

The Old Run

Journal of the Middleton Railway Preservation Society

No. 19

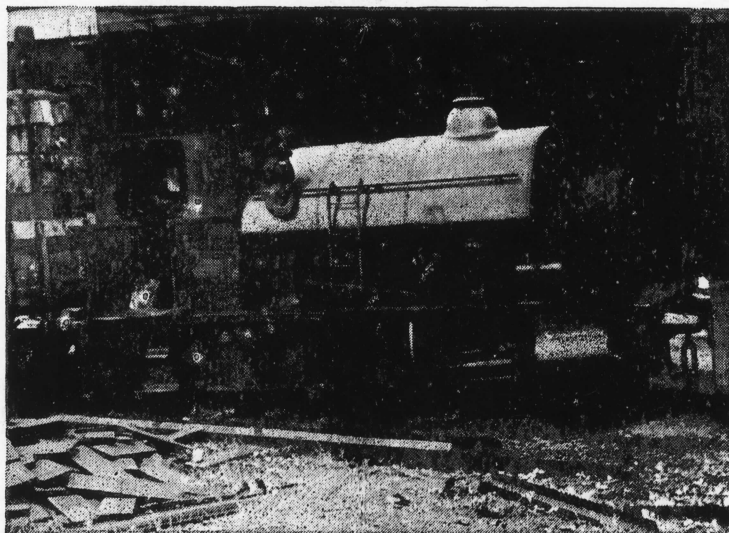
July 1961

SCENES OF ACTIVITY

THIS PAGE Avonside 1909, Last S & M Loco. Now at Bynea Steelworks

NEXT PAGE (Courtesy Railway Magazine) TOP : MOOR ROAD

Middle : Whitakers Staith. Lower : Parkside G.N. Jcn.



Editorial

Yet again has your retiring editor been brought out of retirement to edit the July Old Run. Mr. Southcott has, for a number of reasons, been unable to take over the Editorship and so members and other contributors are requested to send notes, news and articles for future issues to M. D. Crew, 131, Sandringham Drive, Moortown, Leeds, 17. Articles on all aspects of railway operations will be most welcome and should reach me by the 27th of the month for inclusion in the next month's issue. We are again slightly late this month but, all being well, we should be back to normal for the August edition with co-operation from the parties concerned.

A Society notice board, primarily for the Operating side of the Railway but also for other important notices, has been erected at the entrance to Messrs. Clayton's yard (Dartmouth Works). It has been kindly provided by Dr. R. C. Lawrence - tramway enthusiasts will no doubt recognise it as coming from one of the older Leeds trams. All notices for display should be countersigned by a member of the Managing Committee before they are posted: all notices will be removed not later than three weeks after first being displayed.

The Society was indeed honoured to be visited on Wednesday, 26th July, by its President, Lord Garnock. We were also pleased to welcome Dr. R. F. Youell, almost recovered after his unfortunate accident, and Mrs. Youell together with baby Youell. All were lucky enough to witness a fairly long afternoon train being run and with the co-operation of the weather a pleasant afternoon was had by all. The new line into Clayton's shop was officially opened during the morning with a new sign prepared by Dr. Lawrence reading YOUELL CROSSING - OPEN - 25 APRIL 1961 - CONCILIO ET LAFORE. The sign has been finished in Great Eastern Blue and at present is sited by the point from which the new line diverges.

Do you fancy yourself as a driver? If you are over 18 and would like to learn to drive our locomotives with a view to obtaining a driving pass to operate freight traffic etc. then please apply to me immediately. We are extremely short of suitable qualified drivers to work traffic and any volunteers will be most welcome: please state times you are available for lessons and also any times you would be able to work traffic when qualified. Lessons can be provided at any time between the appearance of this issue and 1st October and will normally last $\frac{1}{2}$ to $\frac{3}{4}$ hour. Drivers will be required most after the beginning of October when the University term starts - shifts may be possibly arranged at any time to suit the driver and guard between them but will normally be at lunch times, 12 - 2 pm.

In this issue I am including a report on Bank Holiday main line workings on the ex-L.N.W.R. line at Bletchley and should be grateful for ideas, criticisms or suggestions for similar articles on similar lines. There are many topics that CAN be written upon - some more interesting than others - so let us have your views. Also included as a supplement to this issue is a modified duty rota form which we would like you to send in as soon as possible. Remember that working parties are conducted every Saturday and Sunday and you will be most welcome on site.

Swansea and Mumbles Retrospect

The 'morning after the night before' is proverbially a grim experience. It is, however, nothing but a pleasure to see the Swansea and Mumbles line now that the demolition has long been finished.

To cover the L.N.W.R. Central Wales line from end to end is quite an experience in itself, especially when the Mumbles coach travelled the same way to Leeds. A 'Trans-Pennine' amble to Stalybridge and a steam train to Stockport took us to a 14 coach, electric loco hauled, train which went up to 93 m.p.h. in dead silence on the way to Crewe, where steam took over as far as Shrewsbury. From this G.W.R. boundary a steam train with ex-L.N.E.R. coaches (with photographs of Ipswich and Liverpool Street) averaged 30 mph even with 29 stations (including Sugar Loaf Summit Halt, not in the timetable) and miles of single line working; firemen and drivers seemed able to grab the staff/tokens from signalmen even at preposterous speeds! At Mumbles Road we alighted to meet the Barringtons who looked after us when we came to work on the Mumbles coach we preserved.

The South Wales Transport people were very kind and have offered us, free, gratis and for nothing a complete signal from the S. & M. line as a museum piece. The signal is an automatic electric colour light signal of the type used for single line interlocking without train staffs. An automatic trip when a train leaves a loop puts the next signal at red for the reverse direction until the single line section is cleared. The signal is some 8 or 9 feet high and weighs about 2 cwt.

Swansea friends of ours, knowing that we had missed the S. & M. steam loco 'Tirdonkin' by a day or so (Tirdonkin was scrapped at Gorseinon steel works last year) kept a close eye on the prospects and told us that the sister engine 'Swansea', an 0-6-0 23-ton saddle tank, was also ex-Tirdonkin colliery and had also worked on the S. & M. It was believed to be last genuine locomotive relic of the S. & M line to which it was lent during summer months to pull passenger trains and occasionally haul electrics that had gone wrong back to the depot!

This historic loco is now at the Bynea steelworks, near Swansea, whose staff gave every facility for examination and intimated that it was to be sold at scrap price. The locomotive was built in 1910 as number 1509 of the Avonside Eng. Co., Bristol, which ceased locomotive work before the last war. They offered to throw in all spare parts for repairs but warned us that the firm that made it was no longer doing loco. work, saying "It may have to be sent hundreds of miles for repairs, to England. We suppose you haven't heard of a repair firm called Hunslet Engine Company, somewhere in the North?". It was a surprise indeed to find that the loco already had a Leeds

affection: Hunslet kindly looked into the history of 'Swansea' and informed us that they had repaired it completely, new boiler and all, in 1938/9 and that it would be likely to give us good service.

Philip Worsfold and Mr. Worsfold Snr. joined me in a walking tour of the whole of the S. & M. line. The 'station' at Oystermouth still has a notice "take the train to Mumbles Pier" and there is a very L.N.W.R.-looking mile-post there, on the site of the line. Tons of ballast are still in, gouged every three feet (Yes! The old Middleton spacing!) where the sleepers used to be. We found a flat-bottomed rail locking pin and appropriated it.

The South Wales Transport Co. have replaced the line from Southend to Mumbles Pier by a single track road which will only take one bus at a time. There are "Keep Out" signs and Inspectors on duty to throw out pedestrians and motorists who dare to venture on the Mumbles route by the old railway line. This is a Bus Only motorway, in fact, with no single line staffs! On the rest of the line boats and cars are parked.

Since the railway finished, the main road to Mumbles has been jammed with the inferior methods of transport. With 3000 cars an hour on a busy summer's day, the buses are rather handicapped. It is reported that on one summer week-end the buses lost over an hour on the 5-mile run and later had to be withdrawn during the evening! The station master at Swansea Victoria has pleaded for diesel trains to rescue the stranded bus passengers by running from Mumbles Road to Swansea but 'Paddington would not consent', presumably because this is a L.N.W.R. line, Western Region or no Western Region. It is at least interesting to be able to go on this run cheaper by FIRST class train fare than by bus!

The old B.R.-Mumbles junction has been pulled up to allow a road roundabout to be built as part of the Swansea development scheme.

Gone, but not forgotten! That was the general feeling about the S. & M. line as we left for Leeds after bidding goodbye to our hosts.

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R.F.Y

NOTE

With this issue is distributed free a slip of eight letter labels to put an advertisement of M.R.P.S. on every letter you send. More are available on request, price at least 2d each. You can obtain them from Mr. R. Bayliss (address, rear page). The labels have been produced on similar lines to those already being used by our friends on the Tal-y-llyn.

Freight traffic

Business was quite brisk immediately before the holidays and although it was slightly below the annual average of 16 00 tons, no less than four shipping contracts were dealt with for Clayton's during July, three of them during the last 10 days of the month. The steelworks closed down for the most part a week or so before the end of the month resulting in a steady decline in traffic from Robinson & Birdsell's. All traffic on the line ceased between August 5th and 12th to allow for the annual holidays of the two firms, and also to allow the Society to undertake a number of trackwork repairs to be done.

North Western Transformation

With the increasing influx of new British Railways diesel and electric locomotives and diesel multiple units much of the work on many of the country's main lines is being taken away from the steam locomotive, doomed to an early extinction unless the present rate of progress is halted. Whether or not the progress in the motive power is dictated by the shortage of manpower is uncertain: certainly many steam locomotive depots nowadays seem to be markedly short of cleaners - rarely does one witness a locomotive in clean Great Western green or Midland maroon unless it happens to be recently ex-Works after overhaul. In pre-grouping days, for sure, an unclean engine was the exception rather than the rule - now, however, the reverse seems to be the order of the day. In twelve hours of observations on the North Western main line during the Bank Holiday only a paltry 10 locomotives out of a total of 200 were in any state of cleanliness (excepting for recently outshopped ones, amounting to no more than can be counted on the fingers of one hand).

During the survey, some 210 trains were recorded: of these no less than 88 were hauled by new English Electric/Sulzer diesel locomotives, over 30 trains comprised of multiple units; with only 25 freights this left only 60 steam locomotives on express passenger workings - most of these in fact were holiday extras: all the regular advertised trains were diesel hauled, almost without exception!

Of the individual types recorded, exactly 50 of the English Electric/Vulcan Foundry type 4s were observed, 15 of the British Railways/Sulzer type 2s (used for all local suburban workings into Euston). Coming to steam, five Stanier Pacifics included three of the recently stored Princess Royal type, due for an early retirement. The once popular Royal Scot and Rebuilt Patriot classes were represented by only 10 locomotives while of the ubiquitous Stanier mixed traffic 4-6-0s only 25 out of some 850 were seen; freight was for the most part still steam-hauled; only the fish and perishable freights were diesel hauled. All the diesel multiple units were employed on the cross-country lines via Bedford and Verney (for Buckingham and Oxford lines).

Ed: Letters with queries
will be forwarded.

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British Railways Developments

The new goods depot at Stourton, which will eventually replace smaller depots like Hunslet, is now under way. Among the improvements to connect pre-grouping lines is a junction curve to connect the Midland northbound line with the Great Northern Eastbound loop so that traffic from the Midlands to the North Eastern York route can cross Leeds without having to go via the City approach lines.

This may, of course, have an effect on the transferrance of traffic on and off the Middleton Railway, if the present Hunslet North yard becomes disused. Either a pickup freight daily from the junction to Stourton or sending traffic via Parkside G.N. and the new G.N./Midland connecting line are possible solutions. It is certain that the Middleton/B.R. joint service to our customers will continue as well as it does now, however.

The British Railways publication "North Eastern News" should be consulted for complete details of the new project which is extremely well thought out. We hope that B.R. duly get the success they deserve with this mammoth undertaking.

A new Standard Gauge Preservation Society

A preservation Society has been formed to keep the Kent and East Sussex Railway going. The Railway was closed by British Railways recently, though passenger traffic has ceased some time ago. The last passenger train to run on the line (and possibly the longest ever) was a 7-coach special recently organised by the Locomotive Club of Great Britain, motive power being provided by two 'Terriers', one at either end of the train. The stations on the line are in quite a fair condition and there is some potential goods traffic.

The M.R.P.S. has been honoured by being asked, as the first standard gauge preservation society to start working, to give an expert opinion on the way to go about preservation and re-opening. Their Honorary adviser is one of the Ffestiniog members but, as might be expected, narrow gauge problems do not always require the same treatment as standard gauge.

Having passed to them, therefore, our experiences, both bitter and tasty, and having given whatever advice we could, we express the hope that the K. & E. S. R. P. S. as we expect it will be called will enjoy a very successful future. The Kent & East Sussex is, incidentally, the next door neighbour of the Bluebell Railway.

WANTED URGENTLY!

Assistance is required in the preparation and publication of the Old Run Magazine. Anyone who feels he can spare the few hours necessary at the beginning of every month (and preferably living in the Leeds area) is asked to write immediately to the Acting Editor, Mike Crew, 131, Sandringham Drive, Moortown, Leeds, 17.

 THE
 PRESIDENT
 ON
 TOUR

During July we were pleased to have our President, Lord Garnock, and his son, on the line. With the Operating Superintendent and other members of the M.R.P.S. (Ed:see editorial) he travelled the line and, after we had dropped the long train to B.R. at Hunslet Junction, drove the return train to Clayton's sidings. Our President has supported and encouraged our activities right from the early days and his great experience in Canadian Railways is invaluable in assisting with Middleton problems.

Seeing the line after three months absence one is struck by the careful work done under the supervision of the 'Doctor of Permanent Way'. One counts the bumps that are no longer there, the tightened joints and the more accurate gauges: also piles of good sleepers, chairs and keys that do not look as though they date from the pre-grouping era but which are going in steadily. It is pleasant to note that the entirely relaid section with 2' 6" spacing between the sleepers on the way into Clayton's yard is still nearly perfect over a year since it was put in as our first permanent way task when we took over. On our way round by train we pass our B.R. friend who keeps a kindly eye on the line and marks any section that needs attention. The number of places where 'Dead Slow' is the rule, because of P.W. conditions is gradually diminishing, although we hope the number of times when movie-camera guests ask us to show off with 40 m.p.h. is very small.

The long shunt where trains reverse to get to Clayton's sidings and Robinson & Birdsell's branch has always been notable for hope rather than quality. After some motor coach (we think) had tried a bit of sabotage, part of it looked suitable for one of I.K.Brunel's seven foot gauge locomotives but certainly not for 'John Alcock'. It is now good to see relaying in progress, the track re-gauged and a buffer stop ready to go at the end, so that a full train can be shunted without splitting it into two or three sections.

After a two-hour visit. Lord Garnock parted company with us, having obviously enjoyed the run. We look forward to his next inspection tour.

 Ed: The above is the text of an article written by Dr. R. F. Youell on his welcome return to the Middleton scene.

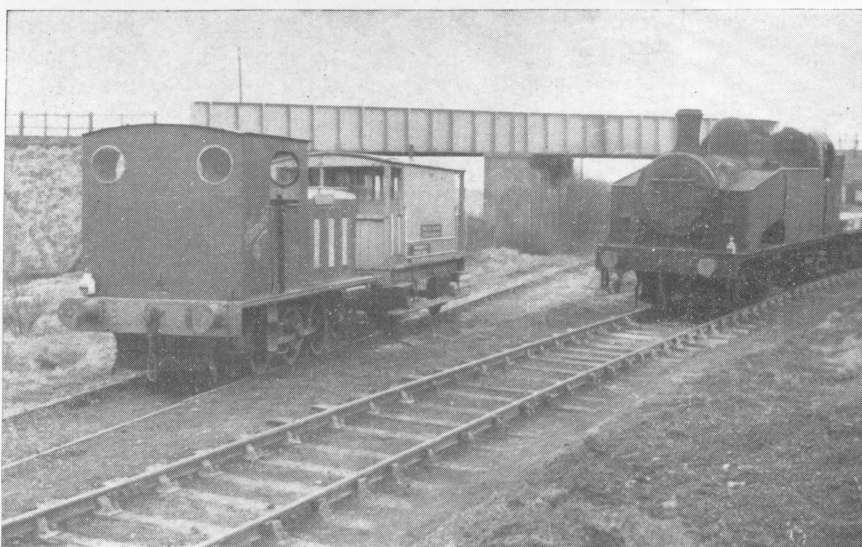
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Publicity

Our Publicity Officer, who is determined to make M.R.P.S. well-known, has got cracking! Either Mike Gilks or others are at work on good projects. We have had a monthly news report accepted by Trains Illustrated and an article is to be provided for Meccano Magazine on different lines to that published in the Railway Magazine some months ago.

'Future', the monthly magazine of the Leeds Junior Chamber of Commerce, has published an article on Middleton.

The Middleton German Television film appeared about June and we have had a generous donation from Herr Hans Kogel who runs the Niendorf (near Hamburg) 'Bee & Honey' factory. He was very happy to see our efforts and wished us good luck for the coming year. This television film is being followed by an article in a large-circulation German periodical, who are asking for some photographs of Middleton to be sent to them.

A member reports that the Science Museum at South Kensington, London, has an excellent model and photographs of the Salamanca Engine: this gives us another possible outlet for public knowledge of the fact that we are still going strong.

A cut in third programme times has postponed a B.B.C. broadcast on Middleton. Originally scheduled for September the programme has been put back a few months. This broadcast is still a firm booking, however, and will do us a lot of good, if properly presented.

A number of firms have kindly undertaken to sell Society publications and they now include: the Model Engineering Centre, Wade Lane, Leeds, Austicks bookshops (various branches in Leeds) and Norman Kerr, Grange-over-Sands, Lancs.

The Ordnance Survey, who produces first class one-inch maps, has looked into the new situation on the Middleton line. They had been informed that both the tramway and our line were "abandoned and to be scrapped" so only a few dots would indicate us on the maps. As always happens, confusion arose between the Tramway Light Railway and the Old Light Railway but we have brought their knowledge up to date and we may well see a National Trust Preservation Mark round our line on the next revision of the map which has, of course, a colossal circulation.

The Leeds Highways department, after many unprofitable attempts to find out about all Hunslet area level crossings for a Ministry of Transport questionnaire, came to us and got an answer within an hour. With at least four companies owning or operating the crossings, it was quite a complicated report but the Highways Dept. were very appreciative and wished us every success in our work.

Membership & Society Progress

Many of us wonder at times, I am sure, why we, the oldest line in the world, just top the 200 mark in membership, while other amateur railway societies run to thousands. That we are in an industrial town and not a nice country branch line has been offered as an explanation but that cannot be the whole story: such non-country places as Stratford M.P.D. tend to be packed out with railway enthusiasts whenever a visit is announced. One thinks at times that we are so busy running the railway that we have had little time to organise large scale publicity. However, as we were going within a few months of founding the Society whereas some of our colleagues have a Society to Preserve a railway but spend a long time before they can get their hands on it, we may not be so badly off as we at first think. Our only big publicity in a national railway magazine was not the result of forceful publicity but a request from the magazine in question to tell them what was going on at Middleton. A T.M.S. member has said that as we haven't indulged in large scale national publicity many of his friends knew little of what we aimed at or had accomplished.

Several people have said "The reason why you are small in membership is because you have old creaks of trams and a stinkpot diesel engine. Get some decent steam engines and we might join your Society". Passing over the point that the S. & M. or the Leeds single deck railcar are not old creaks, and 'John Alcock' is an important landmark in locomotive development, we may see some of these critics join when 'Windle', 'Swansea' or a K4 arrive.....
...or shall we?

The Welshpool and Llanfair has over 350 members and has 'Launched an Appeal', nationally reported, for something like £15 per member to enable the line to be got going. Possibly our members are relieved that we have not 'Launched an Appeal' of this size at them. We must be thankful that we did not have to find several or many thousand pounds to buy the line at the start.

All the same, one sometimes wonders "Where are the 200 other M.R.P.S. members?" when one sees hard working people left without help. There is work for anyone willing to do it. If other societies can get a bus-load down at a weekend to help, could we, less than a bus ride away from home, hope for the same? Our line is older than three other preservation schemes put together. Could we think that a real effort would give us a similar membership?

(Ed: Perhaps the lack of members is because we don't have passenger trains which the members could ride on all day?)

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Miscellanea

Publications now available from Mr. R. A. Bayliss, 74, Forest Road, Loughborough, Leicestershire, include the following. All prices quoted include postage.

1. Middleton Colliery Railway History, second edition with amendments including Map of Railway - 1/3.
2. Third Century at Middleton - Railway Magazine reprint (April) - 1/3.
3. Pennine Journey by W.B. Stocks - 6/6.
4. Swansea and Mumbles Railway history - fully illustrated booklet reduced to only 2/9.
5. Leeds University Union Railway Society Journal, 1961, 1/9.

Old Railway Magazines (few left) may be obtained from the editor, 9d each plus postage if only one or two ordered.

Blazer badges (Salamanca in Red and White on Black) may also be obtained from the editor, 2/3 or 2/6 post free.

Uniforms are available from J. Bailey, 12, Burton Crescent, Dewsbury Road, Leeds, 11, at very reasonable prices.

A large and comprehensive number of photographs are available from M.R. Gilks, 104, Sandringham Drive, Moortown, Leeds, 17. A list of those available will be gladly supplied on request providing a foolscap S.A.E. is enclosed. All photographs are postcard size, glossy and only 6d each.

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, Mr. C.C. Thornburn, 25, Cavendish Road, Leeds, 1, or from the Publicity Officer, Mr. M.R. Gilks, address above. Applications for membership should be sent to Mr. T. G. Cawthray, 1, Midland Terrace, Frizinghall, Bradford, 9. Subscription rates are £1 per annum (5/- if under 18 or attending University or other full-time education) and £20 for life membership.

We regret to record the resignation for professional reasons of Mr. Philip Worsfold as Chief Civil Engineer. Mr. Worsfold will be continuing the position of Treasurer however in his new home in York. The Civil Engineering work is temporarily being undertaken by Dr. Lawrence, Mr. J. Williams and Mr. M. Harrison, to whom any queries on the subject should be sent, via the Editorial office.

Donations are urgently required for the locomotives which the Society is interested in purchasing. Please send as much as you possibly can to the Treasurer at 28, Upland Road, Roundhay, Leeds, 8, filling in the form attached to the end of the Old Run as appropriate. The more that we can raise, the more we can have and the sooner we get our Museum underway. The first priority is the ex-B.R./L.N.E.R./Sentinel Wagon Works No. 54, now at Darlington - the price of this is £300 - £1 per member will raise more than half of this so PLEASE dig deep and let us have every farthing or fiver you find. Also don't forget that £900 is still to be paid for 1697 'John Alcock'.

Anyone with ideas about accomodation for the 32-foot long six-wheel Manchester, Sheffield and Lincoln Railway coach now at Cliff Common, near Selby, offered to the M.R.P.S. for safe keeping by the R.P.S. please contact the Society committee. The long wheelbase will prevent the coach from going round most of the curves on the Middleton line.

Mr. G. F. Fiennes, who is Traffic Manager, Eastern Region, Kings Cross, (previously in charge at Stratford and Liverpool Street G.E.R. Operating Departments) is to visit Middleton later in the year. It is perhaps unfortunate that the N.E. Region has 'pinched' Mr. Fiennes territory from Doncaster to Leeds for he will now have to travel between these two places heavily disguised!

We are informed by Mr. Youell Senior (who has just joined the Society) that he never rose to be a porter or a signaller on the Post Office London Railway. He was establishments Officer, dealing with equipment, materials and staff training, especially in the period before the railway started operating, in 1925.

Dates for your diary

Saturday, 26th August Derby Works and shed open day. A small fee is charged in aid of Railway charities. Suitable times are: Depart Leeds City station 12 noon train, returning on the 7.38 p.m. train from Derby. The party rate return fare is about 25s. full and 12/6 half, including works entrance fee.

Sunday, 10th September W.R.R.C. trip to Doncaster (shed), Boston, Grimsby and Immingham areas, Lincoln, Retford and Frodingham (Scunthorpe). The fare is 15/- and the party will leave Leeds Corn Exchange at 7.30 a.m. Other times and departure points on application to the Bookings Secretary, W.R.R.C., G.P. Styles, 16, Brian Crescent, Crossgates, Leeds, 15.

Sunday, 17th September W.R.R.C. trip to Trafford Park, Heaton Mersey, Stockport Edgeley, Buxton, Rowsley, Middleton Top, Westhouses, Hasland, Darnall and Brightside (Sheffield). Fare and departure time as above. Bookings please to Mr. P.S. Wells, 34, West Lea Crescent, Baghill Road, West Ardsley, Wakefield, Yorks.

LOCOMOTIVE PRESERVATION

The Middleton Railway Preservation Society is anxious to preserve the following locomotives, for possible future use on the Railway. In order to be able to acquire any, vast sums of money are needed urgently. Please help us by not only sending as much as you possibly can yourself but distribute as many of these forms as possible to your friends and relations, getting them in turn to help in this gigantic scheme. The price of every single one of these locos runs into several hundreds of pounds, most of them to £1000 or even more. While our ambitions may be to acquire every one of the locos mentioned, no doubt even one or two will be invaluable museum pieces for unless we are quick off the mark it may be too late to save them from the scrapyard for which they are already heading at an alarming rate.

Appeals are being launched in all the railway journals and periodicals in the immediate future - please do what you can to see the appeals receive full publicity. Thank you.

The locomotives of interest are:

1. L.N.E.R. Sentinel, ex-B.R. No. 54 at Darlington.
2. L.N.E.R. K4, Cameron of Locheil
3. G.E.R. N7, 69621 (ex 999 & 7999)
4. Metropolitan loco 'Sherlock Holmes'
5. G.W.R. 0-4-2 tank, 58XX series or 14XX series.
6. Hilsea Works, Portsmouth, Beyer Peacock 0-4-OST
7. Last Swansea & Mumbles loco, 0-6-0 of Avonside's.
- and 8. 1697, John Alcock (already being bought)

To: P. Worsfold, Esq., Treasurer, M.R.P.S., 28, Upland Road, Leeds, 8.

I am enclosing a donation of _____ which I would like put towards the purchase of locomotive number _____ listed above. If, due to lack of funds, this particular locomotive cannot be obtained I would be grateful if the sum enclosed could be put towards loco no. _____ above or no. _____ above.

I would/would not like a receipt.

Signed _____

Address _____

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
FOR OFFICIAL USE ONLY

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.

[illegible]