

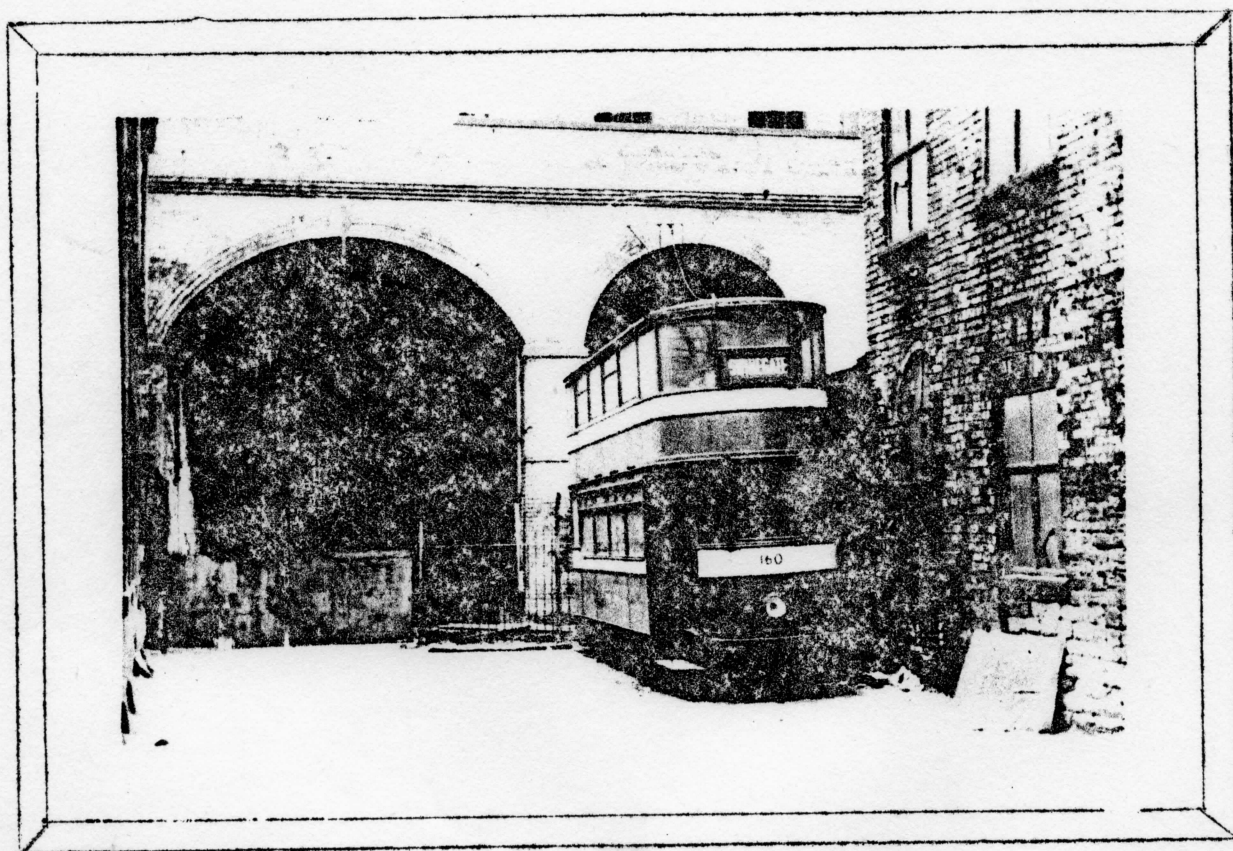
The Old Run

Journal of the Middleton Railway Preservation Society

Price 1/-

No. 26

March 1962



"The Arches".

Car 160 in the "Arches Yard"

Behind Swinegate Tram Depot.

the
OLD RUN
Journal of the
MIDDLETON RAILWAY
PRESERVATION SOCIETY

Editor: M. Gilks,
104, Sandringham Drive,
Moortown, Leeds, 17.

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COVER PICTURE

M.R.P.S. tramcar No. 160,
in Swinegate "Arches" yard.
This is where some of the
trams were stored before re-
moval to Parkside. The rail-
way arch on the left was
used by L.C.T. as a store for
trams, mainly defective and
redundant cars.
M.R.P.S. photo. No. 1-3.
Taken 23/5/61.

COMMENT

Another A.G.M. has come and
gone. Two major points have come
to light; a lot of members have
not yet renewed for this year -
if you know of one, give him a
prod in the right direction;
the other point (which one sus-
pects was not made sufficiently
strongly) is that there is still
not nearly enough people who
seem prepared to help in running
and maintaining the railway.

One thing is quite clear: the
line will not run by itself. It
is not like a model railway which
can be switched on and left to
run for evermore. On the other
hand, it could be a model railway,
- a model of how a small branch
line can be successfully worked
as a commercial undertaking by
amateurs; by amateurs who are
prepared to take their coats off
and get stuck in. But which of
us are? Judging by the numbers
who show up at weekends, about
half a dozen, it seems.

Let us make an all out effort
to really improve the situation.
To start the ball rolling, a de-
tailed guide of how to get to
the railway is given within; a
p.w. maintenance programme is
also enclosed. The railway is a
mere 2 miles from the heart of a
large City; the bus service serv-
ing us is a 20 minute frequency at
it's worst. The fare is a modest
4d. Are you going to sit and
watch the line collapse?

Come and Help!

A SECOND EXCURSION INTO THE PHILOSOPHY OF RAILWAYS - Part 2.

(William B. Stocks.)

To be of attraction to tourists a railway may have an exceptional historical background and interesting topographical features though perhaps be not particularly exciting scenically. The Middleton line or the railway George Stephenson laid over Chat Moss from Manchester to Liverpool fall into this category. Alternatively the history of the line might be only nominal but the scenery superb such as the gem that runs between the Vale of Llangollen to Barmouth. Occasionally both qualities are present as is the case with the Chester and Holyhead line. Altogether there are hundreds of miles of British railway that could become irresistible tourist attractions if their various claims were catalogued and excitingly presented. It is my constant experience when giving talks on exploring railways to organisations of both sexes, that history and scenery, with a dash of geology, botany, and lineside topography, mixed in the right dosage, can excite and tempt almost everyone. After one such talk, I was told of a certain rigid critic of B.R. who was completely changed in his views after a trip on one of the circular cruise trains that ran until last year, during the North Wales holiday season.

North of Edinburgh and Glasgow, there is scarcely a railway that does not run through the grandest scenery our island can offer. Frequently the train offers a better vantage than the roads. Occasionally doubts are expressed about the commercial future of these lines. Meanwhile countless thousands in the great industrial areas have a growing interest in landscapes and touring. Very few of them have the faintest idea what the railway can offer in Scotland, in Wales, or elsewhere. Their image of railways and trains is industrial or commuter travel, football excursions and half day bookings to the coast. New traffic could be brought to these lovely but lonely lines as soon as people could realise that they are priceless national possessions. Railways I firmly contend are "civilisation symbols" and touring by train must become the smart thing to do, whereby folks from the thickly populated areas help to keep alive the lines that are often of such great value to the more thinly populated but most picturesque parts of the country. It is also worth considering that the beauty of so many scenic places is destroyed by an excessive influx of road visitors, as I have seen myself at Grassington and Conway. By train this is avoided and there is a delightful freedom from strain enjoyed by resident and tourist alike.

Out of all this comes great scope for amateurs like ourselves who might spread new thoughts and ideas. We might use our thoughts to plan new and interesting circular trips from any given centre and make our suggestions known. We might usefully write to the press asking for holiday features in which scenic railways play a large part, as it is usual to find them neglected. Educational trips might be an extension of this kind of travel with features like the Forth Bridge or the Severn Tunnel as the ultimate target. Geography could be excitingly taught over a public address system fitted in a diesel set doing a 300 mile round trip.

To close I would like to quote from my notebook some impressions brought back last June from a trip which involved the Speyside line:

"Now in a cutting covered with heather in flower. Going quite slow and the smoke from up front suggests we are climbing. After the pinewoods comes desolate moorland as far as the eye can see on both sides. The wind blows in terrific gusts from the right. Sheep huddle or pick at the coarse grass. Almost a frightening landscape, it is so huge and bare. The engine puffs steadily on and the train seems to rock with the gusts of wind. Leaving Dava and right ahead I can see mountains with patches of snow on them. The train running faster now - engine clanking a bit - heads towards them."

Thrilling memories these, for the Winter months!

A great tree has grown from the seed Matthew Murray helped to plant and now, just about 150 years later, we might serve it best by brooding less over the pruning of the branches and lend our energies to manuring the roots, and rail touring could be very rich manure!

THE LAST TRAIN FROM DRIGHLINGTON.

(By 68869)

The first line between Wakefield and Bradford was opened by the Leeds, Bradford and Halifax Junction Railway in 1856-7 and provided the G.N.R. with a through line from London to Bradford via Ardsley. Drighlington Station was opened about this time, and in 1878, the G.N.R., which had absorbed the L.B.H.J.R. in the early 1870's, opened the branch from Wakefield to Bradford, via Dewsbury and Batley. This line joined

the main line about $\frac{1}{2}$ mile from Drighlington Station.

This station, once one of the busiest in the district, has seen a gradual dwindling of passengers due to intense competition from private and other forms of transport. For some time now, it has not been paying its way, and when it came under review at the T.U.C.C. meeting at York in the Autumn of last year, it was decided that it should close on January 1st. 1962, after 106 years of service.

I visited the station the weekend before it closed in order to purchase some tickets. I learnt from these, that late in the L.N.E.R. regime, the station was known as simply "DRIGHLINGTON", but in early British Railways days its title was changed to "DRIGHLINGTON & ADWALTON", and it kept this until June, 1960, when it became "DRIGHLINGTON", once more. As with so many other railway matters, a peculiarity existed; a sign on the Station Master's house proclaimed "DRIGHLINGTON FOR ADWALTON", which is what it really is, only vice versa, as the station itself is in Adwalton rather than Drighlington.

On the last day of operation, December 30th, 1961, it had been snowing, and the approach road from Bradford (A650) was almost impassable to my cycle and me, however I struggled on and eventually arrived at the bleak and desolate station at 5.20, to be greeted by the Station Master, Mr. E. Hayes. He told me that there were usually no passengers for what was to be the last train, at 5.59, but by 5.50, eleven people including a reporter and photographer from the local Bradford paper had gathered for the train. The train was rung in from the signal box, the enthusiasts, myself among them, bought the last tickets and after photographs had been taken there was some sadness in the cold air as we carefully picked our way across the snow covered line to await the last scheduled stop of a passenger train.

When it arrived, it turned out to be one of the West Riding's ubiquitous diesel multiple-units. We all climbed aboard after saying our goodbyes to the Station Master, and the train was signalled away, exactly at 5.59 by him. The driver tooted his farewell on the horn and we left accompanied by the popping of flashbulbs and the explosion of detonators.

The last train from Drighlington had gone.....

x - x - x - x - x - x - x - x - x - x

Why not come and give a hand on the railway this weekend?
See page 13 & Opposite for further details.

VISITING THE MIDDLETON RAILWAY

The first thing to know when paying a visit to the Middleton Railway is where it is, & secondly, how to get there. The portion of the railway with which we are concerned in our everyday task is not at Middleton, but at Hunslet, or to be more precise, Hunslet Carr. The most convenient way to get there from the City Centre is to board a bus in Infirmary Street - not the Hunslet bus but the Belle Isle one! (In the days of the trams, the quiz question was: Does a Hunslet car go to Hunslet Carr? And the answer was a most definite NO!) But I will start from the beginning and take the reader with me on an imaginary journey to Claytons yard from the centre of Leeds.

On coming out of City Station, we are at City Square, (which is actually a triangular shape), and the building at the far side of the central island is the Post Office. The road at the right hand side is Infirmary Street which is where we board our bus. The stop is on the right hand side of the road - 74 Belle Isle - and if we have to wait for the bus, we can look at a wall size aerial photo of the centre of Leeds just inside the doorway of the Northern Counties Building Society outside whose office is our bus stop. For those interested in buses, our vehicle will most likely be a Roe or Metro - Weyman bodied A.E.C. Regent III, or a Roe bodied Mk. V.

We board the bus which has now come, and go the front seat upstairs, to see where we are going and to note the various features en route. The bus crosses City Square and goes down Bishopgate Street, by the left hand side of the station and under the "tunnel" formed by the East platforms and the goods line round the back of the station. Immediately on the left is Sovereign Street, which boasted until recently a single line tram track. Swinegate Depot, round the back of which some of the M.R.P.S. trams were stored, is down this street which served as a "back door exit", as is the remains of the P.W. Yard; but neither of these can be seen from the bus. The bus continues over the river and past the end of Gt. Wilson Street which at one time was the end of the M.R., and swinging round to the left, arrives at Meadow Lane Junction.

At this point, there is frequently a policeman controlling the traffic, and when we are waved on, our bus goes almost straight across, and up Dewsbury Road. On the left is Meadow Lane gas works, distinguished by it's various gas-holders behind the roadside buildings. Less than a quarter mile up Dewsbury Road, the bus turns a sharp left hand corner into Jack Lane. We are now approaching the abandoned part of the

Middleton line. Looking to the left again, there is a new large gas-holder painted light grey: it is beneath this that the M.R. used to be. There is also a newly made drive up to the gas works. In line with this, on the opposite side of the road is a derelict stretch of railway accompanied by a gas main, between iron railings which have a forked top. This is the bridge carrying the Middleton line over the Midland main line. A few yards further on, on the right, is the connection to Hunslet Lane goods yard. Having passed over the Hunslet Lane line, we find ourselves going between brick built engineering works, across two sets of railway lines, and on the left is the name "Hunslet Engine Co." For those who may be going to the works, there is a convenient bus stop just past the entrance. Here, the road widens out, and the tarmacadam surface gives way to setts. On the right is Hudswell Clarke's works, literally "across the road" from Hunslet Engine Co.

Another two hundred yards, and the bus turns a right hand bend into Hillidge Road, and passing a distinctive blue-tiled works office block approaches the site of the now demolished Hunslet station, and that funny old railway which is reputed to be over 200 years old. After crossing over the Midland Railway, we turn onto Moor Road, running alongside the Middleton - this part is the original 1758 alignment - and leave our seats, for this is where we alight. We get off the bus at Beza Street and continue along Moor Road to the level crossing fifty yards away. The chances of seeing a train are not very high as the crossing is only used two times a day, normally.

We follow the railway line going off to the right passing the old water crane which now carries a "Trains Must Stop" notice, and the "main line" can be seen stretching away in both directions. After walking on for a few yards, on looking half-right, the square outline of the Swansea & Mumbles car beneath its tarpaulins can be seen, (if they haven't been blown off!) on the new storage siding in Clayton's yard. Here the track forks, although the points are blocked for the curve to prevent misuse; the curve going over the remains of the electric tramway - The Middleton Light Railway - and up to Clayton's yard. Just outside the yard is the Society notice board; on King's siding is the Sentinel and the hand crane; in the brake van can be seen movement. We might have guessed - it is the usual three or four strong p.w. gang. No doubt the stove is lit for warmth if it is a little nippy, and they will be only too pleased to lend us a pick or a crowbar for the afternoon. If only we had a gang of ten instead of four - - -

The railway can also be reached from the No. 2 Dewsbury Road, or Cross Flatts Park bus. This starts from the Corn

Exchange. Alight at Trentham Street (New Inn) and walk up to the "Crescent" cinema. From here, walk down Parkside Lane, by the side of the "Crescent", past Holst's (reinforced concrete) and Parkside Printeries. Turn left here; the railway headshunt bufferstops can be seen, while in the field on the left are three of the Society's trams. Clayton's curve is the left hand track between the two chain link fences.

Repairs to J. A's Compressor.

During January, certain repairs were carried out on the air compressor on "John Alcock". We are most indebted to Messrs. Broomwade Compressors, and particularly to their representatives in Leeds, Mr. MacKintosh, & Mr. Bird for very kindly examining the air compressor of the locomotive, and locating a fault.

Moreover, Messrs. Broomwade then made specially two valves and supplied new piston rings free of all charge. To them go our grateful thanks.

THE RAILWAY PRESERVATION ASSOCIATION.

The R.P.A. was formed recently to act as a co-ordinating body between the various Preservation Societies. Such a body is invaluable (providing that all societies are members of it) to prevent duplication of efforts in preserving railway items, such as is bound to occur if each Society is ignorant of what it's neighbours are doing.

The official aims of this Association are:-

- a) To act as a General Clearing House and meeting place for all Railway Preservation Societies.
- b) To circulate information on existing or proposed schemes.
- c) To foster and encourage co-ordination between existing & proposed schemes.
- d) To organise and assist full exchange of information between all Societies on the preservation of Railway
- e) To co-ordinate and assist with publicity. /relics.
- f) To issue recommendation and guidance when asked.

M.R.P.S. have joined the Association and are wholeheartedly behind them in what they are trying to do. The R.P.A. will launch themselves on the 1st. of April when there will be a special excursion, "Blue Belle", from London Bridge to Sheffield Park hauled by the chairman's engine. The chair-

man is Captain W.G.Smith, R.N.V.R.

The Association's immediate intentions are to gain the respect of the public and the railway world, in particular, British Railways, and to publish clear aims together with the names of the Committee.

These are:	Chairman.	Capt..W.G.Smith.
	Secretary	Mr. J.Cronan.
	Publicity Officer	Mr. E.Pascoe.
	Treasurer.	Mr. H.May.
	Legal Adviser.	Mr. R.C.Riley.
	Historical Adviser.	

Thus our membership of this Association will be of benefit to us by giving us publicity in fields other than at present and we hope that we shall benefit the Association by giving advice obtained by our experience in running the railway.

The Last Great Eastern Locomotive, 999 (N7 69621)

We are very happy to record the interest and encouragement we have had from British Railways officers in our efforts to preserve this locomotive, the last built at Stratford. We should like to mention in particular, Mr. R.H.N.Hardy, A.M.I.Mech.E., the District Running and Maintenance Engineer, Eastern Region, Liverpool Street, who has been most interested in our Great Eastern activities.

The NY's, of both G.E. and L.N.E. types, no longer bring in a train a minute to Liverpool Street, but in honourable retirement, surrounded by diesels and A.C. electrics, 69621 has been seen, clean and gently sizzling, as station pilot, Liverpool Street.

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SNOW DRIFT AT MOOR END

(by 61596)

There is always a pleasant uncertainty on an amateur railway - one seldom knows each morning whether one is going to need the Line Traffic Manager's best hat, the Driver's peaked cap, or the p.w.man's rubber boots and mackintosh.

Most of us have seen and enjoyed the film of the snowdrift

near Stainmore. It has a different appearance when the snow is under one's feet instead of safely on the screen.

When the weather forecast had told us that it had been the coldest night since Salamanca, or words to that effect, one's heart sinks as the voice comes over the telephone, "I think the ice has cracked a joint at Moor End, and we think it ought to be seen to." Down at Hunslet Midland Junction, we saw our opposite numbers, the B. R. p.w. men. "No," they said, "we are not doing any track laying in these conditions; we're full up clearing ice out of points." Up the line we walked; Gas Factory Junction point blades were hidden by ice and snow; cars and vans slithered over the level crossing, and we came to Moor End Junction where six amateurs were ready to start, with the p.w. train of locomotive, stores wagon, and guards van alongside.

Hacking and chipping at ice and snow that rose above rail level, we could then see the worst, - three complete breaks in six feet; keys loose and fishplates cracked as a result; and to make it worse, right up on the stockrail of a point. "How on earth did you get the morning goods over this, brute force and ignorance?" we asked the driver. "Good heavens, no," came the reply. "We don't run on those sort of principles. Faith, hope and charity, yes, aided by keying hammers, gauge bars, and Charles Brandling looking down from Heaven."

We sized the problem up, and knowing that we stick to the rule book of permanent way maintenance, decided that only a replacement of the whole rail would suffice. We looked at watches - four hours to darkness; no time to be lost. Well organised chaos was launched by the six of them, and out came ice, snow, keys, and fragments of 95lb. bullhead rail. Spanners heaved out the fishplate nuts with the exception of two. "This is rusted solid, one of the 1758 mistakes!" said one of the six after two minutes heaving. "Nonsense," came the reply, "This bit only went in in 1881." Down went the gauge measuring bar to reveal the battle of the gauges, standard gauge at one end, Stephenson gauge at the other. The replacement length turned out to be neither a 15, 30, 45, or 60 foot rail, but some intermediate. Gentle persuasion with penetrating oil and the large sledgehammer loosened the recalcitrant nuts, and all the fragments were loaded and run to Dartmouth Works siding. We measured up the replacement, and the six plus a large hacksaw cut it to size in half an hour. Mr. Garside wielded the oxy-acetylene at strategic points, and we were ready to return to Moor End. Down went the new rail, chairs were cleaned out of snow and other things and a big heave dropped the rail in place. In went the fishplates, and greased new bolts and nuts were screwed home,

holding the correct clearance between succeeding rails. Keys were tapped home and chair bolts adjusted to bring the gauge right again. The chief ganger rattled his measuring rod. "That's good, $7\frac{1}{2}$ inches above standard all along, and not more than an eighth of an inch wide anywhere. That should please Stephenson, even if Brandling and Brunel don't like it!" The level was checked, keys and bolts were given a final tighten; and we were ready to face our 204th year with the knowledge that we had done our best. "Isn't the new year a centenary, or something?" asked one of the six. "G.E.R. 1862, you mean," replied the East Anglian, perking up as he rode a favourite hobby horse. "No, older than that," said another, "this year is 150 years from our first successful locomotive - even Tchaikovsky wrote an 1812 overture, you know."

Tools were loaded up and the new steel remained shining in a hole in the snow. The engine roared into life, the Westinghouse brake hissed off, and with a warm guards van for the six we rumbled over the new line. We could hardly feel the joints; they were so nicely tightened that even "Mallard" could have run over them. Two red flags out and a whistle for Moor Road crossing, on to the main line, then off to Dartmouth Siding.

And so back home to a hard earned tea. The East Anglian looked at his watch. "Just four o'clock by Bishopgate Station clock time, three and a half hours start to finish." So we felt thankful that snowdrift notwithstanding, we should run on time as usual next day.

CONSTITUTION AMENDMENTS & OFFICERS, 1962.

The constitution of the Society was printed in Old Runs Nos. 17 & 18. The following amendments were made at the Annual General Meeting held on 3rd. March, 1962.

Item 3 will now read:

Membership shall be open to all who are in sympathy with the above. (Item 2) Ordinary membership shall be at the rate of ONE GUINEA per annum. Life membership shall be at the rate of £20. Junior membership at 7/6 per annum.....

Be an active member. Come and help keep the railway running. In this way, you get the most out of being a member!

Item 4 will now read:

"..... The committee shall comprise: President, Chairman, Deputy Chairman, Secretary, Treasurer, and not more than four vice-presidents together with a committee Secretary, Membership Secretary, Publicity Officer, Operating Superintendent, Civil Engineer, Tram Liaison Officer, and not more than three other members....."

Item 9 will now read:

The quorum for a general meeting shall be one quarter of the membership or 25, whichever is the least, and for a Committee one third of the members, the President and Vice-Presidents not being counted as Committee members for quorum purposes."

M. R. P. S. Officers, 1962.

Committee.

President.	Lord Garnock.
Vice Presidents.	The Bishop of Pontefract.
	Mr. John Alcock.
	Professor Carter.
	Professor Tuplin.
Chairman.	Dr. Youell.
Deputy Chairman,	Dr. Lawrence.
Secretary.	Mrs. S. Youell.
Committee Secretary.	Mr. J. Williams.
Membership Secretary.	Mr. F. Cawthray.
Treasurer.	Mr. P. Worsfold.
Publicity Officer.	Mr. M. Teale.
Operating Superintendent.	Mr. M. Crew.
Civil Engineer.	Mr. N. Fearnley.
Tram Liaison Officer.	Mr. K. Terry.
Three Other Members.	Mr. P. Dean.
	Mr. M. Daykin.
	Mr. M. Gilks.

Non-Committee Posts.

Carriage & Wagon Engineer.	Mr. G. Lee.
Tram Engineer.	Mr. M. Harrison.
Stores & Contracts Officer.	Mr. D. Rayner.
Duty Rota Officer.	Mr. M. Crew.
Editor, Old Run.	Mr. M. Gilks.
Publications Officer.	Mr. N. Straker
Permanent Way Maintenance.	Dr. Lawrence.
Steam Loco. Engineer.	Mr. D. Rayner.
Diesel Loco. Engineer.	Mr. J. Bailey.

Come and help on the railway - and make some new friends!

RAILWAY & SOCIETY NOTES & NEWS

New members.

We look forward to seeing the following new members, who have joined us since the last Old Run, helping us on the railway:

Mr. P. L. Smith,	Wakefield, Yorks.	Mem. No. 244
Mr. G. H. Jackson,	Bradford, Yorks.	245
Mr. J. E. Davies,	London.	246
Mr. J. Baldwin,	Castleford, Yorks.	247
Mr. D. M. Daniels,	Leeds.	248
Mr. R. C. Morris,	Ledbury, Hereford.	249
Miss B. King,	Leeds.	250
Mr. G. Knox,	Newcastle-u-Tyne.	251
Mr. R. M. Stevens,	Durham.	252
Mr. J. R. Atherley,	Nottingham.	253
Mr. J. H. Pearson,	Bradford, Yorks.	254

Brake Van Diary.

A large diary has been placed on the brake van, for the purpose of recording the day by day incidents which happen on the railway. Normal maintenance progress is also recorded in this book, for publication in Old Run. Members seeing or doing anything of interest which is likely to be of use for Old Run are asked to make a note of it on the appropriate page.

Sentinel 54.

Who said the Sentinel was nearly ready for use? Blame the Editor again! Well, we thought it was, until Derek noticed a loose pipe one day while cleaning the front of the cab. On further investigation, the suspect turned out to be the feed pipe from the mechanical feed pump to the boiler! The pipe, on approaching the boiler, just stopped! No wonder we couldn't fill the boiler by towing the loco up and down Clayton's yard with "John Alcock"! By now, the offending part has been repaired, but Mr. Williams, our expert on Sentinel loco's, thinks that the feed pump needs renewing - a replacement will cost about £8. Fortunately spares are available. The injectors were removed during February, and have been overhauled by the Hunslet Engine Co. - these are now awaiting refitting.

"John Alcock".

Further happenings! The gear box band-brake (which slows

down the transmission shaft between the engine and gearbox, to enable the gears to be engaged) has worn out! The friction lining has worn away, and at one point so has the metal backing. This was discovered by our new loco. engineer when he investigated a squeak from under the floor. The sooner the diesel goes into works, the better!

Gale Damage.

During the second week in February, severe gales caused a tremendous amount of damage over the whole of Northern England. The major effect of this at Middleton was to remove most of the tarpaulins which were over our tramcars. The sheets which were on the Swansea & Mumbles car were no exception - of the six which were on it, one was ripped to shreds; one completely disappeared, never to be seen again!, and the other four were left in a tangled heap in Clayton's yard. Those cars in Robinson & Birdsell's field were similarly uncovered, but because of the lack of manpower, the situation has not yet been fully assessed.

Visitors.

A party from Manchester University Railway Society were shown over our railway on the afternoon of the 17th. Feb. The visitors were able to see the railway in operation, as freight operation was in progress at the time. After taking about 2½ hours to walk along the railway, they were shown the loco's, trams, etc., in Clayton's yard, and were given the opportunity to purchase Society photo's and literature. Takings were around 17/6d. In the morning, the party had visited the Hunslet Engine Co.

Grass Fire.

A grass fire started in King's field on the morning of 21st. Feb. and rapidly spread to that of R. & B's, in the vicinity of the Society's tramcars. Fortunately, quick action by some of our members who were passing at the time, put it out just in time. Many thanks to those who took action.

Accidents.

In a discussion by the Committee on certain recent incidents on the railway, there arose a very important point, with regard to any accidents which may occur. If a member working for the Society should in any way injure, or damage any person or property, he MUST NOT ADMIT ANY LIABILITY WHATSOEVER, at the time. Even saying, "I'm sorry," can imply being at fault, therefore members involved in an accident

must be extremely careful in what they say at the time. While this is intended for train crews, it also applies to members carrying out p.w. duties, who may, say, injure a passer-by with a crowbar. Fortunately, there have been no accidents so far, but we must be prepared for the one which is bound to occur someday.

Tram Moving.

On Saturday, 17th. March, two more trams were moved from Claytons yard onto the new storage siding leading off Clayton's curve. These were Nos. 601 & 202. Car 601 was sheeted over the previous weekend. This leaves only Sheffield 513 in the back road of Clayton's yard; the siding was just too short to accomodate it safely. The organization of the moving was done by Alex Brown, and everything went off (not the rails!) very smoothly indeed. Many thanks, Alex!

Take Care at Points!

Because of certain drivers who, it seems, do not believe in setting points the appropriate way when passing through them in the trailing direction, the point mechanism at the bottom of Clayton's curve has had to be repaired no less than six times since last July. Because of this, the tie rods, linkage, etc., had to be completely replaced towards the end of February. Points must be set correctly at all times

Single Line Token.

Now that we are approaching the position where it may be possible to operate more than one locomotive, it is felt that precautions should be taken to ensure that only one loco., may be used at any one time. (Our Public Liability insurance policy is only valid for one engine in steam outside Clayton's yard.) For this reason, a track-occupation permit was brought into force as from 1st. Feb. This must be carried on any engine which goes out of Clayton's yard. When it is not in use it is usually hung on a hook in the brake van.

Work on the Railway.

Why not offer your services to the Society on, say, one day every other month? Your help will be greatly appreciated. If you have any queries in this connection, the Secretary will be pleased to give any further information you may require.

Articles for Old Run, are required. Please send all contributions to the Editor. Address at front.