray's cast-iron tombstone, subject to the rather involved procedure of getting Parochial Church Council approval (which I have) and Diocesan approval (which I am going after).

There is then some possibility (I put it no higher than that) of all our present line being protected.

## A VERY GOOD YEAR

TIM WHITE

1970 could hardly have failed to be an exceptional year for the sale of our publications and souvenirs. Throughout the second half of 1969, the stock of sales items had been increased in both range and quantity, and the resulting financial state at the end of that year proved that the appointment of a Sales Manager to take responsibility for sales had really paid off. There was thus a very good asset position at the beginning of 1970, which was to be the first year in which the duties of Sales Manager were not to be carried out by one or two already overworked officers. In fact, sales in 1970 far exceeded what was ever thought to be possible, not only in tangible terms, but also in the expansion of membership and in the improvement of the Trust's image.

It was extremely fortunate that the Sales Manager's address appeared on the last batch of the Still in Steam leaflets, for this prompted people enquiring about the railway to ask about publications and souvenirs as well — and of course a list was printed and ready to go out.

Not only, therefore, was the income derived from mail orders quite considerable, but also I was able to supply membership application forms, and a number of new members were recruited in this way. I have already mentioned that I believe the Sales function has helped to gain publicity and, at the risk of seeming immodest, I should like to mention the instance of an article which appeared in one of the more popular stamp magazines. This was a full-page spread about the tenth anniversary covers, and was written up by a journalist, although based on information furnished by myself. As a result of this ex-

In addition to that, the Law happens to protect a railway that is in use not less often than once a year. Even if it runs over someone else's land, it cannot be pulled up or stopped if it was built either to Act of Parliament, Private Way leave agreement, or Light Railway Order. This protection ceases if a train is not run once a year.

I do not want to raise false hopes, but I have had more opportunity than any other member of going into the complicated legal situation, and to some extent the law is on our side.

Leeds 6

R F YOUELL.

tremely fortunate piece of publicity, I have received more than fifty enquiries about the railway and the Trust. This response indicates that a considerably larger number of people actually read the article, and now know that Matthew Murray's 1812 locomotive was running successfully long before the Stockton & Darlington saw steam traction.

The production and sale of our tenth anniversary postal covers was, in fact, a major project which involved much expenditure, but which has also produced a great deal of revenue, and I should like to thank those who helped to stuff leaflets into and stick stamps on 2200 of them!

Sales income at the Leeds and Harrogate model railway exhibitions was double that of 1969, but the number of exhibitions and other functions at which we were represented did decrease. However, I am confident that greater representation will be achieved in the current season with the appointment of Mr Plummer as Exhibition Manager.

The sales income from the brake-van was disappointing, to say the least, but that was the fault of no-one but myself. At the beginning of 1970 it was thought that a sales shop would be ready at the colliery by mid-Summer. When that became impossible, I waited for a hut rumoured to be planned for Whittakers. At the start of the 1971 season we were still selling from a rack in the brake-van, and although the stock was kept reasonably soot-free, damp-proof and (to a lesser extent) protected from the wind, we still needed a display and selling point at the platform. However, with the new season's brake-van service commencing under the management of

Mr Brogden, and with the creation of the position of Assistant Sales Manager, to be solely responsible for sales at the line, I can foresee an improvement in sales over the year, as new ideas are conceived and put into practice.

There have, of course, been many inevitable expenses incurred by the Sales Department which have been met as ordinary Trust expenses. These include advertising, stand fees at exhibitions, postage, and so on. However, the main point is that the gross profit on the year's activities works out at a healthy 43% mark-on. This is indeed an encouraging result and, as I mentioned in my report to the AGM, the future looks rosy.

## ACCIDENTS DO NOT HAPPEN

DR R C LAWRENCE

Accidents do not happen, they are invariably caused. Safety is essential to efficiency, and efficient working can never occur unless safe conditions, methods, plant, tools, equipment and personnel exist. Accidents resulting in injury occur in industry because of:

1. Unsafe actions of persons
2. Exposure to unsafe working conditions and the use of faulty tools.

The essence of the problem is Human Failure, and it is therefore the duty of all personnel to make working conditions as foolproof as possible. It has been wisely said that "Safety is an attitude of mind", but this can only be achieved by taking a very positive attitude to safety precautions, even the most elementary ones, and this attitude must pervade the whole railway staff.

The functions of a Safety Precautions Officer very much resemble those of a doctor; he diagnoses the accident in detail, he finds out the causes and he prescribes the remedy. It is obvious that such an officer must have a sound accurate knowledge of the working of railways and the common causes of accidents, together with a knowledge of mechanical and civil engineering, and of human psychology.

All accidents are the result of an unsafe act, unsafe conditions, or of both factors combined. If a man is injured by tripping over permanent-way materials left lying in a walkway (not necessarily the lineside or the four- or

Bulk purchases of goods are made wherever possible, so that the unit price is kept low, but this requires a high level of initial investment, which in some cases will not be realised for two years. To overcome this problem, both my predecessor, John Edwards, and myself have disregarded high stock levels, and have carried on buying in order to increase the range of sales items, and thereby to increase sales and turnover. As the months go by, the heavy investment in stock over the past two years will begin to reap real benefits, and our range of items can be made to be even more competitive, in variety and quality as well as price.

*Tim White has recently retired as Sales Manager. His successor is Mr Tom Apperley, 29 Poplar Rise, Leeds 13.*

six-foot way), obviously the unsafe condition is caused by the person leaving the obstruction there. The shortcomings of man are very numerous, and certain individuals can truthfully be termed accident-prone. When investigated, they usually show basic carelessness, clumsiness and often crass stupidity.

Anyone's attention to his work can easily be distracted by outside anxieties — illness at home, his love affairs, his own health (e.g. the man who suffers constant nagging pain), anxiety about he is going to pay the next instalment on his house or his Lambretta. And then his personal attitude to his job — we have all come across the ultra-keen worker who will tackle anything, no matter how heavy the job, and is always the last man to stand clear of a passing train. His own exuberance and confidence in himself and his ability to do the job make him an unsafe permanent-way worker, unless total possession on the line is obtained.

Avoidance of fatigue is vital for the avoidance of accidents, and the Army route-march method should be used. At ten minutes to every hour the Inspector blows his whistle, and all work must then stop until the hour, when the Inspector causes it to be resumed. Thus every worker has ten minutes in every hour for a drink, a cigarette or attention to his personal needs. Meal breaks should be of at least forty minutes' duration, and the times should be prearranged, posted up and rigidly adhered to. A hungry, thirsty or otherwise uncomfortable gang cannot carry out its work correctly.



Unsafe conditions are almost always the result of human failure, the most common being untidiness. Statistics show that the most common cause of human injury is the leaving of materials, tools and oddments lying about. Someone is sure to trip over such things sooner or later!

Hazards are various, but may be broadly classified as follows:

1. Being struck by moving vehicles
2. Being accidentally struck or trapped by heavy items of equipment (e.g. crossing chairs, point levers, check rails, common crossings)
3. Slipping, tripping over unseen objects, falling down for various reasons (alcohol excluded)
4. Lifting, moving or carrying, leading to injury or strain to the back
5. Accidents connected with rail jacks, rail drills, jim crows, machinery, and boilers and their fittings
6. Miscellaneous other causes.

These are some of the ways of avoiding accidents:

1. BY TAKING NO RISKS WHATSOEVER
2. By being scrupulously tidy, and by looking both ways when crossing the track. By stepping over rails not on them (they may be jacked up and you didn't notice it).

## THE OLD RUN

3. Never cross close to a line of stationary vehicles, and allow 10 feet clearance in case they start to move. Remember that one wagon occupies 6½ yards of track.
4. The utmost care must be taken by all shunters — it may be great fun to ride on a shunting pole, but you risk your life every time you do it. When coupling, the link should not be thrown over the drawbar hook until the buffers actually touch.

The most important factor in accident prevention is good supervision, the Supervisor or Inspector always giving in a helpful and friendly way a positive lead, and observing and pointing out the necessary safety precautions at all times. It is essential that he makes spot checks, but it is equally essential that his attitude be friendly and helpful. At the same time he must deal smartly with the persistent offenders, who are a great menace as they demoralise others, and lower all standards by their attitude of "Oh, it will do". It will NOT do. Only the best will do, and if you aim at perfection you will probably attain a fair or good standard.

None of us is perfect, and we all make mistakes. I make plenty of mistakes, and silly ones too! But I don't take risks! Some individuals are mentally and/or physically unsuited to certain work; the Supervisor will readily recognise this, and can arrange to transfer the individual to other work, thereby reducing the likelihood of an accident.

But for everyone the basic principle in everything connected with running a railway must be to TAKE NO RISKS.

## PAINTING AND DECORATING ?

**For interior and exterior work, contact**

**WM. HOLLIDAY & CO.**

**27 High Ridge Park, Rothwell,  
Leeds, LS26 0NL.**

**Phone Rothwell 6701 (after 6pm)**