



BRADFORD
RAILWAY GIRCLE

CHRISTMAS GREETINGS

C I R C U L A R

No. 11
DECEMBER
1946

CHRISTMAS GREETINGS - from the Vice President.

This being the first Christmas number of the 'Circular', the editors have asked me to write a few lines suitable to the occasion.

I will, therefore, in the first place, take this opportunity of wishing hearty Greetings and a Happy Christmas to all our members. Christmas is the time of peace and goodwill, and one cannot help thinking that if we could only get the spirit of friendship and goodwill which we have in our Circle into the world at large it would be a happier place.

To the railways, Christmas means a time of great activity, extra trains for people travelling to join the family circle; mountains of parcels and mail to be got safely to their destination. Anyone who has spent an hour in the evening at King's Cross or Euston during the week before Christmas has some idea of what this means.

To a railway enthusiast of an older generation a white Christmas may bring memories of a couple of 'Jones Goods' ploughing their way over that wild and treacherous spot, Dava summit, between Forres and Aviemore, or two Johnson O-6-O's with snow ploughs at each end patrolling the line from Flea Moor over Bent Head. A younger generation whose thoughts turn the same way would think of 4Fs, or Horwich specials. What big engines the Jones Goods' seemed to be when they first appeared, how small they would look today beside a 'Royal Scot' or L.N.S. Pacific!

The motto of our railways has always been "Sun or rain, fog or snow, if humanly possible the train must go through", and at no time more so than at Christmas.

In Bell Leigh's book "On the Line" his first chapter is entitled "Midnight Men", and describes the scene on the footplate of an L.N.E.R. Pacific on which he rode from Edinburgh to London; watchful and alert on the part of the driver, active and strenuous for the fireman. At the conclusion he takes the scene to a sleeping car where the attendant has roused a passenger to tell him it is seven o'clock and the train is nicely 'on time'.

'Yes', Mr. Leigh concludes, 'the "Midnight Men"

TANKS - VERY MUCH. By Frank H. Lea.

As a class in general, there is much that is interesting about Tank Engines. They are usually regarded as the small brothers (or should it be sisters?) of the lordly Tender Engines, destined, as small brothers (or sisters) in any big family are, to do all the running about, all the odd jobs too menial for the big brothers (or sisters), and to lend a hand where-ever necessary, as a great favour.

Of course, all the tanks are not little 'uns nowadays, and can often show the high and mighty growl-ups how to tackle a hefty job, and do it well, but it's the lowlier end of which I am really thinking. I always had a partiality for tanks, no doubt because I was reared on the Great Eastern suburban, a line which saw only tanks, little chaps with small wheels, 0-6-0s that hustled along with a fifteen coach train of fourwheelers, their red coupling rods flying round at an amazing speed. There were a few aristocratic 0-4-6s, but they looked down their noses at having to mix with the brats. I always like to see a tank engine hauling its train bunker first, it looks more correct somehow. To me a tank running chimney first conveys the impressio of yanking its load along with an air of "for goodness sake Alfie, come along do", but running bunker first it's "come on love, tuck your arm in mine, I'll help you along".

Some tanks convey a definite sense of the job they were intended for. Look at a L.T. & S.E. 4-4-2 and your thoughts fly to Southend-on-Sea and Jockles. A Southern 4-4-2 simply says "right on", a G.W.R. 0-6-2 looks the part to an inch of hauling a full business train up the Northern Heights line with its endless gradients.

There was the classic effort of a L.S.E. 0-4-4 (was it a Drummond?) which was the only engine available when a special excursion to Southampton being so well patronised relief trains used all the "big boys", and the last relief had to have the 0-4-4, take it or leave it. It stopped for water quite a lot, but it got there, and the only time it lost was the time it took for its drinks.

I was going to say a word about Larky Tanks, but

THE MIDLAND CLASS 2 PASSENGER ENGINES

By G. B. James.

Three members of our Circle having recently inquired for certain details about the class 2 passenger engines of the late Midland Railway, a short account of this class may not be out of place.

All the large-boiler class 2 engines were rebuilt or renewals of Mr. Johnson's 4-4-0 engines built between 1882 and 1901, and they retained their former running numbers. The original numbers were a varied assortment, but in 1907 the renumbering scheme placed all engines of a particular class in series. As the old numbers may not now be widely known, the 1907 numbers will be adhered to.

The history of the Johnson 4-4-0 engines in their original form is too long to deal with in this brief review; suffice it is to say that they had driving wheels of either 6' 6", 6' 9", or 7' 0"; the engines built till 1891 having a coupled wheelbase of 8' 6" and the later builds 9' 0" or 9' 6" to accommodate a larger firebox; except ten engines (473 to 482) built in 1900 with the older 8' 6" base. All these dimensions were retained when the engines were first rebuilt with large boilers.

Early in 1903, Mr. Johnson introduced his "H" class boiler of 4' 8" diameter with 1,428 square feet of heating surface and a pressure of 175 l.b.s.; its chief object being to adapt the older 4-4-0 engines, and also many of the 0-6-0 goods engines, to the heavier traffic.

He at once commenced fitting it, to ether with new cab and splashers, etc., to the 4-4-0 engines with 6' 6" driving wheels built 1888 to 1900. Mr. Deeley continued the process but eventually applied his own new cab with roof extended backwards (modified specimens of this cab can still be seen on the majority of the class 2 0-6-0 goods engines

Tanks - Very Much (continued)

I dare not. But I can remember an inspired article by Cecil J. Allen, many years ago, on their work on Liverpool-Manchester expresses. Tanks -- what would a railway do without 'em?

rebuilt with Belpaire firebox).

These 4-4-0 engines - Nos. 378 to 402 and 428 to 482 - were all rebuilt by early 1908. Mr. Beeley then started rebuilding the 6' 9" and 7' 0" driving wheel engines but adopted his later style of cab, of almost the same pattern as that which he had introduced for his new three-cylinder compounds in 1905, and he also modified the splashers. These engines had his new slightly tapering chimney with wind deflectors, and the new screw and bolt fastened flat smokebox door (the 6' 9" driving wheel engines had been fitted with the Johnson taper chimney). By the summer of 1908 all the engines of this class had been completed, viz: 328 to 357, d.w. 6' 9"; 358 to 377, 403 to 427 and 483 to 562, all with driving wheels 7' 0" diameter. The latest engines had Mr. Beeley's new parallel chimney with wind deflectors and convex smokebox door, and these features were soon fitted to all the older engines.

In 1909 it was decided that all new boilers for the class 2 passenger engines should have a Belpaire firebox. The new boiler, later designated G7, was similar to the "H" boiler except for the Belpaire firebox and a long smokebox, and it first appeared on the so-called 386 class. This was supposed to be a rebuild, but as the new frames with raised running board were provided, extending the coupled wheelbase to 9' 0", it might well be termed a new engine. Between 1909 and 1912, Nos. 378 to 393, 460 and 465 were rebuilt to this new design (460 and 465 had a 9' 0" coupled wheelbase from the time of their building in 1895).

Shortly after the appearance of No. 386, the new Belpaire boiler was also gradually fitted to 25 of the 6' 9" and 7' 0" driving wheeled engines between 328 and 376 (various numbers), but these retained their original frames so were more genuine rebuilds than the 386 class.

Rebuilding of this class also continued till 1913 in which year it was decided to apply superheating to the class 2 passenger engines. Mr. Fowler therefore prepared a new design which was again termed a rebuild, but as very little of the older engine could be incorporated in the new design the latter is best regarded as a new engine. The new boiler was similar to the 1909 G7 but with superheater, and

(continued on page 9)

it became known as the G7a. New frames were provided having a coupled wheelbase of 9' 6". The first engines chosen for renewal were 483 to 562 as these had piston valves and 7' 0" driving wheels, two features required in the new design, from their origin in 1896 to 1901. All these were renewed by 1914. A start was then made on the older engines and various numbers between 332 and 482 were gradually dealt with till 1923, making a total of 155 engines for the class. Then, owing to the grouping would be perpetuated, the renewing ceased.

There were then thirty-seven engines still in their 1903-8 rebuilt form (with "H" boiler), and these continued to work on lighter duties till the boilers were worn out, when they were scrapped and the running numbers left blank; the last two, 428 and 473 being withdrawn late in 1927; except one oddity, No. 331, which had been fitted in 1909 with the new long smokebox but not Belpaire firebox, this was scrapped in 1928.

The first of the 386 class to be scrapped was No. 384 in 1925, but the majority of these 1909-12 engines lasted until after 1930; the last of the genuine rebuilds, No. 372, being scrapped in 1940. Four of the 386 class are still at work.

In conclusion, it may be mentioned that five engines of the 1912 superheater design were constructed at Derby in 1914-21 as renewals of the older S. & D.J.M. engines, and these came into L.M.S. stock in 1930 as Nos. 322 to 326; thus bringing to 160 the total number of this "renewed" class.

For Sale: "Locomotives" by A. H. Bell.
Two volumes in good condition. 37/- the two.
For Particulars write 6, Fern Hill Mount, Shipley.

Since the cover was printed it is learned that Mr. Fester has a limited number of "Railway Pictorial" (the official new publication of the Railway Photographic Society) for sale at 5/- each

THIRD CHRISTMAS EVLS. by John Thornhill.

Since early coaching days Christmas Eve has been a day of travel. The scenes of accident and hold-up, so vividly described by such writers as Charles Dickens, were a feature of the coaching era, and this element of danger lent to the Christmas journey a more than usual spice of adventure.

With the coming of the passenger carrying railway this Christmas flood of traffic gave place to a new mode of travel, less picturesque than the stage coach perhaps, but certainly affording a much greater degree of safety.

Even so, the Christmas season has in the past been marred by railway disasters, happily infrequent, and of these the most appealing to the popular imagination were the ones, three in number, which took place on Christmas Eve.

On December 24th, 1841 the Great Western Railway experienced its first really bad accident. The train involved was the 4-30 morning Down Goods from Paddington, which in addition to seventeen loaded wagons and a van also included two third class coaches, a six-wheeler and a four-wheeler, marshalled next to the engine and carrying thirty-eight passengers.

In the deepest part of Soaming cutting excessive rainfall had caused a land slip to cover the road-bed to a depth of about four feet, and into this obstruction the train with its unfortunate third class passengers ran at some speed. In the ensuing derailment the frail little passenger coaches were sadly crushed between the tender and the following heavy goods vehicles, eight people being killed and seventeen severely injured.

In the Board of Trade enquiry following this accident the conditions under which third class passengers had to travel were adversely commented upon and from that time began a gradual amelioration of the lot of the travelling proletariat. The Christmas martyrs of Soaming did not die in vain!

Thirty-three years later the Great Western Railway was again afflicted by a Christmas accident which throughout the long history of that Company was to remain the worst ever.

On Christmas Eve 1874 the ten o'clock morning express from Paddington to Birkenhead, consisting

of fourteen carriages, the majority of them six-wheelers, drawn by two engines, arrived at Oxford thirty minutes late. As no third class accommodation was available a small four-wheeled coach was attached next to the engines, and, after some delay, the train departed on the next stage of its journey.

Shortly after passing Kidlington (then known as Woodstock Road) station at a speed of thirty-six miles an hour, the tyre of the right hand leading wheel of the newly attached coach flew off and was shortly followed by a piece of the wheel rim itself. The coupling held up the coach for a short distance until, when near Shipton-on-Cherwell, the drivers became aware that it was off the road, whereupon, with the best of intentions but some lack of fore-thought, they reversed their engines and whistled for the brakes to be applied.

The little coach was immediately crushed and smashed into pieces by those behind, of which nine were thrown off the rails and badly damaged, four of them being completely destroyed. Of the remaining seven the last two only remained on the rails. The engines released by the breaking of a coupling ran ahead and their crews were whurt but no less than thirty-four passengers lost their lives and sixty-nine were more or less seriously injured.

In the subsequent enquiry the Inspecting Officer severely reprimanded the responsible people on the Great Western Railway for their allowing the continued use of rolling stock with wheels having rivetted tyres, a practise condemned some years before.

Thirty-six years elapsed before the Eve of Christmas was again disturbed by a serious railway disaster. On December 24th, 1910 the evening newspapers carried sensational headlines - there had been an accident at Hawes Junction on the Midland Railway.

In the small hours of that day two light engines, but recently detached from the Up expresses they had piloted from Carlisle, were standing coupled together at Hawes Junction Down advanced starter signal. Upon the signal being lowered they started to move in leisurely fashion towards Carlisle but before they had got far on their way

were run into at full speed by the double-headed night Glasgow express from St. Pancras, comprising eight bogie coaches and two twelve-wheeled sleeping cars, for which the Down line signals had actually been pulled off. The smash was terrific and, to add to the horror, fire broke out amongst the wrecked gas-lit coaches. It is on record that of the many passengers homeward bound for Christmas, twelve were killed and seventeen, including all eight engineers, were seriously injured.

The accident was caused by the signalman, preoccupied by the movements of four other light engines about the restricted yard, forgetting the whereabouts of the two light engines when he offered the express forward to Aisgill. The crews of the former were also very much at fault in neglecting to carry out the provisions of Rule 55, although they were standing on the main line for eighteen minutes.

The conflagration emphasised the possible dangers of gas-lit coaching stock and largely influenced the railway companies in their more rapid adoption of electric lighting. Thus did lasting good come out of the Christmas smash of 1910.

Annual General Meeting

No nominations for committee members having been received, the committee as a whole stand for re-election. Will every member please return the enclosed ballot paper, either direct to the Hon. Secretary, to reach him before the date of the Annual General Meeting, or hand it in to him at the meeting. Please do one or the other.

F. H. Lea, Hon. Secretary.

Date of the Annual General Meeting - Jan. 8th.

THE LIVERPOOL AND MERSEY RAILWAY. by E. J. Morrison.

Some twenty miles long by line at its broadest, bounded on the west by the silting sea and on the east by the busy Mersey, lies that quaint "teapot spout" of land, the Wirral. Though once purely agricultural and still containing some fine farming land, the northern half is now almost entirely occupied by the towns of Birkenhead, Wallasey, New Brighton and the long string of growing townships which form one of the main accretory areas for Liverpool. It will surprise no railway lover to learn that railways have taken a major hand in this vast change. What is surprising is the variety of different companies in what is, after all, a very small area. In making a quick review of these various lines I shall take them one at a time, in no attempt to maintain a strict chronological order.

1. The Mersey Railway.

As the main Liverpool-Wirral link, this small independent line occupies a major place in the story. Created in 1866, this is mainly an underground railway. It commences in Liverpool in a low level station below the Central terminus of the Mersey Lines Committee. Central is in the midst of the main Liverpool shopping area and is also reasonably convenient for the main L.N.S. terminal at Line Street. The line immediately falls steeply in tunnel to James Street. Here and at the corresponding Birkenhead station of Hamilton Square the Mersey is very near and the stations are reached by high speed electric lifts, for both lie at a very low level. The new lifts at Hamilton Square were installed early in the recent war after a nasty accident to one of the old fashioned hydraulically operated lifts then in use. All the remaining Mersey stations are near enough to the surface to be reached by short staircases. James Street station is in the midst of the Liverpool business area and within easy reach of the other Liverpool L.N.S. station, Exchange. About half way below the Mersey the line almost violently changes from descending to ascending. In steam operated days this

switchback-like feature caused considerable trouble on a class of 2-6-2 tanks with breakages of the pivoted frames of the pony trucks, so much so that when more of the class were built five years later, radial axles were substituted for the troublesome pony trucks. Beyond Hamilton Square the line divides, the fork to the right climbing steeply through tunnel, emerging into the open to effect an end-on junction with the L.M.S. (irral section) at Park station. Park is a commodious twin island platform erection, but in view of the recent developments, shortly to be mentioned, only two of the platform faces are regularly in use. The Hamilton Square-Park tunnel featured in an unusual war-time incident. A German bomb, aimed presumably at the docks, missed and, penetrating a street intersection, succeeded in blocking the Mersey railway tunnel which had the ill-luck to pass beneath. As a result an emergency bus service had to be operated for some months between Park and Hamilton Square, and for a long time after re-opening there was a severe speed restriction at this point. Park station itself was badly damaged and a two track carriage shed near was demolished. These, some surface damage at James Street, and a rather annoying "bear miss" in a cutting on the Rock Ferry line comprise the entire war damage suffered by the Mersey.

The left hand fork at Hamilton Square also climbs steadily to emerge from tunnel into a deep cutting at Birkenhead Central. Central is the headquarters of the line. It is a three platform station with extensive storage and repair sheds and a small engine shed where is housed the one steam loco. of the Mersey, used on permanent way work. A short tunnel brings the line to Green Lane, itself partly in tunnel, and another short tunnel followed by a deep cutting with the line rising steeply, brings the Mersey into the open alongside the joint lines of the L.M.S. - G. ... from Birkenhead (Woodside) to Chester. There is a physical connection here, used for ballast trains, etc., and the joint tracks are paralleled into Rock Ferry where the Mersey has a two platform terminus adjacent to the main line station.

Though an electric line for most of its career,

the steam engines of the Mersey are well worth mention. The line abounds in gradients of 1 in 27 and 1 in 30, and to work traffic smartly outstanding engines were provided. Meyer, Peacock supplied nine 0-6-4 tanks for the opening. These had outside frames and bearings for the coupled wheels, inside cylinders 21" x 24" - at that time the largest in the country - 4' 7" drivers and a boiler pressure of 150 l's. per square inch.

These were followed in 1887 by six more remarkable tanks of the 2-6-2 wheel arrangement, again by Meyer, Peacock. These are historic in being the first 2-6-2 tanks to be used in Britain. They had inside frames, outside cylinders 19-1/2" x 36", 4' 7.1/2" driving wheels, and again 150 l's. pressure. In 1892 Kitson and Co., built three similar locos., but, as previously stated, radial axles were substituted for the earlier pony trucks. All of these two classes were fitted for condensing and, except for weather-boards, had no protection for the engine.

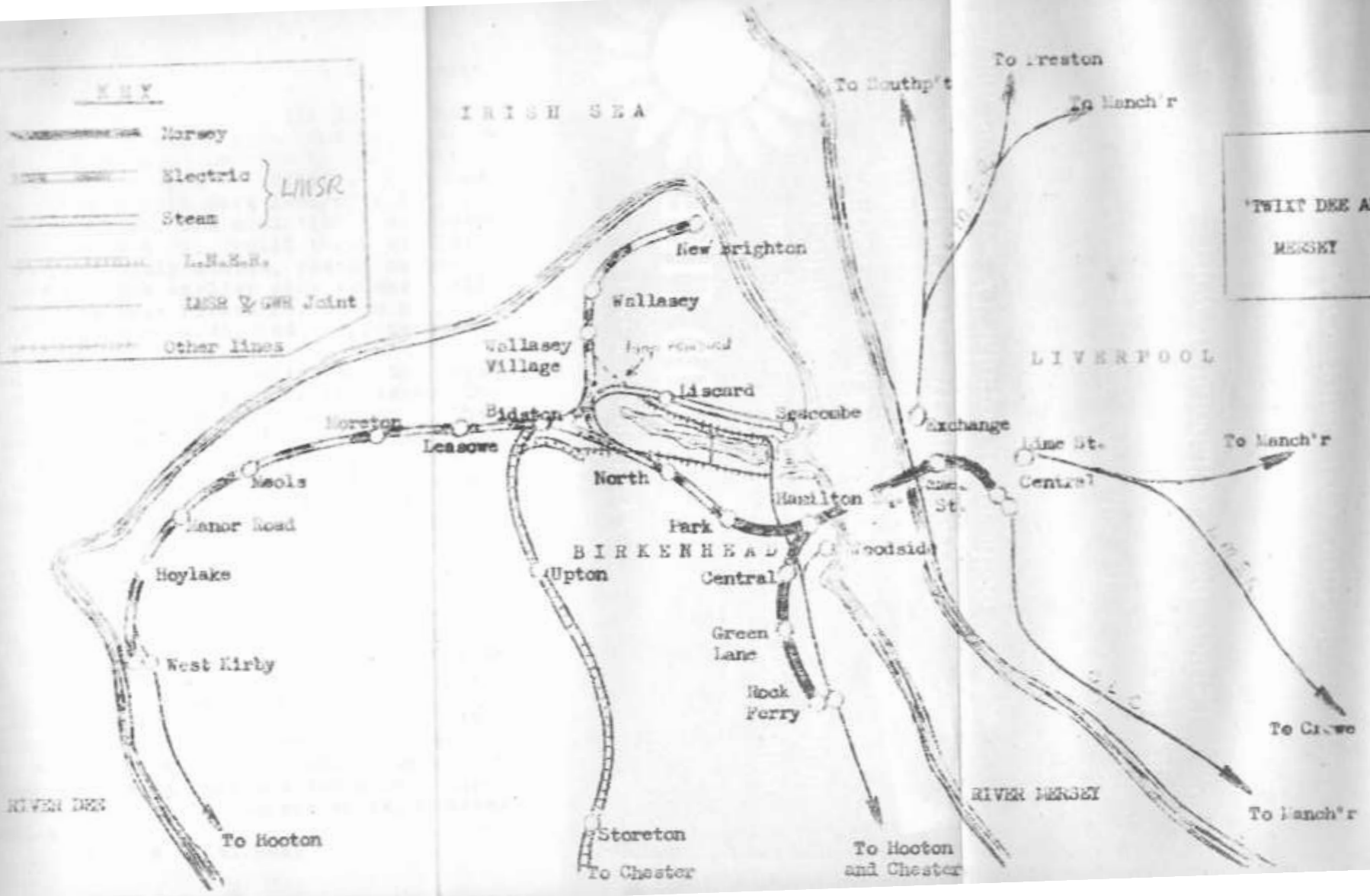
In changing from steam to electricity, the Mersey would appear to have gone to America for ideas. The old stock is of unmistakable American origin. The coaches are large, of square section with clerestory roofs and end doors, opening inwards - very like fairly early American Pullmans. The later coaches have more modern outlines with rounded roofs, large windows and British pattern bogies, but otherwise retaining many of the original features. Shortly after the outbreak of war, the internal fittings of the old coaches were brought into line with the new. The stock is very comfortable but the time would seem ripe for complete re-equipping of the line with modern stock having better positioned doors, for in station work, the Mersey trains compare but poorly with their magnificently modern neighbours.

In conclusion, a short note on signalling. At Rock Ferry lower quadrant semaphores are in use, and at the L.M.S. end of Park, upper quadrant semaphores. Elsewhere the signals are two-aspect electric. A change over to multi-aspect would, however seem very desirable.

(To be continued)

KEY	
	Norsey
	Electric
	Steam
	L.N.E.R.
	LMSR & GWR Joint
	Other lines

TWIT DEE AND
MERSEY



Bradford Ry. Circle 1st Anniversary - 18/10/46.

The Circle celebrated its first anniversary on Friday, 18th. October 1946. The proceedings were opened by a speech from Mr. Lea, who welcomed the presence of our President, Mr. Flowerdew, and briefly reviewed the progress of the Circle since its first meeting twelve months ago. Recalling the distinctly chilly atmosphere of that meeting he went on to reiterate how the society had come from strength to strength, and said that one of the high lights was undoubtedly the part we played in the Leeds and Bradford Railway Centenary celebrations. In this connection he once again thanked the railway company, through Mr. Flowerdew, for the help they had given to make our efforts a success.

In his reply, the President said that a birthday was an occasion when one looked forward as well as back, and he once more assured us that the L.M.S. would do everything they could to help us in the future. He said that he read the "Circular" every month and thought that our activities were extremely creditable. Referring to modern coaching stock, mentioned by Mr. Lea in his opening remarks, Mr. Flowerdew recalled having seen a model G.N. coach amongst the exhibits on show at the opening of the club room, and how in World War I, when he served in the Royal Engineers, he had the prototype of this vehicle, No. 121, as an ambulance coach on his railway. It was now running on the Military Railway at Loughborough, painted in S. R. Green.

Mr. Hutton wound up the speeches saying that it would always be a matter of regret to him that he was not a foundation member of the Circle, but that he did appreciate the honour conferred on him in his appointment as Vice President. Regarding the activities of the Circle he thought the lectures had been marvellous, concluding by noting the great interest shown us by the main line railways.

A railway quiz followed, in which a team of married members defeated a team of single members by 25 points to 24, the meeting coming to an end

with an excellent spotting competition devised by Mr. Lea, in which ten locomotive or train photographs were passed round for identification. This resulted in a win for Mr. D. F. Butterfield with 100 per cent correct answers. G.H.P.

"Famous Tank Engine Classes"

The speaker at the last October meeting, held on the 30th, was Mr. Charles Hutton. He commenced by saying that very often express tender engines were the most popular, but tank engines were also very interesting and had a long life.

The first design to be described was a class of 4-2-4s designed for the Bristol and Exeter Railway in 1853. These engines had driving wheels of no less a diameter than 9'-0", and one was reputed to have attained a speed of 80 m.p.h. down Wellington bank, but this he thought was doubtful.

Next the L.M.S. "Terrier" class, the "B" class 0-4-2s and Charles Marsh's famous class "13" 4-4-2s were dealt with, and in turn, Stirling and Ivatt designs of the G.N., the 2-4-2s of the L.M.S., the L.Y. 2-4-2s, the various tank engine designs which had played such a big part in Scottish locomotive history, and so to modern times, examples of which were the L.M.S. classes V1 and V3; 2-6-2s and 2-6-4s of the L.M.S. and 2-6-2s of the G.N. A beautiful Gauge O model of one of the latter was on exhibition, kindly loaned for the occasion by Mr. L. H. Halliwell.

A most instructive discussion followed this talk which had been of the same high standard that we have come to associate with Mr. Hutton, and altogether the meeting was highly successful. G.H.P.

"The Development of the Railways in the Bradford District"

A very interesting paper on the development of the railways in our locality was read to the Circle on the 13th. November by Mr. J. F. Bentley.

Using large scale maps, the speaker showed us

new, from 1824, when the Leeds and Hull Railway launched a scheme which eventually resulted in the Leeds and Selby line, the years up to 1909, which saw the opening of the first portion of the Midland route via Thorhill, witnessed the growth of the present day complicated railway system in the West Midlands.

Amongst the lesser known facts brought to light was the opening of the Leeds Central station by the L.M.S.R. in 1854. Of schemes which came to nought, the one which probably would have had the most far reaching consequences was the proposed Midland line from the south intended to link up with the existing line into Forster Square station, thus putting Bradford on a through route, north and south.

The history of our "own" Leeds and Bradford railway was fully dealt with, and Mr. Bentley stated that it was generally believed that the sale of this line to the Midland railway was one of the main contributory causes of the downfall of George Hudson, the "Railway King".

Other items of interest included the somewhat tortuous route by which the G.M.R. first gained access to Leeds and Bradford.

The proceedings concluded with a discussion.
G.M.R.

LOOKING AHEAD

Wednesday, Dec. 11th: A talk by Mr. G. L. James on "The Locomotives and Rolling Stock of the Somerset & Dorset Railway", at 7-30.

Wednesday, Dec. 25th: Christmas Day. The meeting has been transferred to:

Monday, Dec. 30th: A Paper by Mr. J. Thornhill on "The Smith Compounds", at 7-30.

Wednesday, Jan. 8th: ANNUAL GENERAL MEETING, at 7-30. (See note on page 10)

DUTY ROTA Dec. 12th - Dec. 30th. Mr. Clough.
Dec. 31st - Jan. 8th: Mr. Clare.

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